Appendix A

Draft Transportation Analysis

Local Transportation Analysis for the 3001 El Camino Real Project

Prepared for the City of Palo Alto

Submitted by
W-Trans

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TRAFFIC ENGINEERING
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Executive Summary

The project proposed for 3001 El Camino Real includes the demolition of an existing vacant building and the construction of 129 affordable housing units in its place. This project would be expected to generate an average of 621 net-new daily trips, including 46 trips during the a.m. peak hour and 59 trips during the p.m. peak hour.

This project is presumed to have a less-than-significant transportation impact on vehicle miles traveled (VMT) since the estimated VMT per capita of 5.84 is below the significance threshold of 11.33 miles per capita and the project would be comprised of 100 percent affordable housing.

Three intersections were evaluated for this study. 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 unsignalized intersection of El Camino Real/Olive Avenue is anticipated to operate at LOS F under every condition evaluated, with or without the project. The intersection of El Camino Real/Hansen Way would operate acceptably under all conditions with or without the project.

The Peak Hour Volume Traffic Signal Warrant, which indicates the potential need for a traffic signal, would be met during the p.m. peak hours under Background plus Project and Cumulative plus Project volumes at the unsignalized intersection of El Camino Real/Olive Avenue. As the City has no policy relative to adding trips to an unsignalized intersection already operating unacceptably, the project's effect is not considered to be inconsistent with Council's adopted Local Transportation Impact Policy. The City of Palo Alto may wish to place this location on a list to be further evaluated if volumes increase as indicated by the model and employ its own criteria for ranking and prioritization, including the study of other signal warrants and collision history, when considering the need and timing for traffic signal installation. Because this intersection is also within Caltrans right-of-way, signalization of the intersection would also require Caltrans approval. Caltrans similarly would have its own criteria for ranking and prioritization when considering the need and timing for traffic signal installation.

Vehicles would primarily access the project site via a driveway on Olive Avenue. Sight distances at this driveway for both entering and exiting drivers is adequate. Pedestrian access between the project site and surrounding streets would be acceptable, as would bicycle and transit access.

As a 100-percent affordable housing development located near a major transit stop, the proposed project is eligible for a parking reduction under the State Density Bonus Law and is therefore exempt from City code requirements regarding the minimum number of off-street spaces provided. It is noted that the proposed parking supply of 103 spaces is less than what is ordinarily required under City Code.

The proposed bicycle parking supply of 142 spaces exceeds the requirement of the City's Code.

Introduction

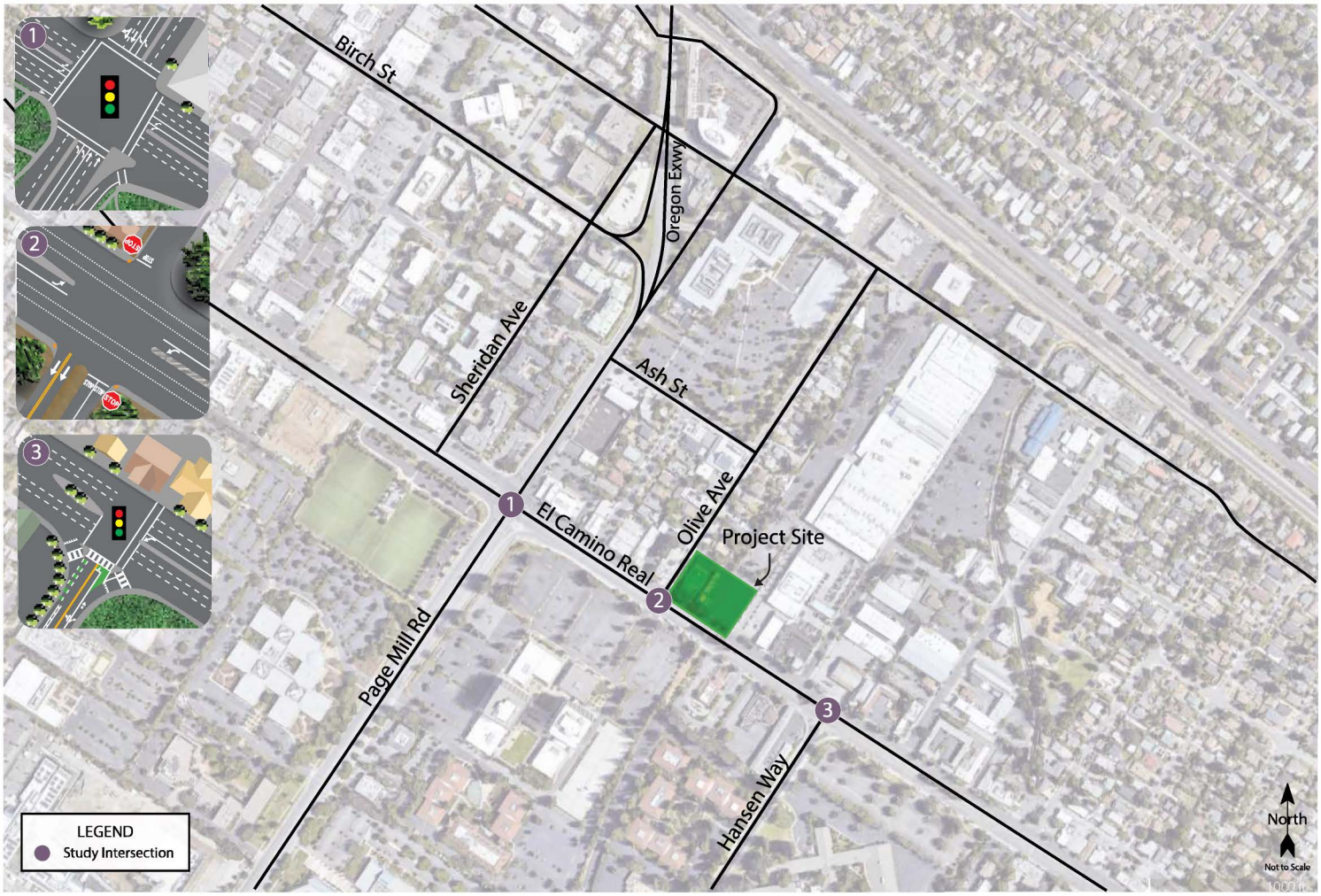
This report presents an analysis of the potential transportation impacts that would be associated with the proposed affordable housing development consisting of 129 residential units to be located at 3001 El Camino Real in the City of Palo Alto. The study was completed in accordance with the criteria 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

The proposed project would include the demolition of two vacant buildings to make way for the construction of 129 affordable housing units. Pedestrian access to the building would be provided via various pedestrian entrances facing the adjacent streets of El Camino Real, Acacia Avenue and Olive Avenue. Vehicles would enter and exit the project site from a driveway located on Olive Avenue approximately 140 feet east of El Camino Real. The project site is located at 3001 El Camino Real in the City of Palo Alto, as shown in Figure 1.



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Local Transportation Analysis for 3001 El Camino Real Project

Figure 1 – Study Area and Existing Lane Configurations

In the immediate project area, Class II bike lanes exist west of El Camino Real on both Hansen Way and Page Mill Road. 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
Hansen Wy	II	0.5	El Camino Real	Page Mill Rd
Planned				
Page Mill Rd	I	0.5	Hanover St	El Camino Real
Portage Rd	II	0.3	El Camino Real	Park Blvd
El Camino Real	II	1.2	Page Mill Rd	Maybell Ave
Oregon Expy	III	2.0	El Camino Real	W Bayshore Rd

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

Transit Facilities

Development sites which are located within a half-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 half-mile walk of the project site there are bus stops for Routes 22, 89, 522, Rapid 522, Express 101, Express 102, Express 103 and Express 104. 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. 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 0.3 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 0.3 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 0.5 miles from the project site and less than one-half mile radius. Weekday train service is provided at this station with both northbound and southbound trains at approximately 30-minute headways from 5:00 a.m. to 10:30 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 *Technical Advisory on Evaluating Transportation Impacts in CEQA*, 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 consisting of 100-percent affordable housing can be presumed to cause a less-than-significant VMT impact. This policy is consistent with OPR guidance which states that there is evidence supporting a presumption of a less-than-significant impact for a 100-percent affordable residential development in infill locations.

The proposed project at 3001 El Camino Real would satisfy the affordable housing screening criteria since 100-percent of the dwelling units would be affordable housing units. The City of Palo Alto, as the lead agency, may at their discretion choose to identify this project as having a less-than-significant impact based on this factor and the recommended guidance from OPR. However, to inform the decision-making process, a VMT analysis was conducted for this specific development project. According to the Palo Alto VMT Criteria, the appropriate significance threshold for residential projects is that a project generating vehicle travel that is 15 or more percent below the baseline County home-based average VMT per capita would have a less-than-significant VMT impact.

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 or less, would have a less-than-significant VMT impact. The evaluation tool estimates that this project would have a VMT rate of 5.84 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	5.84	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 comprised of 100-percent affordable housing and is expected to have a VMT per capita less than 15-percent below the countywide average VMT per capita, indicating a less-than-significant VMT impact.

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

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

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, two of the study intersections are operating acceptably during both peak hours evaluated, while the westbound stop-controlled approach to the unsignalized intersection of El Camino Real/Olive Avenue operates 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 *Approach*	AM Peak		PM Peak	
	LOS	**Delay**	**LOS**	**Delay**
1. El Camino Real/Page Mill Rd	D	44.5	E+	57.3
2. El Camino Real/Olive Ave	A	4.2	B-	18.6
Westbound (Olive Ave) Approach	**F**	**	**F**	**
3. El Camino Real/Hansen Wy	A	8.1	A	8.9

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. It is noted that project trips associated with the residential development project at 200 Portage Road are also included within the background condition volumes.

Under the anticipated background volumes, two of the study intersections are expected to continue operating acceptably during both the a.m. and p.m. peak hours, and the westbound stop-controlled approach to the intersection of El Camino Real/Olive Avenue is expected to operate at LOS F during both the a.m. and p.m. peak hours. Additionally, this intersection is expected to operate at an overall LOS F during the p.m. peak hour. Background volumes are shown in Figure 3 and operating conditions are summarized in Table 5.

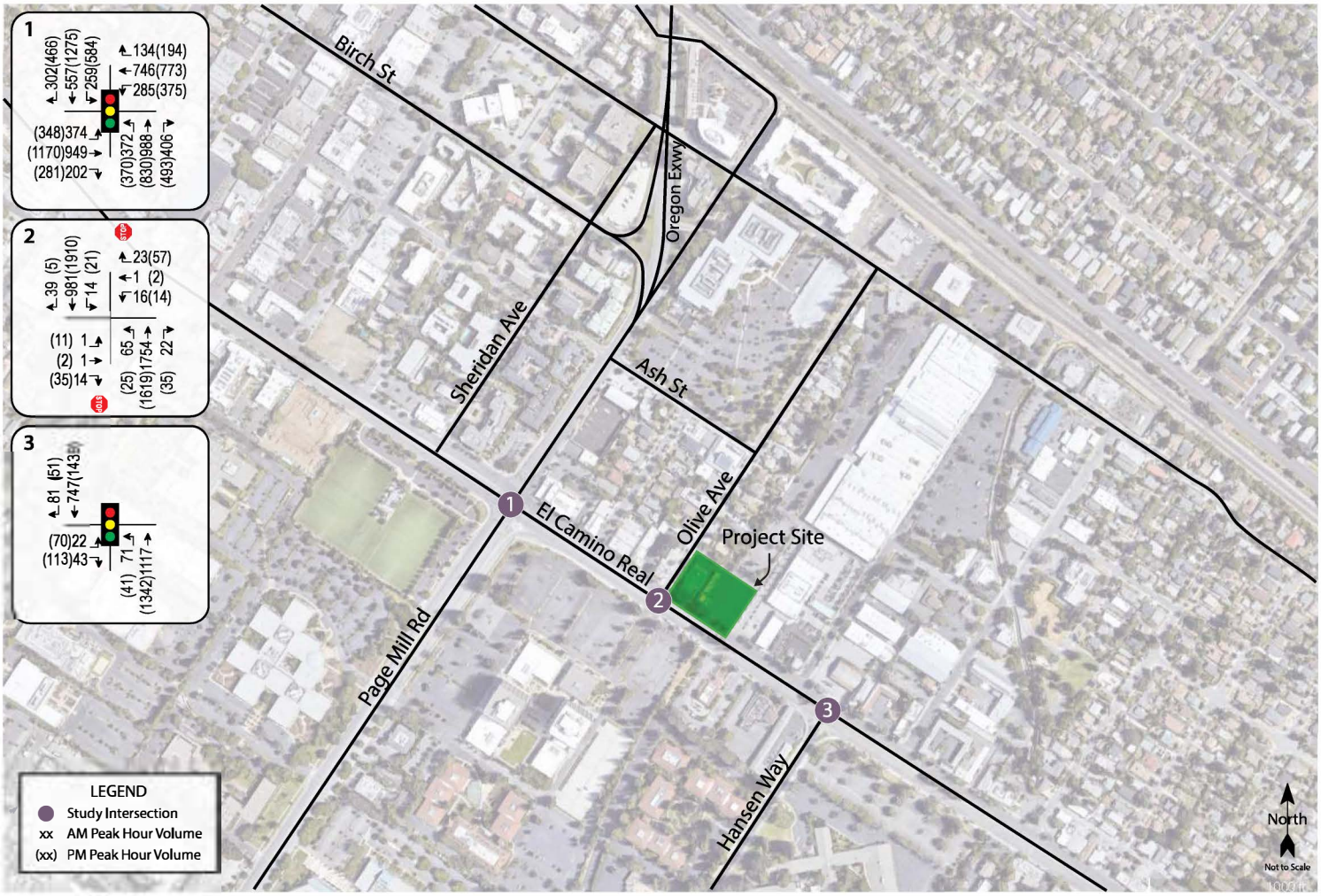

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Figure 2 – Existing Traffic Volumes

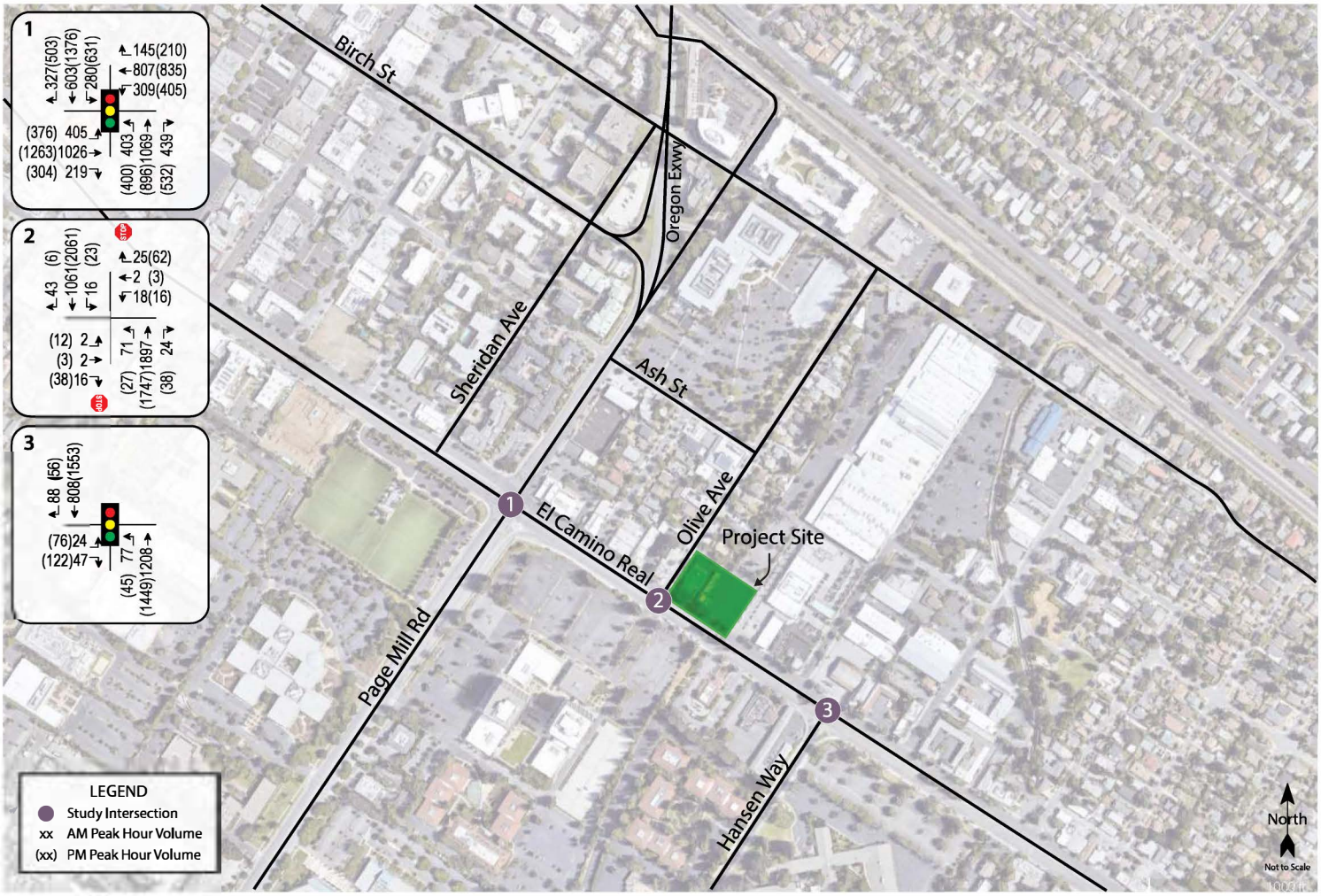

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Figure 3 – Background Traffic Volumes

Table 5 – Background Peak Hour Intersection Levels of Service				
Study Intersection ***Approach***	**AM Peak**		**PM Peak**	
	LOS	**Delay**	**LOS**	**Delay**
1. El Camino Real/Page Mill Rd	D	46.9	E	68.4
2. El Camino Real/Olive Ave	B+	10.9	**F**	**
Westbound (Olive Ave) Approach	**F**	**	**F**	**
3. El Camino Real/Hansen Wy	A	8.0	A	9.1

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.

There are no planned improvements at any of the study intersections so it was assumed that the transportation network would be the same under Cumulative Conditions as under existing conditions.

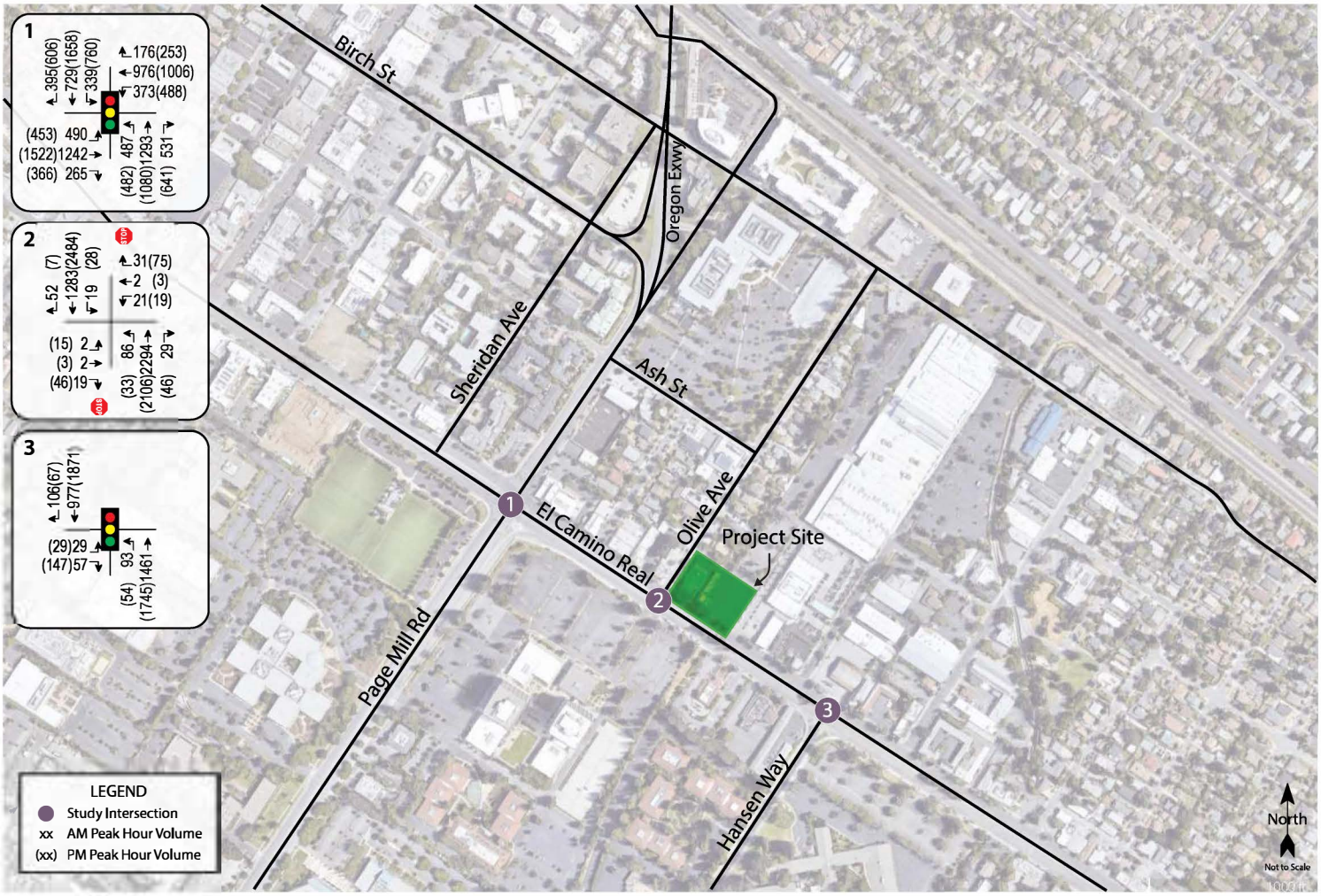
Under the anticipated cumulative volumes, only one study intersection is expected to operate acceptably during both the a.m. and p.m. peak hours. The El Camino Real/Page Mill Road intersection is projected to operate at LOS F during the p.m. peak hour and at the unsignalized intersection of El Camino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

Table 6 – Cumulative Peak Hour Intersection Levels of Service				
Study Intersection ***Approach***	**AM Peak**		**PM Peak**	
	LOS	**Delay**	**LOS**	**Delay**
1. El Camino Real/Page Mill Rd	E	64.0	**F**	**118.2**
2. El Camino Real/Olive Ave	**F**	**73.5**	**F**	**
Westbound (Olive Ave) Approach	**F**	**	**F**	**
3. El Camino Real/Hansen Wy	A	8.3	A	9.6

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 3001 El Camino Real in the City of Palo Alto and is currently occupied by a vacant single-story building which was formerly used for retail. The project as proposed would require demolishing the existing building and constructing a new building containing 129 units of affordable rental housing. The proposed project site plan is shown in Figure 5.



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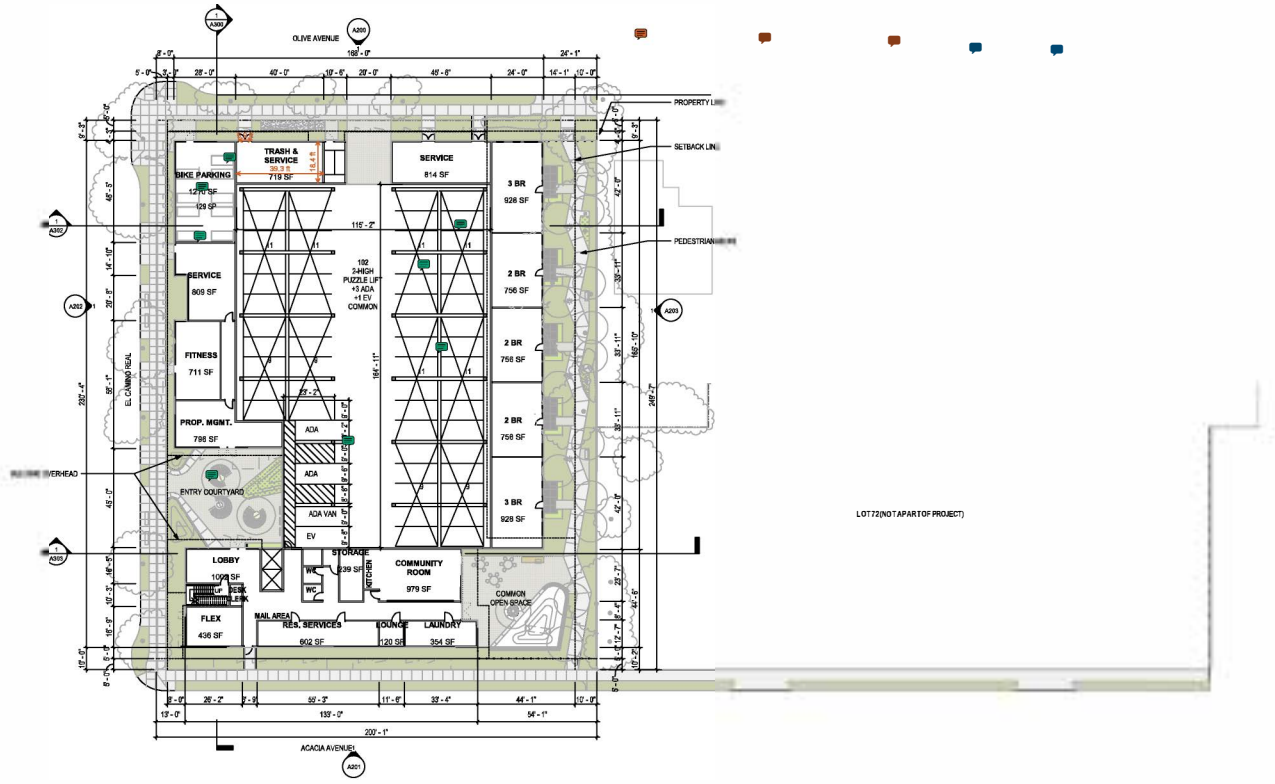
Local Transportation Analysis for 3001 El Camino Real Project

Figure 4 – Cumulative Traffic Volumes



David Baker Architects | Charities Housing | **3001-3017 EL CAMINO REAL** | FLOOR PLAN - LEVEL 1

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Local Transportation Analysis for 3001 El Camino Real Project

Figure 5 – Site Plan

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 "Affordable Housing – Income Limits" (ITE LU #223), as this land use most closely matches the proposed project. It is noted that no trip credits for the prior use were applied since this portion of the building has been vacant since 2017 and was not generating any trips when the data used to reflect existing conditions was collected. According to the *Transportation Impact Analysis Guidelines* published by the VTA and most recently adopted in March 2009, this project does not qualify for any additional trip reductions since it would be located beyond a 2,000-foot walk of either a Caltrain Station, LRT, BRT line or qualified major bus stop.

The expected trip generation potential for the proposed project is indicated in Table 7 and includes an average of 621 net-new vehicle trips per day, with 46 trips during the a.m. peak hour and 59 during the p.m. peak hour. These new trips represent the net increase in traffic associated with the project compared to existing volumes.

Table 7 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
	(du)	Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Affordable Housing – Income Limits	129	4.81	621	0.36	46	13	33	0.46	59	35	24

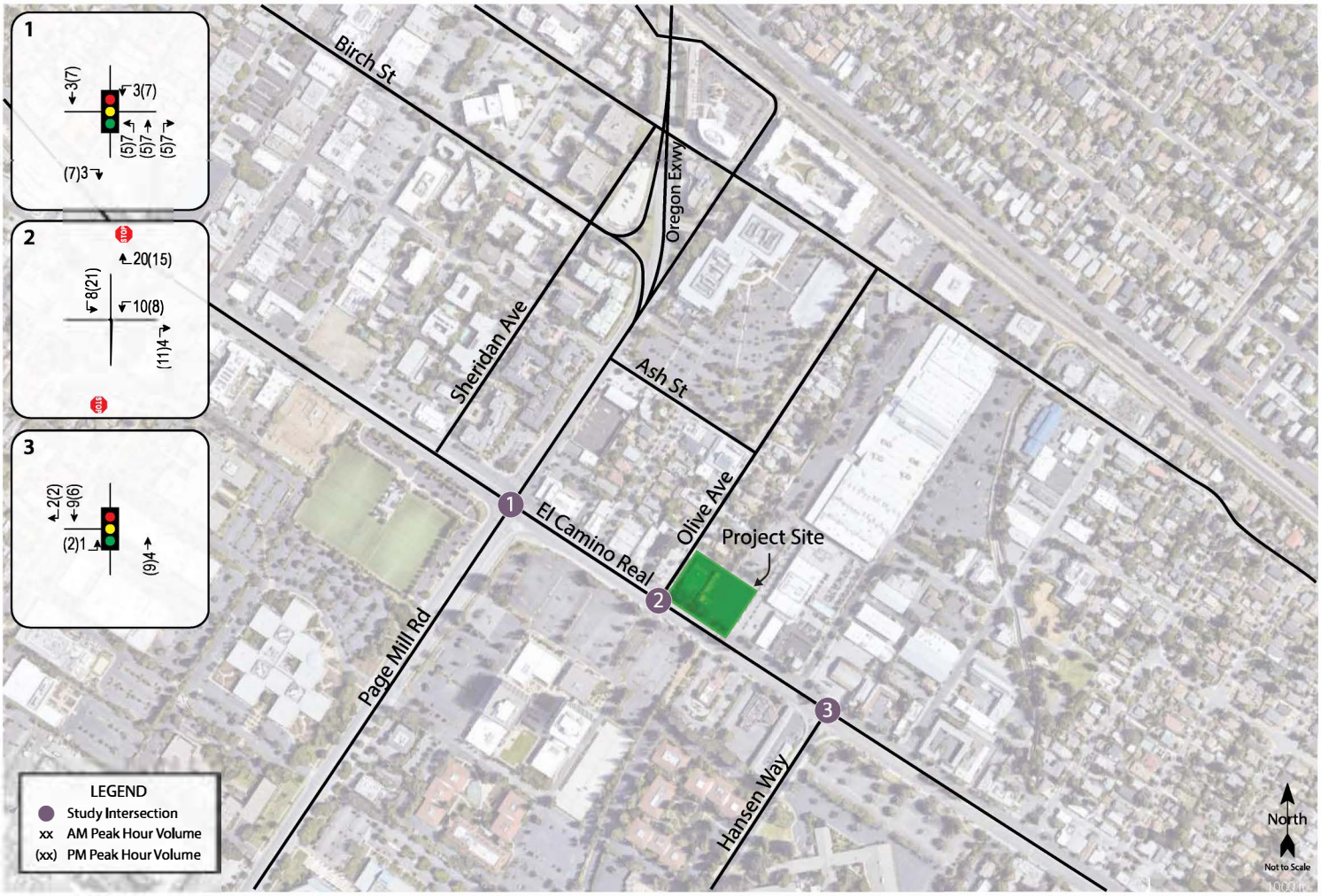
Notes: du = dwelling unit.

Trip Distribution

The trip distribution pattern used to allocate new project trips to the street network was based on the distribution and assignment applied in the *Local Transportation Analysis for the 200 Portage Avenue Project and Development Agreement Alternative (August 2022)* and 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. It is noted that trips are assumed to also use surface streets (such as Ash Street, Olive Avenue and Sheridan Avenue) to access regional facilities (like Oregon Expressway). Project traffic volumes are shown in Figure 6.

Table 8 – Trip Distribution Assumptions

Route	Percent	Daily	AM	PM
To/From East on Oregon Expy	25%	155	12	15
To/From West on Page Mill Rd	20%	124	9	12
To/From North on El Camino Real	20%	124	9	12
To/From South on El Camino Real	25%	156	12	14
To/From North on Park Blvd	5%	31	2	3
To/From West on Hansen Wy	5%	31	2	3
Total	**100%**	**621**	**46**	**59**



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Local Transportation Analysis for 3001 El Camino Real Project

Figure 6 – Project Traffic Volumes

Intersection Operation

Existing plus Project Conditions

Upon the addition of project-generated trips to the existing volumes, two of the study intersections would continue operating at acceptable Levels of Service. During the a.m. and p.m. peak hours the stop-controlled approach to the intersection of El Camino Real/Olive 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 while it would operate at an acceptable LOS D or better overall, it would operate at an unacceptable Level of Service on the stop-controlled approach regardless of whether project-generated traffic is included or not. These results are summarized in Table 9. Existing plus Project traffic volumes are shown in Figure 7.

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. El Camino Real/Page Mill Rd	D	44.5	E+	57.3	D	44.6	E+	57.9
2. El Camino Real/Olive Ave	A	4.2	B-	18.6	B	12.2	D	40.9
Westbound (Olive Ave) Approach	**F**	**	**F**	**	**F**	**	**F**	**
3. El Camino Real/Hansen Wy	A	8.1	A	8.9	A	8.1	A	9.0

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 – Two of the study intersections are expected to continue operating at acceptable Levels of Service upon the addition of project-generated traffic. At the intersection of El Camino Real/Olive Avenue the westbound approach 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. This intersection does not satisfy the peak hour volume warrant, so this condition is considered acceptable.

Background plus Project Conditions

Upon the addition of project-generated traffic to the background volumes, two of the study intersections would continue operating at acceptable Levels of Service. 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 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 satisfy the peak hour volume warrant during the p.m. peak hour. Background plus Project traffic volumes are shown in Figure 8. These results are summarized in Table 10.

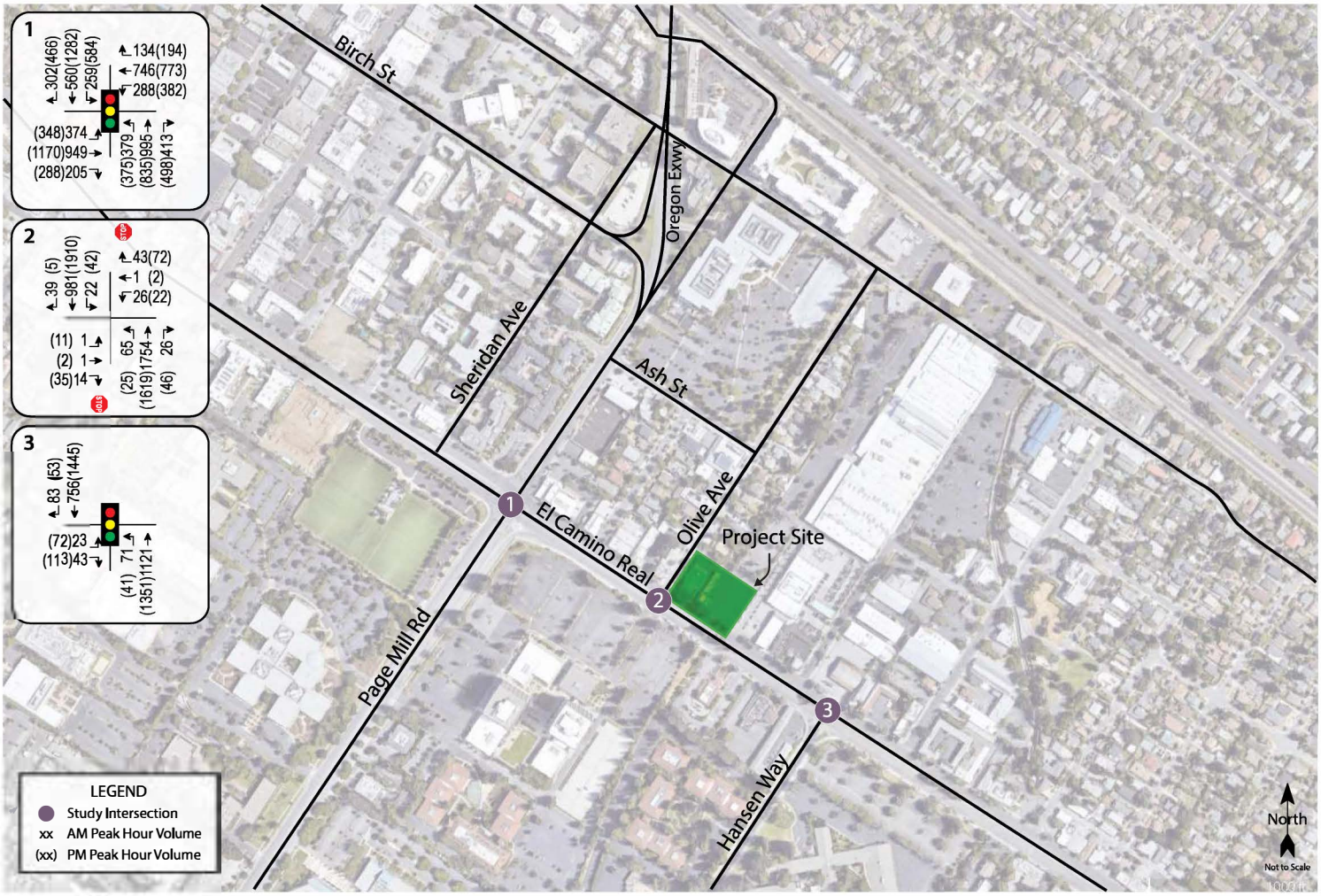

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Figure 7 – Existing Plus Project Traffic Volumes

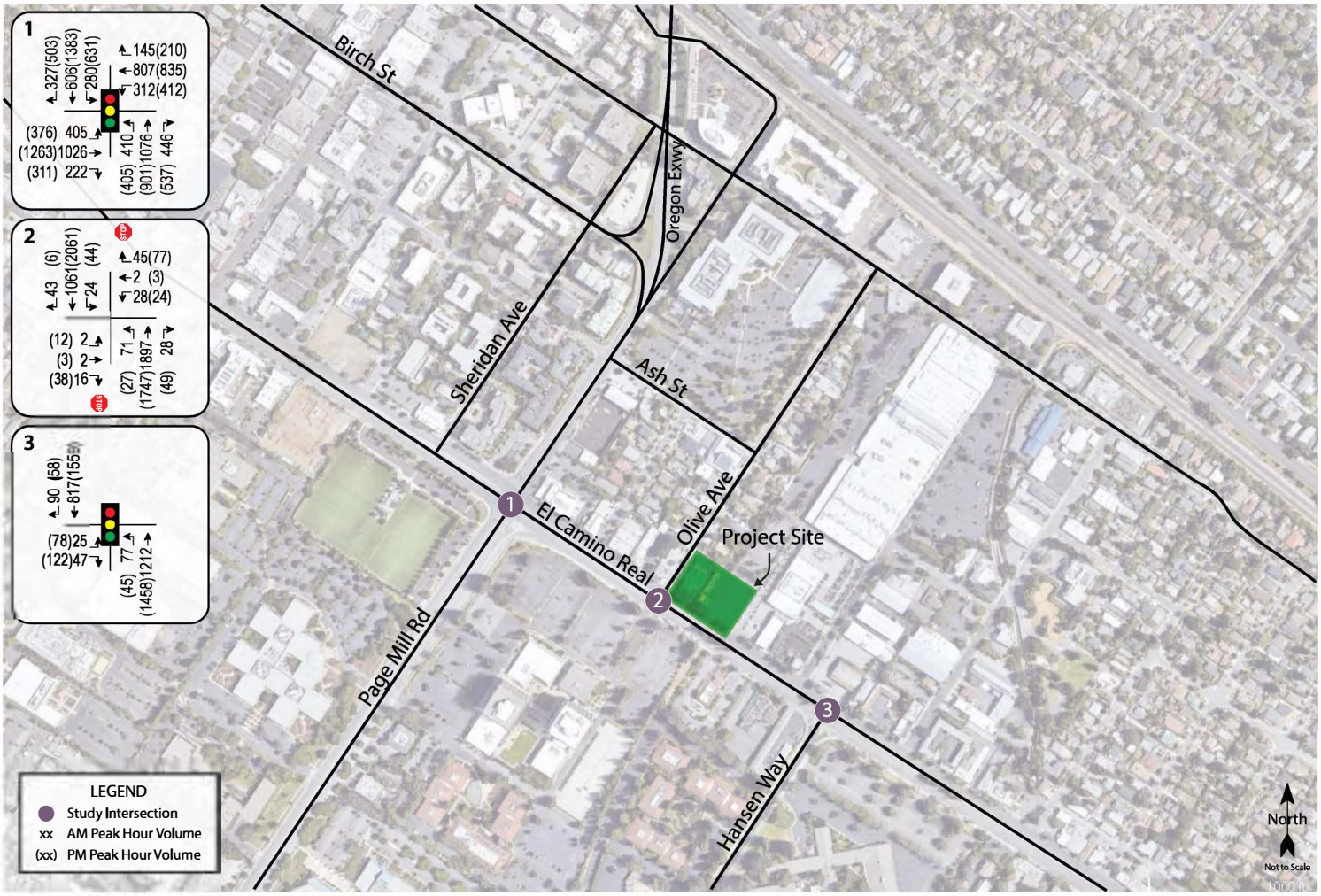

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Figure 8 – Background Plus Project Traffic Volumes

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. El Camino Real/Page Mill Rd	D	46.9	E	68.4	D	47.1	E	69.2
2. El Camino Real/Olive Ave	B+	10.9	**F**	**	C	27.7	**F**	**
Westbound (Olive Ave) Approach	**F**	**	**F**	**	**F**	**	**F**	**
3. El Camino Real/Hansen Wy	A	8.0	A	9.1	A	8.0	A	9.2

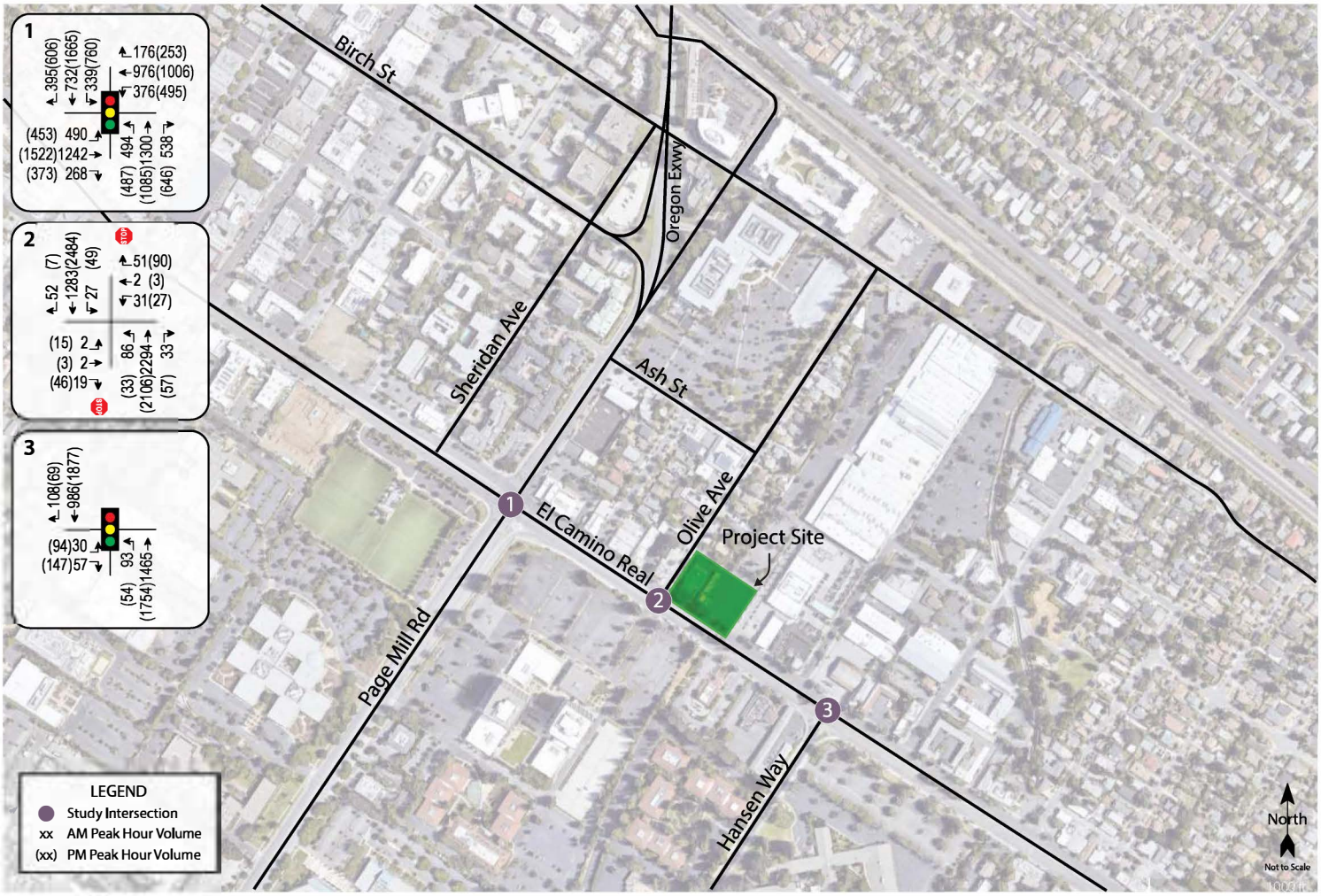
Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics;* ** = delay greater than 120 seconds; **Bold** text = deficient operation

Finding – Two of the study intersections are expected to continue operating at acceptable Levels of Service upon the addition of project-generated traffic, except at one minor street approach to El Camino Real. At the intersection of El Camino Real/Olive 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, and it was determined that the volumes at the intersection of El Camino Real/Olive Avenue would satisfy this warrant for the p.m. peak hour with the addition of project-related trips.

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. It is noted that Caltrans is required to approve all future modifications including for traffic signal installation since it has jurisdictional operation over this intersection.

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 intersection of El Camino Real/Olive 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. Cumulative plus Project traffic volumes are shown in Figure 9. The Cumulative plus Project operating conditions are summarized in Table 11.



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Local Transportation Analysis for 3001 El Camino Real Project

Figure 9 – Cumulative Plus Project Traffic Volumes

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

Existing bicycle facilities, including the bicycle lanes on Hansen Way and Page Mill Road, together with shared use of minor streets provide adequate access for bicyclists within the vicinity of the project site. Bicycle use will be further supported through the provision of 142 bike parking spaces as part of the project.

Finding – Existing, proposed, and planned bicycle facilities serving the project site would be adequate.

Transit

Development sites which are located within one-half mile 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 9 (a.m.) and 12 (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 is currently accessed by multiple driveways along Acacia Avenue, El Camino Real and Olive Avenue. The proposed project would include the removal of all existing driveways and construction of one driveway approximately 140 feet east of El Camino Real with access onto Olive Avenue. Pedestrian access to the project site would be provided via numerous pedestrian entrances located around the building and connecting to adjacent streets. The project's driveways and internal parking lot circulation network would be designed to meet current City standards and so can be expected to accommodate the access requirements for 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 Olive Avenue 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 Olive Avenue each exceed 150 feet so are adequate. To maintain this sight distance, it is suggested that any vegetation near the project's driveways should be trimmed in accordance with the Federal Highway Administration's guide on *Vegetation Control for Safety*, 2008, which states that any vegetation near the project's driveways should be trimmed to an appropriate height of three feet or less and trees should be trimmed so that nothing hangs below a height of seven feet from the surface of the roadway. This provides a gap in vegetation for drivers to observe oncoming traffic and safely maneuver from a driveway. Additionally, it is recommended that on-street parking be restricted for 20 feet on either side of the project driveway on Olive Avenue, which is consistent with guidance from the American Association of State Highway and Transportation Officials' *A Policy on Geometric Design of Highways and Streets* and the National Association of City Transportation Officials' *Urban Street Design*.

For a motorist traveling westbound on Olive Avenue intending to turn left into the project driveway, the stopping sight distance looking west along Olive Avenue 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 20 feet on either side of the driveway. Also, it is recommended that planned vegetation along the project frontage on Olive Avenue be trimmed.

Emergency Access

The *Palo Alto Municipal Code, Chapter 15.04.105,* states that vertical clearance above the entire width of the driveway shall be at least 13 feet 6 inches and that the driveway should be at least 20 feet wide. The project driveway on Olive Avenue would be 20 feet wide with 15 feet of vertical clearance. The proposed dimensions of the driveway opening would satisfy both the height and width requirements as outlined by City code. Emergency response vehicles would be able to service the site by either entering the parking lot at the driveway or via the use of ladder trucks parked on adjacent streets. Since all roadway users must yield the right-of-way to emergency

vehicles when using their sirens and lights, the added project-generated traffic would not impact access or response times for emergency vehicles.

Finding – The project would result in a less-than-significant impact regarding adequacy of emergency response since emergency vehicles are able to access the site from the public street and all roadway users must yield to emergency vehicles when using their lights and sirens.

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 103 parking spaces comprised 97 spaces on parking lifts, five disabled access parking spaces and one space for electric vehicles.

The California Density Bonus Law (CDBL) is a state housing development mandate (Government Code, Section 65915 and Assembly Bill 1763 (AB 1763)) that supersedes local land use requirements and encourages the development of some housing units. One such incentive provided by the CDBL states that a qualified housing development shall be located within one-half mile of a major transit stop and have unobstructed access to the major transit stop from the development. If these conditions are satisfied, then, upon request of the developer, a city shall not impose a vehicular parking ratio that exceeds the pre-determined amount listed in the legislation which states that the parking ratio establishing the maximum number of required off-street parking spaces on the residential development site is calculated based on a combination of the number of dwelling units and the number of bedrooms.

A major transit stop is defined in *Section 21064.3 of the Public Resources Code* as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The project is located within one-half mile radius of the California Avenue Caltrain Station, a rail transit station. It should be noted that VTA Route 22 has a transit stop located within one-half mile of the project site and operates with a service interval of less than 15 minutes during the peak commute period and as such satisfies the criteria to be considered a major transit stop.

The proposed project would satisfy the criteria for the CDBL meaning the City shall not impose a vehicular parking ratio greater than the pre-determined amount according to the legislation. However, to better inform the decision-making process, a parking analysis has been conducted. It should also be noted that the City may impose parking management strategies intended to maximize efficiency of the available parking supply at their discretion.

The projected parking demand was also estimated using standard average rates published by ITE in *Parking Generation*, 5th Edition, 2019 for Affordable housing – Income Limits (ITE LU#223). According to the ITE estimates 128 parking spaces would be required to accommodate the expected demand.

Without SDBL protections, the *Palo Alto Municipal Code, Chapter 18.52.040; Off-Street Parking, Loading and Bicycle Facility* stipulates that 198 parking spaces would be required for this project, based on the numbers of units and bedroom count. The proposed parking supply of 103 spaces is lower than both the City requirement of 198 spaces and the estimated parking demand of 128 spaces. A summary describing the proposed parking supply, City requirements and expected demand is shown in Table 12.

Table 12 – Parking Analysis Summary						
Land Use	**Units**	**Supply (spaces)**	**City Requirements**		**ITE Parking Generation**	
			Rate	**Spaces Required**	**Rate**	**Est. Parking Demand**
Affordable Housing		103			0.99	128
Studios/1-bdr units	60 du		1.0	60		
2 and 3-bdr units	69 du		2.0	138		
Total		**103**		**198**		**128**

Notes: du = dwelling unit; bdr = bedroom

The Uniform Building Code and the Federal Accessibility Guidelines require that parking spaces for the disabled must be provided. The site plan shows that out of the 103 spaces proposed there would be five stalls designated for disabled persons, each located in the immediate vicinity of the project entry points. Based on the requirements stipulated by the Federal Accessibility Guidelines, five accessible stalls are required so the project complies.

Finding – The proposed project satisfies the criteria for the State Density Bonus Law meaning City requirements regulating the number of off-street parking spaces provided does not apply. The five accessible stalls proposed for the project would be equal to the minimum required.

Bicycle Storage

The *Palo Alto Municipal Code (Chapter 18.52.040 – Off-Street Parking, Loading and Bicycle Facility Requirements*) states that one bicycle space shall be provided for every unit for multi-family residential developments. Thus, the City Code requires a minimum of 129 bicycle parking spaces to be provided at the project site. The proposed project would provide 142 bicycle parking spaces located within an indoor bicycle parking room.

Finding – The proposed supply of 142 bicycle parking spaces is more than the required amount of 129.

Study Participants and References

Study Participants

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

References

A Policy on Geometric Design of Highways and Streets, 7th Edition, American Association of State Highway and Transportation Officials, 2018

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

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Caltrain, http://www.caltrain.com/schedules.html

City of Palo Alto Bicycle & Pedestrian Transportation Plan, Alta Planning + Design, 2012

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Santa Clara Valley Transportation Authority, http://www.vta.org/

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Transportation Impact Analysis Guidelines, Santa Clara Valley Transportation Authority, 2014

Transportation Impact Analysis Report 3001 El Camino Real Mixed-Use Development, TJKM, 2017

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Vegetation Control for Safety, Federal Highway Administration, 2008

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Appendix A

VTA VMT Evaluation Tool Output

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Santa Clara Countywide VMT Evaluation Tool - Version 2 - Report

Project Details

Timestamp of Analysis	October 21, 2022, 04:40:50 PM
Project Name	3001 El Camino Real
Project Description	129 Affordable Housing Units

Project Location Map

Jurisdiction:

Palo Alto

APN	TAZ
13237056	517
13238072	517
13237055	517

Analysis Details

Data Version	VTA Countywide Model December 2019
Analysis Methodology	TAZ
Baseline Year	2022

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

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:

Proximity to Transit Screening

Inside a transit priority area? Yes (Pass)

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Metric 1:	Home-based VMT per Capita
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	13.33
VMT Threshold Description 1 / Threshold Value 1:	-15% / 11.33
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		
Low VMT Screening Analysis	Yes (Pass)		

Appendix B

Traffic Count Data

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Prepared by National Data & Surveying Services

Page Mill Rd & El Camino Real

Peak Hour Turning Movement Count

Prepared by National Data & Surveying Services

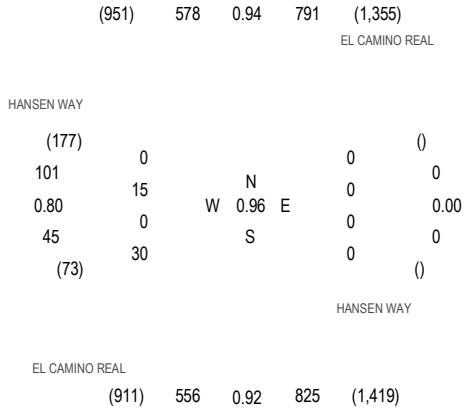
Olive Ave & El Camino Real

Peak Hour Turning Movement Count

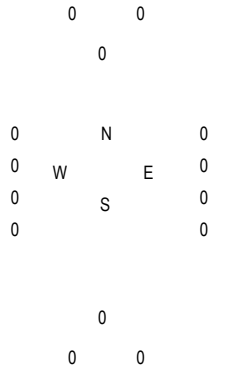
Location: 1 EL CAMINO REAL & HANSEN WAY AM
Date: Wednesday, May 5, 2021
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

(303) 216-2439
www.alltrafficdata.net

Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

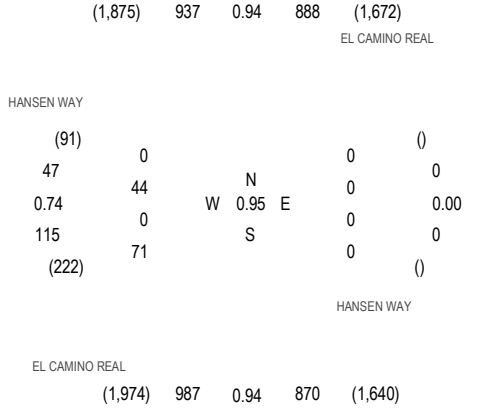
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	2	13	0	0	0	9	0	24
Lights	0	13	0	29	0	0	0	0	7	40	741	0	0	0	495	55	1,380
Mediums	0	2	0	1	0	0	0	0	0	0	22	0	0	0	15	4	44
Total	0	15	0	30	0	0	0	0	7	42	776	0	0	0	519	59	1,448

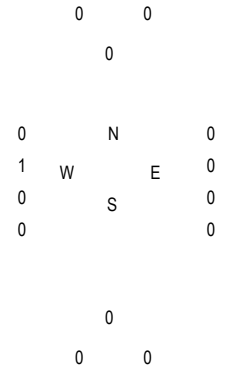
Location: 1 EL CAMINO REAL & HANSEN WAY PM
Date: Wednesday, May 5, 2021
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

(303) 216-2439
www.alltrafficdata.net

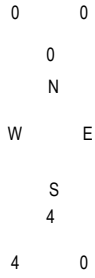
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HANSEN WAY Eastbound				HANSEN WAY Westbound				EL CAMINO REAL Northbound				EL CAMINO REAL Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	12	0	28	0	0	0	0	2	6	210	0	0	0	226	4	488	1,874	0	0	0	0
4:15 PM	0	6	0	16	0	0	0	0	2	4	168	0	0	0	233	7	436	1,891	3	0	0	0
4:30 PM	0	14	0	21	0	0	0	0	2	3	227	0	0	0	209	7	483	1,922	0	0	0	0
4:45 PM	0	7	0	14	0	0	0	0	2	4	207	0	0	0	229	4	467	1,902	2	0	0	0
5:00 PM	0	17	0	17	0	0	0	0	4	4	202	0	0	0	249	12	505	1,863	3	3	3	0
5:15 PM	0	6	0	19	0	0	0	0	3	4	208	0	0	0	218	9	467		1	1	1	0
5:30 PM	0	16	0	13	0	0	0	0	0	3	170	0	0	0	254	7	463		1	0	0	0
5:45 PM	0	4	0	12	0	0	0	0	0	7	198	0	0	0	201	6	428		2	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	15
Lights	0	36	0	67	0	0	0	0	11	15	832	0	0	0	896	31	1,888
Mediums	0	8	0	4	0	0	0	0	0	0	4	0	0	0	2	1	19
Total	0	44	0	71	0	0	0	0	11	15	844	0	0	0	905	32	1,922

Appendix C

Intersection Level of Service Analysis Summary Sheets

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AM Peak Hour - Existing Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #1: El Camino Real / Page Mill Rd

Signal=Protect/Rights=Include

Base Vol:			302			557		259***
Lanes:		1	0		3	0	2	

Base Vol:	Lanes:	Signal=Protect Rights=Overlap		Signal=Protect Rights=Include	Lanes:	Base Vol:
374***	2		Cycle Time (sec): 130		0	134
	0		Loss Time (sec): 12		1	
949	2		Critical V/C: 0.758		1	746***
	0		Avg Crit Del (sec/veh): 46.1		0	
202	1		Avg Delay (sec/veh): 44.5		2	285
			LOS: D			

Lanes:		2	0		2		1	0
Base Vol:		372			988***			406

Signal=Protect/Rights=Include

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	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.09	0.91	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.69	0.31
Final Sat.:	3150	3967	1630	3150	5700	1750	3150	3800	1750	3150	3136	563
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	0.24	0.24
Crit Moves:		****			****			****			****	
Green Time:	23.1	42.7	42.7	14.1	33.7	33.7	20.4	44.9	68.0	16.3	40.8	40.8
Volume/Cap:	0.66	0.76	0.76	0.76	0.38	0.66	0.76	0.72	0.22	0.72	0.76	0.76
Delay/Veh:	52.9	40.9	40.9	65.7	39.7	46.8	59.1	39.1	16.8	61.2	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	40.9	40.9	65.7	39.7	46.8	59.1	39.1	16.8	61.2	43.1	43.1
LOS by Move:	D-	D	D	E	D	D	E+	D	B	E	D	D
HCM2kAvgQ:	8	17	17	8	6	12	10	17	5	8	17	17

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

AM Peak Hour - Existing Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #2: El Camino Real / Olive Ave

Signal=Uncontrol/Rights=Include

Base Vol:			39			981		14
Lanes:		0	1		2	0	1	

Base Vol:	Lanes:	Signal=Stop Rights=Include		Signal=Stop Rights=Include	Lanes:	Base Vol:
1	0		Cycle Time (sec): 100		0	23
	1		Loss Time (sec): 0		0	
1	0		Critical V/C: 0.825		1!	1
	0		Avg Crit Del (sec/veh): 4.2		0	
14	1		Avg Delay (sec/veh): 4.2		0	16
			LOS: F			

Lanes:		1	0		2		1	0
Base Vol:		65			1754			22

Signal=Uncontrol/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:	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
FinalVolume:	65	1754	22	14	981	39	1	1	14	16	1	23
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:												
Cnflict Vol:	1020	xxxx	xxxxx	1776	xxxx	xxxxx	1744	2935	347	2251	2943	596
Potent Cap.:	688	xxxx	xxxxx	355	xxxx	xxxxx	56	15	655	23	15	452
Move Cap.:	688	xxxx	xxxxx	355	xxxx	xxxxx	46	13	655	19	13	452
Volume/Cap:	0.09	xxxx	xxxx	0.04	xxxx	xxxx	0.02	0.08	0.02	0.83	0.08	0.05
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	10.8	xxxx	xxxxx	15.6	xxxx	xxxxx	xxxxx	xxxx	10.6	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	C	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	xxxx	xxxxx	xxxx	42	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	3.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	198.3	xxxx	xxxxx	xxxxx	272	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			34.1			272.0		
ApproachLOS:	*			*			D			F		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real / Olive Ave

****

Base Volume Alternative: Peak Hour Warrant NOT Met

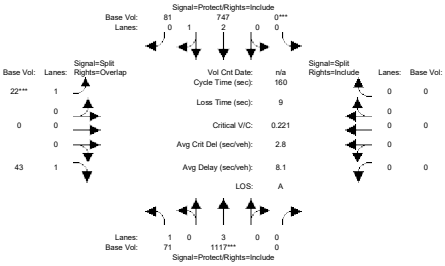
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

```
-----------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   65 1754    22    14  981    39     1    1    14    16    1    23
ApproachDel:     xxxxxx           xxxxxx            34.1             272.0
-----------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=16]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2931]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=40]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2931]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 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
-----------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   65 1754    22    14  981    39     1    1    14    16    1    23
-----------|---------------||---------------||---------------||---------------|
Major Street Volume:             2875
Minor Approach Volume:           40
Minor Approach Volume Threshold: -79 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


AM Peak Hour - Existing Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #3: El Camino Real / Hansen Way

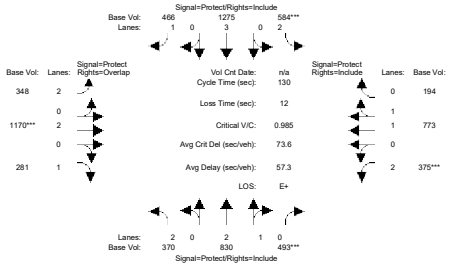



```
Street Name:            El Camino Real                  Hansen Way
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:      71 1117    0     0  747   81     22    0   43      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:   71 1117    0     0  747   81     22    0   43      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:    71 1117    0     0  747   81     22    0   43      0    0    0
Reduct Vol:     0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:   71 1117    0     0  747   81     22    0   43      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:   71 1117    0     0  747   81     22    0   43      0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.92 1.00 0.92  0.92 0.99 0.95   0.92 1.00 0.92   0.92 1.00 0.92
Lanes:       1.00 3.00 0.00  0.00 2.70 0.30   1.00 0.00 1.00   0.00 0.00 0.00
Final Sat.:  1750 5700    0     0 5051  548   1750    0 1750      0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.20 0.00  0.00 0.15 0.15   0.01 0.00 0.02   0.00 0.00 0.00
Crit Moves:       ****       ****            ****
Green Time:  32.2  141  0.0   0.0  109 108.8   10.0  0.0 42.2    0.0  0.0  0.0
Volume/Cap:  0.20 0.22 0.00  0.00 0.22 0.22   0.20 0.00 0.09   0.00 0.00 0.00
Delay/Veh:   53.5  1.4  0.0   0.0  9.6  9.6   72.1  0.0 44.6    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  53.5  1.4  0.0   0.0  9.6  9.6   72.1  0.0 44.6    0.0  0.0  0.0
LOS by Move:   D-    A    A     A    A    A     E    A    D      A    A    A
HCM2kAvgQ:     3    3    0     0    5    5     1    0    2      0    0    0
Note: Queue reported is the number of cars per lane.
```

PM Peak Hour - Existing Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #1: El Camino Real / Page Mill Rd

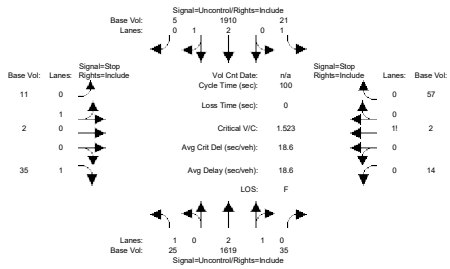



```
Street Name:          El Camino Real                  Page Mill Rd
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:     370  830  493   584 1275  466   348 1170  281   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:  370  830  493   584 1275  466   348 1170  281   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:   370  830  493   584 1275  466   348 1170  281   375  773  194
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  370  830  493   584 1275  466   348 1170  281   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:  370  830  493   584 1275  466   348 1170  281   375  773  194
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00 0.92  0.83 1.00 0.92  0.83 1.00 0.92  0.83 0.98 0.95
Lanes:       2.00 2.00 1.00  2.00 3.00 1.00  2.00 2.00 1.00  2.00 1.59 0.41
Final Sat.:  3150 3800 1750  3150 5700 1750  3150 3800 1750  3150 2957  742
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.12 0.22 0.28  0.19 0.22 0.27  0.11 0.31 0.16  0.12 0.26 0.26
Crit Moves:           ****  ****            ****       ****
Green Time:  18.9 37.2 37.2  24.5 42.8 42.8  16.7 40.6 59.5  15.7 39.6 39.6
Volume/Cap:  0.81 0.76 0.98  0.98 0.68 0.81  0.86 0.98 0.35  0.98 0.86 0.86
Delay/Veh:   64.2 44.5 67.1  85.6 38.7 48.3  71.9 66.8 23.0  99.0 49.3 49.3
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:  64.2 44.5 67.1  85.6 38.7 48.3  71.9 66.8 23.0  99.0 49.3 49.3
LOS by Move:    E    D    E     F   D+    D    E    E    C     F    D    D
HCM2kAvgQ:      9   15   25    19   15   20   11   29    8    13   21   21
Note: Queue reported is the number of cars per lane.
```


PM Peak Hour - Existing Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #2: 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 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:
Cnflict Vol: 1915 xxxx xxxxx  1654 xxxx xxxxx  2545 3659   639  2366 3644   557
Potent Cap.:  314 xxxx xxxxx   395 xxxx xxxxx    14    5   423    19    5   479
Move Cap.:    314 xxxx xxxxx   395 xxxx xxxxx     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 xxxxx   0.2 xxxx xxxxx  xxxx xxxx   0.3  xxxx xxxx xxxxx
Control Del: 17.5 xxxx xxxxx  14.6 xxxx xxxxx xxxxx xxxx  14.3 xxxxx xxxx xxxxx
LOS by Move:    C    *    *     B    *    *     *    *     B     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx     7 xxxx xxxxx  xxxx   38 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.6 xxxx xxxxx xxxxx  7.9 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  1505 xxxx xxxxx xxxxx  669 xxxxx
Shared LOS:     *    *    *     *    *    *     F    *    *     *    F    *
ApproachDel:    xxxxxx            xxxxxx          418.1            668.6
ApproachLOS:         *                 *             F                F
Note: Queue reported is the number of cars per lane.
```

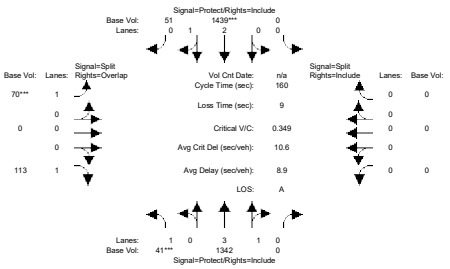
```
                        Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 El Camino Real / Olive Ave
********************************************************************************
Base Volume Alternative: Peak 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
```

```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   25 1619    35    21 1910     5    11    2    35    14    2    57
ApproachDel:     xxxxxx           xxxxxx           418.1            668.6
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=5.6]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=48]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3736]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=13.6]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=73]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3736]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 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
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   25 1619    35    21 1910     5    11    2    35    14    2    57
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              3615
Minor Approach Volume:            73
Minor Approach Volume Threshold: -158 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


PM Peak Hour - Existing Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #3: El Camino Real / Hansen Way

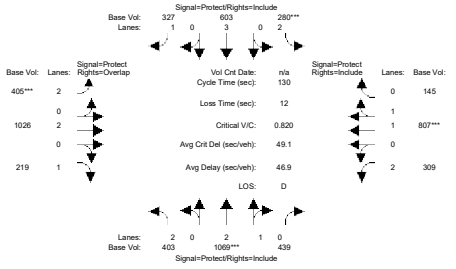



```
Street Name:          El Camino Real                  Hansen Way
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:      41 1342    0     0 1439   51     70    0  113      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:   41 1342    0     0 1439   51     70    0  113      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:    41 1342    0     0 1439   51     70    0  113      0    0    0
Reduct Vol:     0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:   41 1342    0     0 1439   51     70    0  113      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:   41 1342    0     0 1439   51     70    0  113      0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.92 0.99 0.92  0.92 0.98 0.95   0.92 1.00 0.92   0.92 1.00 0.92
Lanes:       1.00 4.00 0.00  0.00 2.89 0.11   1.00 0.00 1.00   0.00 0.00 0.00
Final Sat.:  1750 7500    0     0 5408  192   1750    0 1750      0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.18 0.00  0.00 0.27 0.27   0.04 0.00 0.06   0.00 0.00 0.00
Crit Moves:  ****               ****          ****
Green Time:  10.7  133  0.0   0.0  122 121.9   18.3  0.0 29.1    0.0  0.0  0.0
Volume/Cap:  0.35 0.22 0.00  0.00 0.35 0.35   0.35 0.00 0.36   0.00 0.00 0.00
Delay/Veh:   73.1  2.9  0.0   0.0  6.2  6.2   66.4  0.0 58.0    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  73.1  2.9  0.0   0.0  6.2  6.2   66.4  0.0 58.0    0.0  0.0  0.0
LOS by Move:    E    A    A     A    A    A      E    A    E+     A    A    A
HCM2kAvgQ:      2    3    0     0    8    8      4    0    5      0    0    0
Note: Queue reported is the number of cars per lane.
```

AM Peak Hour - Background Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #1: El Camino Real / Page Mill Rd



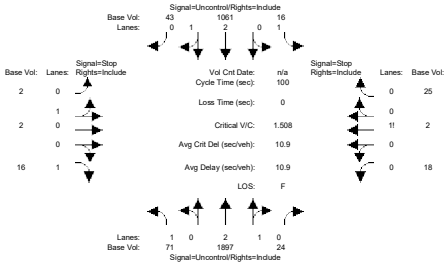
Street Name:	El Camino Real									Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:															
Base Vol:	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	1900	1900	1900			
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95			
Lanes:	2.00	2.09	0.91	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.69	0.31			
Final Sat.:	3150	3968	1629	3150	5700	1750	3150	3800	1750	3150	3136	563			
Capacity Analysis Module:															
Vol/Sat:	0.13	0.27	0.27	0.09	0.11	0.19	0.13	0.27	0.13	0.10	0.26	0.26			
Crit Moves:		****			****			****			****				
Green Time:	23.1	42.7	42.7	14.1	33.7	33.7	20.4	44.9	68.0	16.3	40.8	40.8			
Volume/Cap:	0.72	0.82	0.82	0.82	0.41	0.72	0.82	0.78	0.24	0.78	0.82	0.82			
Delay/Veh:	55.0	43.2	43.2	71.2	40.1	49.4	63.5	41.3	17.1	64.9	46.0	46.0			
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:	55.0	43.2	43.2	71.2	40.1	49.4	63.5	41.3	17.1	64.9	46.0	46.0			
LOS by Move:	D-	D	D	E	D	D	E	D	B	E	D	D			
HCM2kAvgQ:	9	19	19	9	7	14	12	20	5	9	20	20			

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

AM Peak Hour - Background Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #2: 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:	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	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:															
Cnflict Vol:	1104	xxxx	xxxxx	1921	xxxx	xxxxx	1890	3178	375	2438	3187	644			
Potent Cap.:	640	xxxx	xxxxx	312	xxxx	xxxxx	44	11	628	17	10	420			
Move Cap.:	640	xxxx	xxxxx	312	xxxx	xxxxx	30	9	628	12	9	420			
Volume/Cap:	0.11	xxxx	xxxx	0.05	xxxx	xxxx	0.07	0.22	0.03	1.51	0.23	0.06			
Level Of Service Module:															
2Way95thQ:	0.4	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx			
Control Del:	11.3	xxxx	xxxxx	17.2	xxxx	xxxxx	xxxxx	xxxx	10.9	xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*	C	*	*	*	*	B	*	*	*			
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT					
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	xxxx	xxxxx	xxxx	25	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	5.5	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	352.1	xxxx	xxxxx	xxxxx	712	xxxxx			
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*			
ApproachDel:	xxxxxx			xxxxxx			79.1			712.3					
ApproachLOS:	*			*			F			F					

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real / Olive Ave

****

Base Volume Alternative: Peak Hour Warrant NOT Met

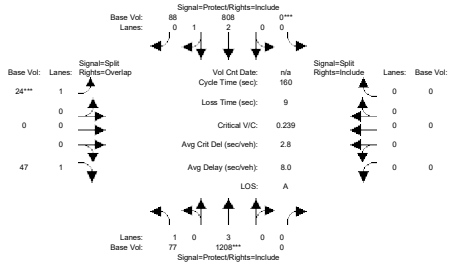
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   71 1897    24    16 1061    43     2     2    16    18     2    25
ApproachDel:     xxxxxx            xxxxxx            79.1             712.3
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=20]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3177]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=8.9]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=45]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3177]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 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
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   71 1897    24    16 1061    43     2     2    16    18     2    25
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              3112
Minor Approach Volume:            45
Minor Approach Volume Threshold: -106 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


AM Peak Hour - Background Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #3: El Camino Real / Hansen Way

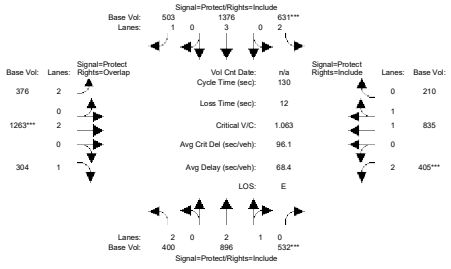



```
Street Name:            El Camino Real                  Hansen Way
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:      77 1208    0     0  808   88     24    0   47      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:   77 1208    0     0  808   88     24    0   47      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:    77 1208    0     0  808   88     24    0   47      0    0    0
Reduct Vol:     0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:   77 1208    0     0  808   88     24    0   47      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:   77 1208    0     0  808   88     24    0   47      0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.92 1.00 0.92  0.92 0.99 0.95   0.92 1.00 0.92   0.92 1.00 0.92
Lanes:       1.00 3.00 0.00  0.00 2.69 0.31   1.00 0.00 1.00   0.00 0.00 0.00
Final Sat.:  1750 5700    0     0 5049  550   1750    0 1750      0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.21 0.00  0.00 0.16 0.16   0.01 0.00 0.03   0.00 0.00 0.00
Crit Moves:       ****       ****             ****
Green Time:  30.4  141   0.0   0.0  111 110.6   10.0  0.0 40.4    0.0  0.0  0.0
Volume/Cap:  0.23 0.24 0.00  0.00 0.23 0.23   0.22 0.00 0.11   0.00 0.00 0.00
Delay/Veh:   55.3  1.5  0.0   0.0  9.1  9.1   72.3  0.0 46.0    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  55.3  1.5  0.0   0.0  9.1  9.1   72.3  0.0 46.0    0.0  0.0  0.0
LOS by Move:   E+    A    A     A    A    A     E    A    D      A    A    A
HCM2kAvgQ:     3    3    0     0    5    5     1    0    2      0    0    0
Note: Queue reported is the number of cars per lane.
```

PM Peak Hour - Background Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #1: El Camino Real / Page Mill Rd



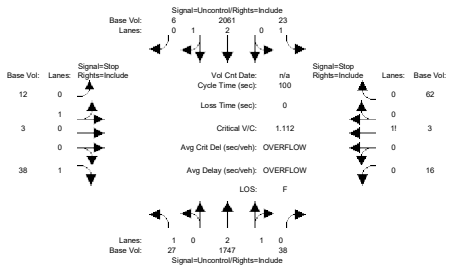
Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	400	896	532	631	1376	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:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.59	0.41
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	3800	1750	3150	2956	743
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.30	0.20	0.24	0.29	0.12	0.33	0.17	0.13	0.28	0.28
Crit Moves:			****	****				****		****		
Green Time:	18.9	37.2	37.2	24.5	42.8	42.8	16.7	40.6	59.5	15.7	39.6	39.6
Volume/Cap:	0.87	0.82	1.06	1.06	0.73	0.87	0.93	1.06	0.38	1.06	0.93	0.93
Delay/Veh:	71.2	46.8	89.8	107.7	40.1	55.0	83.3	89.4	23.4	121.1	56.7	56.7
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:	71.2	46.8	89.8	107.7	40.1	55.0	83.3	89.4	23.4	121.1	56.7	56.7
LOS by Move:	E	D	F	F	D	D-	F	F	C	F	E+	E+
HCM2kAvgQ:	10	17	30	22	17	23	12	34	8	15	25	25

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

PM Peak Hour - Background Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #2: 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
FinalVolume:	27	1747	38	23	2061	6	12	3	38	16	3	62
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:												
Cnflict Vol:	2067	xxxx	xxxxx	1785	xxxx	xxxxx	2748	3949	690	2555	3933	601
Potent Cap.:	274	xxxx	xxxxx	352	xxxx	xxxxx	10	3	392	14	3	448
Move Cap.:	274	xxxx	xxxxx	352	xxxx	xxxxx	0	3	392	0	3	448
Volume/Cap:	0.10	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	1.11	0.10	xxxx	1.08	0.14
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx
Control Del:	19.6	xxxx	xxxxx	15.9	xxxx	xxxxx	xxxxx	xxxx	15.2	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	C	*	*	*	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real / Olive Ave

****

Base Volume Alternative: Peak Hour Warrant NOT Met

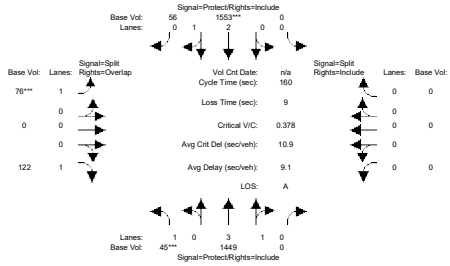
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   27 1747    38    23 2061     6    12     3    38    16     3    62
ApproachDel:     xxxxxx           xxxxxx            +Inf             xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=53]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4036]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=81]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4036]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 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
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   27 1747    38    23 2061     6    12     3    38    16     3    62
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              3902
Minor Approach Volume:            81
Minor Approach Volume Threshold: -184 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


PM Peak Hour - Background Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #3: El Camino Real / Hansen Way

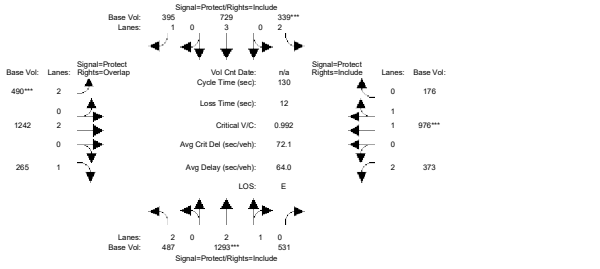



```
Street Name:          El Camino Real                  Hansen Way
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:      45 1449    0     0 1553   56     76    0  122      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:   45 1449    0     0 1553   56     76    0  122      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:    45 1449    0     0 1553   56     76    0  122      0    0    0
Reduct Vol:     0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:   45 1449    0     0 1553   56     76    0  122      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:   45 1449    0     0 1553   56     76    0  122      0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.92 0.99 0.92  0.92 0.98 0.95   0.92 1.00 0.92   0.92 1.00 0.92
Lanes:       1.00 4.00 0.00  0.00 2.89 0.11   1.00 0.00 1.00   0.00 0.00 0.00
Final Sat.:  1750 7500    0     0 5405  195   1750    0 1750      0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.19 0.00  0.00 0.29 0.29   0.04 0.00 0.07   0.00 0.00 0.00
Crit Moves:  ****               ****          ****
Green Time:  10.9  133  0.0   0.0  122 121.7   18.4  0.0 29.3    0.0  0.0  0.0
Volume/Cap:  0.38 0.23 0.00  0.00 0.38 0.38   0.38 0.00 0.38   0.00 0.00 0.00
Delay/Veh:   73.3  2.9  0.0   0.0  6.5  6.5   66.7  0.0 58.2    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  73.3  2.9  0.0   0.0  6.5  6.5   66.7  0.0 58.2    0.0  0.0  0.0
LOS by Move:    E    A    A     A    A    A      E    A    E+     A    A    A
HCM2kAvgQ:      3    4    0     0    9    9      4    0    6      0    0    0
Note: Queue reported is the number of cars per lane.
```

AM Peak Hour - Cumulative Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #1: El Camino Real / Page Mill Rd



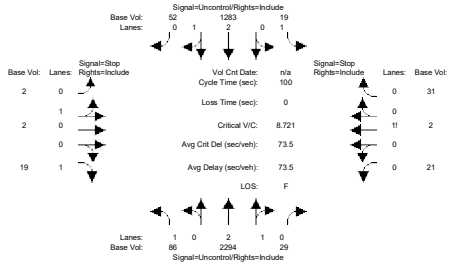
Street Name:	El Camino Real									Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:															
Base Vol:	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:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95			
Lanes:	2.00	2.09	0.91	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.69	0.31			
Final Sat.:	3150	3968	1629	3150	5700	1750	3150	3800	1750	3150	3134	565			
Capacity Analysis Module:															
Vol/Sat:	0.15	0.33	0.33	0.11	0.13	0.23	0.16	0.33	0.15	0.12	0.31	0.31			
Crit Moves:		****			****			****				****			
Green Time:	23.1	42.7	42.7	14.1	33.7	33.7	20.4	44.9	68.0	16.3	40.8	40.8			
Volume/Cap:	0.87	0.99	0.99	0.99	0.49	0.87	0.99	0.95	0.29	0.95	0.99	0.99			
Delay/Veh:	65.8	62.5	62.5	104.3	41.1	62.5	93.0	55.3	17.6	88.1	68.8	68.8			
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:	65.8	62.5	62.5	104.3	41.1	62.5	93.0	55.3	17.6	88.1	68.8	68.8			
LOS by Move:	E	E	E	F	D	E	F	E+	B	F	E	E			
HCM2kAvgQ:	12	29	29	12	8	19	17	29	6	13	30	30			

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

AM Peak Hour - Cumulative Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #2: 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	1283	52	2	2	19	21	2	31
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	1283	52	2	2	19	21	2	31
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	1283	52	2	2	19	21	2	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	86	2294	29	19	1283	52	2	2	19	21	2	31
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:												
Cnflict Vol:	1335	xxxx	xxxxx	2323	xxxx	xxxxx	2285	3842	454	2947	3854	779
Potent Cap.:	523	xxxx	xxxxx	217	xxxx	xxxxx	22	4	559	7	4	343
Move Cap.:	523	xxxx	xxxxx	217	xxxx	xxxxx	7	3	559	2	3	343
Volume/Cap:	0.16	xxxx	xxxx	0.09	xxxx	xxxx	0.28	0.69	0.03	8.72	0.71	0.09
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	13.2	xxxx	xxxxx	23.1	xxxx	xxxxx	xxxxx	xxxx	11.7	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	C	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	4	xxxx	xxxxx	xxxx	6	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxxx	8.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1490	xxxx	xxxxx	xxxxx	5083	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			268.7			5083.2		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real / Olive Ave

****

Base Volume Alternative: Peak Hour Warrant NOT Met

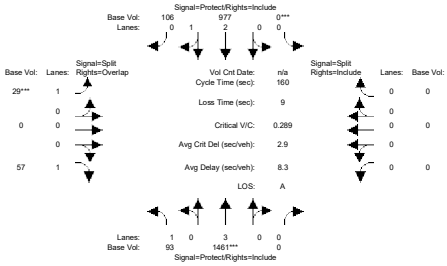
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   86 2294    29    19 1283    52     2    2    19    21    2    31
ApproachDel:    xxxxxx           xxxxxx           268.7            5083.2
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.7]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=23]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3840]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=76.2]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=54]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3840]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 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
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   86 2294    29    19 1283    52     2    2    19    21    2    31
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              3763
Minor Approach Volume:            54
Minor Approach Volume Threshold: -172 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


AM Peak Hour - Cumulative Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #3: El Camino Real / Hansen Way

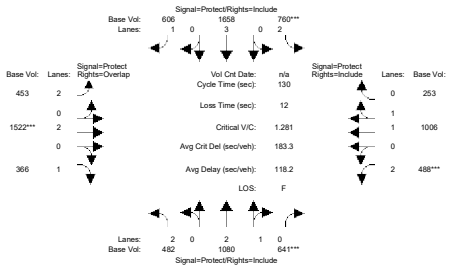



```
Street Name:            El Camino Real                  Hansen Way
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:      93 1461   0     0  977  106    29   0  57      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:   93 1461   0     0  977  106    29   0  57      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:    93 1461   0     0  977  106    29   0  57      0   0   0
Reduct Vol:     0    0   0     0    0    0     0   0   0      0   0   0
Reduced Vol:   93 1461   0     0  977  106    29   0  57      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:   93 1461   0     0  977  106    29   0  57      0   0   0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.92 1.00 0.92  0.92 0.99 0.95  0.92 1.00 0.92  0.92 1.00 0.92
Lanes:       1.00 3.00 0.00  0.00 2.70 0.30  1.00 0.00 1.00  0.00 0.00 0.00
Final Sat.:  1750 5700    0     0 5051  548  1750    0 1750     0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.26 0.00  0.00 0.19 0.19  0.02 0.00 0.03  0.00 0.00 0.00
Crit Moves:       ****       ****            ****
Green Time:  30.4  141  0.0   0.0  111 110.6  10.0  0.0 40.4   0.0  0.0  0.0
Volume/Cap:  0.28 0.29 0.00  0.00 0.28 0.28  0.27 0.00 0.13  0.00 0.00 0.00
Delay/Veh:   55.9  1.5  0.0   0.0  9.5  9.5  72.8  0.0 46.3   0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  55.9  1.5  0.0   0.0  9.5  9.5  72.8  0.0 46.3   0.0  0.0  0.0
LOS by Move:  E+    A    A     A    A    A     E    A    D     A    A    A
HCM2kAvgQ:     4    4    0     0    7    7     2    0    2     0    0    0
Note: Queue reported is the number of cars per lane.
```

PM Peak Hour - Cumulative Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #1: El Camino Real / Page Mill Rd



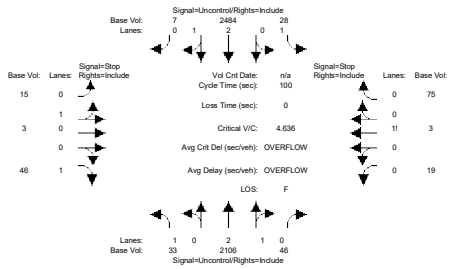
Street Name:	El Camino Real									Page Mill Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	482	1080	641	760	1658	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	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.59	0.41
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	3800	1750	3150	2956	743
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.37	0.24	0.29	0.35	0.14	0.40	0.21	0.15	0.34	0.34
Crit Moves:			****	****				****		****		
Green Time:	18.9	37.2	37.2	24.5	42.8	42.8	16.7	40.6	59.5	15.7	39.6	39.6
Volume/Cap:	1.05	0.99	1.28	1.28	0.88	1.05	1.12	1.28	0.46	1.28	1.12	1.12
Delay/Veh:	112.3	66.5	178.8	191.9	46.7	95.8	137.0	178	24.6	202.5	110	110.1
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:	112.3	66.5	178.8	191.9	46.7	95.8	137.0	178	24.6	202.5	110	110.1
LOS by Move:	F	E	F	F	D	F	F	F	C	F	F	F
HCM2kAvgQ:	15	26	47	33	24	35	18	52	11	22	38	38

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

PM Peak Hour - Cumulative Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #2: 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	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:												
Cnflict Vol:	2491	xxxx	xxxxx	2152	xxxx	xxxxx	3313	4762	832	3081	4742	725
Potent Cap.:	187	xxxx	xxxxx	254	xxxx	xxxxx	3	1	317	5	1	372
Move Cap.:	187	xxxx	xxxxx	254	xxxx	xxxxx	0	1	317	0	1	372
Volume/Cap:	0.18	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	4.64	0.15	xxxx	4.49	0.20
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	28.4	xxxx	xxxxx	20.9	xxxx	xxxxx	xxxxx	xxxx	18.3	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	C	*	*	*	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 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

```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   33 2106    46    28 2484     7    15    3    46    19    3    75
ApproachDel:     xxxxxx           xxxxxx           +Inf             xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=64]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4865]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=97]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4865]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 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
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   33 2106    46    28 2484     7    15    3    46    19    3    75
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             4704
Minor Approach Volume:           97
Minor Approach Volume Threshold: -249 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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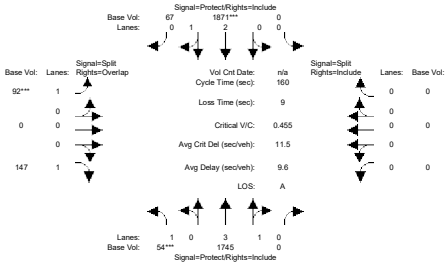


PM Peak Hour - Cumulative Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #3: El Camino Real / Hansen Way

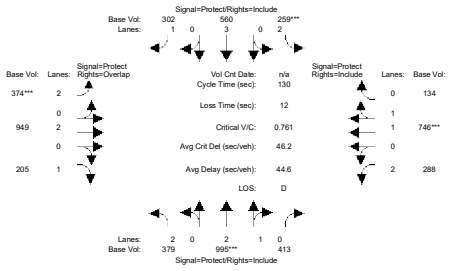



```
Street Name:            El Camino Real                  Hansen Way
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:      54 1745    0     0 1871   67     92    0  147      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:   54 1745    0     0 1871   67     92    0  147      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:    54 1745    0     0 1871   67     92    0  147      0    0    0
Reduct Vol:     0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:   54 1745    0     0 1871   67     92    0  147      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:   54 1745    0     0 1871   67     92    0  147      0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.92 0.99 0.92  0.92 0.98 0.95   0.92 1.00 0.92   0.92 1.00 0.92
Lanes:       1.00 4.00 0.00  0.00 2.89 0.11   1.00 0.00 1.00   0.00 0.00 0.00
Final Sat.:  1750 7500    0     0 5406  194   1750    0 1750      0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.23 0.00  0.00 0.35 0.35   0.05 0.00 0.08   0.00 0.00 0.00
Crit Moves:  ****               ****          ****
Green Time:  10.8  133  0.0   0.0  122 121.7   18.5  0.0 29.3    0.0  0.0  0.0
Volume/Cap:  0.46 0.28 0.00  0.00 0.46 0.46   0.46 0.00 0.46   0.00 0.00 0.00
Delay/Veh:   74.5  3.1  0.0   0.0  7.1  7.1   67.7  0.0 59.3    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  74.5  3.1  0.0   0.0  7.1  7.1   67.7  0.0 59.3    0.0  0.0  0.0
LOS by Move:    E    A    A     A    A    A      E    A    E+     A    A    A
HCM2kAvgQ:      3    5    0     0   11   11      5    0    7      0    0    0
Note: Queue reported is the number of cars per lane.
```

AM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
07 AM Ex_Proj

Intersection #1: El Camino Real / Page Mill Rd



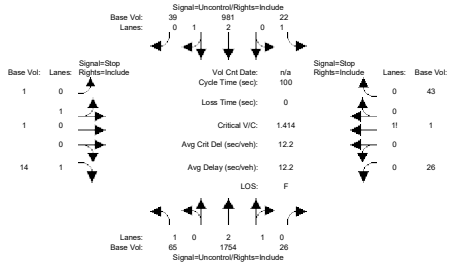
Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	379	995	413	259	560	302	374	949	205	288	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:	379	995	413	259	560	302	374	949	205	288	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:	379	995	413	259	560	302	374	949	205	288	746	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	995	413	259	560	302	374	949	205	288	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:	379	995	413	259	560	302	374	949	205	288	746	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.09	0.91	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.69	0.31
Final Sat.:	3150	3955	1642	3150	5700	1750	3150	3800	1750	3150	3136	563
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	0.24	0.24
Crit Moves:		****			****			****			****	
Green Time:	23.4	43.0	43.0	14.1	33.6	33.6	20.3	44.6	68.1	16.3	40.7	40.7
Volume/Cap:	0.67	0.76	0.76	0.76	0.38	0.67	0.76	0.73	0.22	0.73	0.76	0.76
Delay/Veh:	52.7	40.8	40.8	66.0	39.8	47.0	59.4	39.5	16.8	61.4	43.3	43.3
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:	52.7	40.8	40.8	66.0	39.8	47.0	59.4	39.5	16.8	61.4	43.3	43.3
LOS by Move:	D-	D	D	E	D	D	E+	D	B	E	D	D
HCM2kAvgQ:	9	17	17	8	6	12	10	17	5	8	17	17

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

AM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #2: 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:	65	1754	26	22	981	39	1	1	14	26	1	43
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	26	22	981	39	1	1	14	26	1	43
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	26	22	981	39	1	1	14	26	1	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	65	1754	26	22	981	39	1	1	14	26	1	43
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:												
Cnflict Vol:	1020	xxxx	xxxxx	1780	xxxx	xxxxx	1760	2955	347	2269	2961	598
Potent Cap.:	688	xxxx	xxxxx	354	xxxx	xxxxx	55	15	655	23	15	451
Move Cap.:	688	xxxx	xxxxx	354	xxxx	xxxxx	41	13	655	18	12	451
Volume/Cap:	0.09	xxxx	xxxx	0.06	xxxx	xxxx	0.02	0.08	0.02	1.41	0.08	0.10
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx
Control Del:	10.8	xxxx	xxxxx	15.9	xxxx	xxxxx	xxxxx	xxxx	10.6	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	C	*	*	*	*	B	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	19	xxxx	xxxxx	xxxx	44	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	7.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	212.3	xxxx	xxxxx	xxxxx	495	xxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			35.8			495.2		
ApproachLOS:	*			*			E			F		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 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

```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   65 1754    26    22  981    39     1    1    14    26    1    43
ApproachDel:     xxxxxx           xxxxxx            35.8             495.2
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=16]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2973]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=9.6]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=70]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2973]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 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
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   65 1754    26    22  981    39     1    1    14    26    1    43
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              2887
Minor Approach Volume:            70
Minor Approach Volume Threshold: -80 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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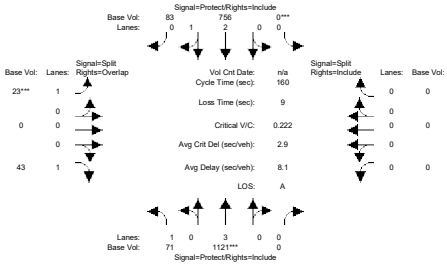


AM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #3: El Camino Real / Hansen Way

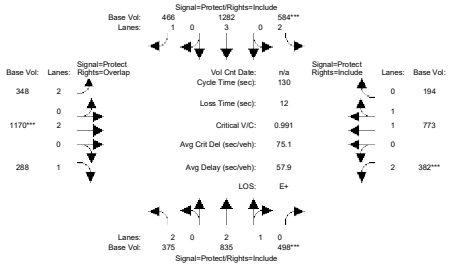



```
Street Name:            El Camino Real                  Hansen Way
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:      71 1121    0     0  756   83     23    0   43      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:   71 1121    0     0  756   83     23    0   43      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:    71 1121    0     0  756   83     23    0   43      0    0    0
Reduct Vol:     0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:   71 1121    0     0  756   83     23    0   43      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:   71 1121    0     0  756   83     23    0   43      0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.92 1.00 0.92  0.92 0.99 0.95   0.92 1.00 0.92   0.92 1.00 0.92
Lanes:       1.00 3.00 0.00  0.00 2.69 0.31   1.00 0.00 1.00   0.00 0.00 0.00
Final Sat.:  1750 5700    0     0 5045  554   1750    0 1750      0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.20 0.00  0.00 0.15 0.15   0.01 0.00 0.02   0.00 0.00 0.00
Crit Moves:       ****       ****            ****
Green Time:  31.9  141  0.0   0.0  109 109.1   10.0  0.0 41.9    0.0  0.0  0.0
Volume/Cap:  0.20 0.22 0.00  0.00 0.22 0.22   0.21 0.00 0.09   0.00 0.00 0.00
Delay/Veh:   53.8  1.4  0.0   0.0  9.5  9.5   72.2  0.0 44.8    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  53.8  1.4  0.0   0.0  9.5  9.5   72.2  0.0 44.8    0.0  0.0  0.0
LOS by Move:   D-    A    A     A    A    A     E    A    D      A    A    A
HCM2kAvgQ:     3    3    0     0    5    5     1    0    2      0    0    0
Note: Queue reported is the number of cars per lane.
```

PM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
08 PM Ex_Proj

Intersection #1: El Camino Real / Page Mill Rd



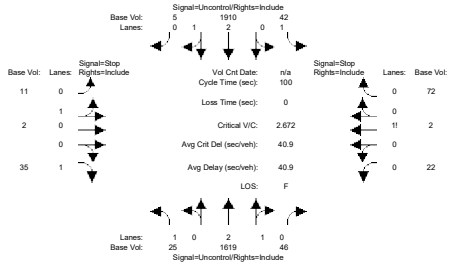
Street Name:	El Camino Real									Page Mill Rd						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7		10	10	7		10	10	7		10	10	7		10	10
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	375		835	498	584		1282	466	348		1170	288	382		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:	375		835	498	584		1282	466	348		1170	288	382		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:	375		835	498	584		1282	466	348		1170	288	382		773	194
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	375		835	498	584		1282	466	348		1170	288	382		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:	375		835	498	584		1282	466	348		1170	288	382		773	194
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83		1.00	0.92	0.83		1.00	0.92	0.83		1.00	0.92	0.83		0.98	0.95
Lanes:	2.00		2.00	1.00	2.00		3.00	1.00	2.00		2.00	1.00	2.00		1.59	0.41
Final Sat.:	3150		3800	1750	3150		5700	1750	3150		3800	1750	3150		2957	742
Capacity Analysis Module:																
Vol/Sat:	0.12		0.22	0.28	0.19		0.22	0.27	0.11		0.31	0.16	0.12		0.26	0.26
Crit Moves:				****	****						****		****			
Green Time:	19.1		37.3	37.3	24.3		42.6	42.6	16.7		40.4	59.5	15.9		39.6	39.6
Volume/Cap:	0.81		0.76	0.99	0.99		0.69	0.81	0.86		0.99	0.36	0.99		0.86	0.86
Delay/Veh:	64.2		44.4	68.4	87.3		39.0	48.6	72.0		68.4	23.2	100.2		49.3	49.3
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:	64.2		44.4	68.4	87.3		39.0	48.6	72.0		68.4	23.2	100.2		49.3	49.3
LOS by Move:	E		D	E	F		D+	D	E		E	C	F		D	D
HCM2kAvgQ:	9		16	25	19		15	20	11		29	8	14		21	21

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

PM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
08 PM Ex_Proj

Intersection #2: 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	46	42		1910	5	11		2	35	22		2	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:	25		1619	46	42		1910	5	11		2	35	22		2	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:	25		1619	46	42		1910	5	11		2	35	22		2	72
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	25		1619	46	42		1910	5	11		2	35	22		2	72
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:																
Cnflict Vol:	1915	xxxx	xxxxx	1665	xxxx	xxxxx	2587	3712	639	2414	3691	563				
Potent Cap.:	314	xxxx	xxxxx	391	xxxx	xxxxx	13	5	423	17	5	475				
Move Cap.:	314	xxxx	xxxxx	391	xxxx	xxxxx	6	4	423	8	4	475				
Volume/Cap:	0.08	xxxx	xxxx	0.11	xxxx	xxxx	1.92	0.52	0.08	2.67	0.51	0.15				
Level Of Service Module:																
2Way95thQ:	0.3	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx				
Control Del:	17.5	xxxx	xxxxx	15.3	xxxx	xxxxx	xxxxx	xxxx	14.3	xxxxx	xxxx	xxxxx				
LOS by Move:	C	*		*	C	*		*	*	*	B	*	*	*		
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	5	xxxx	xxxxx	xxxx	29	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.7	xxxx	xxxxx	xxxxx	11.5	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1932	xxxx	xxxxx	xxxxx	1335	xxxxx				
Shared LOS:	*	*		*	*		*	F	*	*	F	*				
ApproachDel:	xxxxxx			xxxxxx			533.7			1335.1						
ApproachLOS:	*			*			F			F						

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real / Olive Ave

****

Base Volume Alternative: Peak Hour Warrant NOT Met

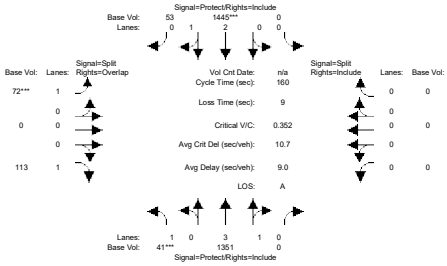
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R

```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   25 1619    46    42 1910     5    11    2    35    22    2    72
ApproachDel:    xxxxxx           xxxxxx           533.7            1335.1
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.1]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=48]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3791]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=35.6]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=96]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3791]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 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
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   25 1619    46    42 1910     5    11    2    35    22    2    72
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              3647
Minor Approach Volume:            96
Minor Approach Volume Threshold: -161 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


PM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #3: El Camino Real / Hansen Way

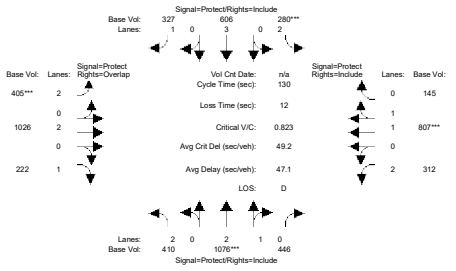



```
Street Name:          El Camino Real                  Hansen Way
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:      41 1351    0     0 1445   53     72    0  113      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:   41 1351    0     0 1445   53     72    0  113      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:    41 1351    0     0 1445   53     72    0  113      0    0    0
Reduct Vol:     0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:   41 1351    0     0 1445   53     72    0  113      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:   41 1351    0     0 1445   53     72    0  113      0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.92 0.99 0.92  0.92 0.98 0.95   0.92 1.00 0.92   0.92 1.00 0.92
Lanes:       1.00 4.00 0.00  0.00 2.89 0.11   1.00 0.00 1.00   0.00 0.00 0.00
Final Sat.:  1750 7500    0     0 5402  198   1750    0 1750      0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.02 0.18 0.00  0.00 0.27 0.27   0.04 0.00 0.06   0.00 0.00 0.00
Crit Moves:  ****               ****          ****
Green Time:  10.7  132  0.0   0.0  122 121.6   18.7  0.0 29.4    0.0  0.0  0.0
Volume/Cap:  0.35 0.22 0.00  0.00 0.35 0.35   0.35 0.00 0.35   0.00 0.00 0.00
Delay/Veh:   73.2  2.9  0.0   0.0  6.3  6.3   66.1  0.0 57.7    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  73.2  2.9  0.0   0.0  6.3  6.3   66.1  0.0 57.7    0.0  0.0  0.0
LOS by Move:    E    A    A     A    A    A      E    A    E+     A    A    A
HCM2kAvgQ:      2    3    0     0    8    8      4    0    5      0    0    0
Note: Queue reported is the number of cars per lane.
```

AM Peak Hour - Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #1: El Camino Real / Page Mill Rd



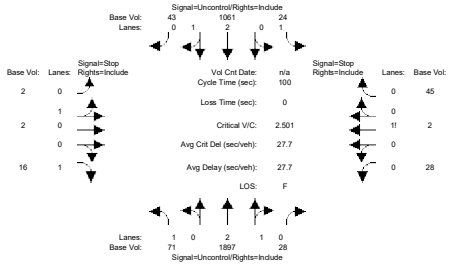
Street Name:	El Camino Real									Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10			
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0			
Volume Module:															
Base Vol:	410	1076	446	280	606	327	405	1026	222	312	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:	410	1076	446	280	606	327	405	1026	222	312	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:	410	1076	446	280	606	327	405	1026	222	312	807	145			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	410	1076	446	280	606	327	405	1026	222	312	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:	410	1076	446	280	606	327	405	1026	222	312	807	145			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95			
Lanes:	2.00	2.09	0.91	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.69	0.31			
Final Sat.:	3150	3957	1640	3150	5700	1750	3150	3800	1750	3150	3136	563			
Capacity Analysis Module:															
Vol/Sat:	0.13	0.27	0.27	0.09	0.11	0.19	0.13	0.27	0.13	0.10	0.26	0.26			
Crit Moves:		****			****			****			****				
Green Time:	23.4	43.0	43.0	14.0	33.6	33.6	20.3	44.6	68.0	16.4	40.7	40.7			
Volume/Cap:	0.72	0.82	0.82	0.82	0.41	0.72	0.82	0.79	0.24	0.79	0.82	0.82			
Delay/Veh:	54.8	43.1	43.1	71.6	40.2	49.6	63.8	41.7	17.1	65.2	46.2	46.2			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	54.8	43.1	43.1	71.6	40.2	49.6	63.8	41.7	17.1	65.2	46.2	46.2			
LOS by Move:	D-	D	D	E	D	D	E	D	B	E	D	D			
HCM2kAvgQ:	9	20	20	9	7	14	12	20	5	9	20	20			

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

AM Peak Hour - Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #2: 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:	71	1897	28	24	1061	43	2	2	16	28	2	45			
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	28	24	1061	43	2	2	16	28	2	45			
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	28	24	1061	43	2	2	16	28	2	45			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	71	1897	28	24	1061	43	2	2	16	28	2	45			
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:															
Cnflict Vol:	1104	xxxx	xxxxx	1925	xxxx	xxxxx	1906	3198	375	2456	3205	646			
Potent Cap.:	640	xxxx	xxxxx	311	xxxx	xxxxx	43	10	628	16	10	419			
Move Cap.:	640	xxxx	xxxxx	311	xxxx	xxxxx	27	8	628	11	8	419			
Volume/Cap:	0.11	xxxx	xxxx	0.08	xxxx	xxxx	0.07	0.24	0.03	2.50	0.24	0.11			
Level Of Service Module:															
2Way95thQ:	0.4	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx			
Control Del:	11.3	xxxx	xxxxx	17.6	xxxx	xxxxx	xxxxx	xxxx	10.9	xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*	C	*	*	*	*	B	*	*	*			
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	xxxx	xxxxx	xxxx	26	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxxx	9.2	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	383.6	xxxx	xxxxx	xxxxx	1148	xxxxx			
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*			
ApproachDel:	xxxxxx			xxxxxx			85.4			1148.0					
ApproachLOS:	*			*			F			F					

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real / Olive Ave

****

Base Volume Alternative: Peak Hour Warrant NOT Met

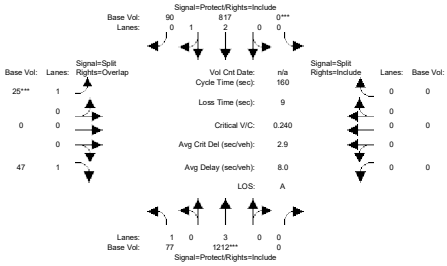
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   71 1897    28    24 1061    43     2    2    16    28    2    45
ApproachDel:    xxxxxx             xxxxxx             85.4             1148.0
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=20]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3219]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=23.9]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=75]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3219]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 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
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   71 1897    28    24 1061    43     2    2    16    28    2    45
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             3124
Minor Approach Volume:           75
Minor Approach Volume Threshold: -108 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


AM Peak Hour - Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #3: El Camino Real / Hansen Way

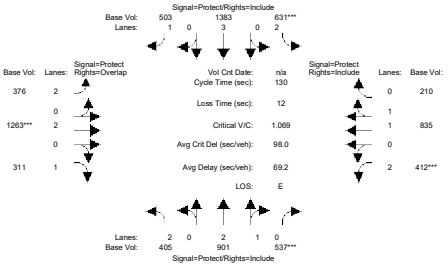



```
Street Name:            El Camino Real                  Hansen Way
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:      77 1212    0     0  817   90     25    0   47      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:   77 1212    0     0  817   90     25    0   47      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:    77 1212    0     0  817   90     25    0   47      0    0    0
Reduct Vol:     0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:   77 1212    0     0  817   90     25    0   47      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:   77 1212    0     0  817   90     25    0   47      0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.92 1.00 0.92  0.92 0.99 0.95   0.92 1.00 0.92   0.92 1.00 0.92
Lanes:       1.00 3.00 0.00  0.00 2.69 0.31   1.00 0.00 1.00   0.00 0.00 0.00
Final Sat.:  1750 5700    0     0 5044  556   1750    0 1750      0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.04 0.21 0.00  0.00 0.16 0.16   0.01 0.00 0.03   0.00 0.00 0.00
Crit Moves:       ****       ****             ****
Green Time:  30.1  141  0.0   0.0  111 110.9   10.0  0.0 40.1    0.0  0.0  0.0
Volume/Cap:  0.23 0.24 0.00  0.00 0.23 0.23   0.23 0.00 0.11   0.00 0.00 0.00
Delay/Veh:   55.5  1.5  0.0   0.0  9.0  9.0   72.4  0.0 46.3    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  55.5  1.5  0.0   0.0  9.0  9.0   72.4  0.0 46.3    0.0  0.0  0.0
LOS by Move:   E+    A    A     A    A    A     E    A    D      A    A    A
HCM2kAvgQ:     3    3    0     0    5    5     1    0    2      0    0    0
Note: Queue reported is the number of cars per lane.
```

PM Peak Hour - Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #1: El Camino Real / Page Mill Rd

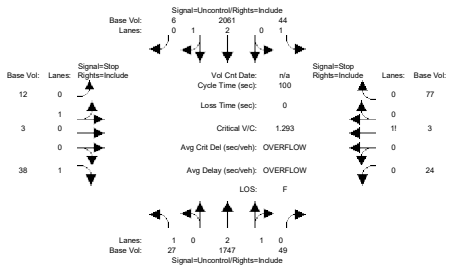



```
Street Name:          El Camino Real                Page Mill Rd
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:     405  901  537   631 1383  503   376 1263  311   412  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:  405  901  537   631 1383  503   376 1263  311   412  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:   405  901  537   631 1383  503   376 1263  311   412  835  210
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  405  901  537   631 1383  503   376 1263  311   412  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:  405  901  537   631 1383  503   376 1263  311   412  835  210
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00 0.92  0.83 1.00 0.92  0.83 1.00 0.92  0.83 0.98 0.95
Lanes:       2.00 2.00 1.00  2.00 3.00 1.00  2.00 2.00 1.00  2.00 1.59 0.41
Final Sat.:  3150 3800 1750  3150 5700 1750  3150 3800 1750  3150 2956  743
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.13 0.24 0.31  0.20 0.24 0.29  0.12 0.33 0.18  0.13 0.28 0.28
Crit Moves:           ****  ****           ****       ****
Green Time:  19.1 37.3 37.3  24.4 42.6 42.6  16.7 40.4 59.5  15.9 39.6 39.6
Volume/Cap:  0.88 0.83 1.07  1.07 0.74 0.88  0.93 1.07 0.39  1.07 0.93 0.93
Delay/Veh:   71.4 46.7 91.6 109.7 40.4 55.5  83.4 91.5 23.6 122.5 56.7 56.7
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:  71.4 46.7 91.6 109.7 40.4 55.5  83.4 91.5 23.6 122.5 56.7 56.7
LOS by Move:    E    D    F     F    D    E+    F    F    C     F   E+   E+
HCM2kAvgQ:     11   18   30    22   17   23    12   35    9    16   25   25
Note: Queue reported is the number of cars per lane.
```


PM Peak Hour - Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #2: El Camino Real / Olive Ave



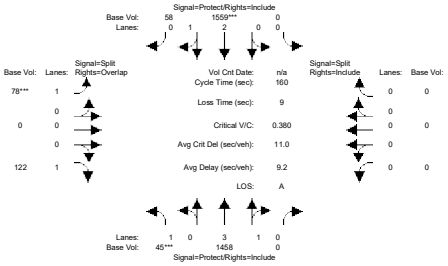

```
Street Name:          El Camino Real                Olive Ave
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27 1747   49    44 2061    6    12    3   38    24    3   77
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   49    44 2061    6    12    3   38    24    3   77
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   49    44 2061    6    12    3   38    24    3   77
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
FinalVolume:   27 1747   49    44 2061    6    12    3   38    24    3   77
------------|---------------||---------------||---------------||---------------|
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:
Cnflict Vol: 2067 xxxx xxxxx  1796 xxxx xxxxx  2790 4002   690  2602 3981   607
Potent Cap.:  274 xxxx xxxxx   349 xxxx xxxxx     9    3   392    13    3   444
Move Cap.:    274 xxxx xxxxx   349 xxxx xxxxx     0    2   392     0    2   444
Volume/Cap:  0.10 xxxx  xxxx  0.13 xxxx  xxxx  xxxx 1.29  0.10  xxxx 1.25  0.17
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx xxxxx   0.4 xxxx xxxxx  xxxx xxxx   0.3  xxxx xxxx xxxxx
Control Del: 19.6 xxxx xxxxx  16.8 xxxx xxxxx xxxxx xxxx  15.2 xxxxx xxxx xxxxx
LOS by Move:    C    *    *     C    *    *     *    *     C     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx     0 xxxx xxxxx  xxxx     0 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *    *     *    *    *     *    *    *     *    *    *
ApproachDel:    xxxxxx            xxxxxx            +Inf           xxxxxx
ApproachLOS:         *                 *             F                F
Note: Queue reported is the number of cars per lane.
                        Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 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
```

```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   27 1747    49    44 2061     6    12     3    38    24     3    77
ApproachDel:     xxxxxx           xxxxxx           +Inf             xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=53]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4091]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=104]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4091]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 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
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   27 1747    49    44 2061     6    12     3    38    24     3    77
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              3934
Minor Approach Volume:            104
Minor Approach Volume Threshold: -187 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


PM Peak Hour - Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #3: El Camino Real / Hansen Way

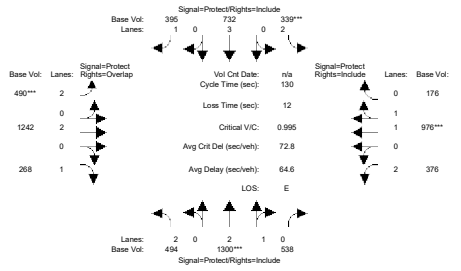



```
Street Name:            El Camino Real                  Hansen Way
Approach:       North Bound     South Bound     East Bound      West Bound
Movement:     L  -  T  -  R   L  -  T  -  R   L  -  T  -  R   L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:      45 1458    0     0 1559   58     78    0  122      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:   45 1458    0     0 1559   58     78    0  122      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:    45 1458    0     0 1559   58     78    0  122      0    0    0
Reduct Vol:     0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:   45 1458    0     0 1559   58     78    0  122      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:   45 1458    0     0 1559   58     78    0  122      0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.92 0.99 0.92  0.92 0.98 0.95   0.92 1.00 0.92   0.92 1.00 0.92
Lanes:       1.00 4.00 0.00  0.00 2.89 0.11   1.00 0.00 1.00   0.00 0.00 0.00
Final Sat.:  1750 7500    0     0 5399  201   1750    0 1750      0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.19 0.00  0.00 0.29 0.29   0.04 0.00 0.07   0.00 0.00 0.00
Crit Moves:  ****               ****            ****
Green Time:  10.8  132  0.0   0.0  121 121.4   18.7  0.0 29.6    0.0  0.0  0.0
Volume/Cap:  0.38 0.24 0.00  0.00 0.38 0.38   0.38 0.00 0.38   0.00 0.00 0.00
Delay/Veh:   73.4  3.0  0.0   0.0  6.6  6.6   66.4  0.0 57.9    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  73.4  3.0  0.0   0.0  6.6  6.6   66.4  0.0 57.9    0.0  0.0  0.0
LOS by Move:    E    A    A     A    A    A      E    A    E+     A    A    A
HCM2kAvgQ:      3    4    0     0    9    9      4    0    6      0    0    0
Note: Queue reported is the number of cars per lane.
```

AM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #1: El Camino Real / Page Mill Rd

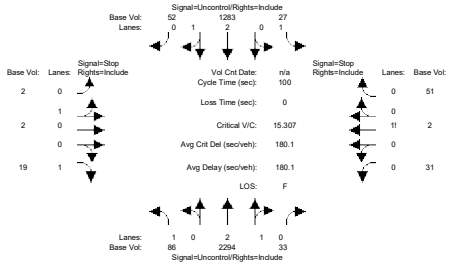



```
Street Name:          El Camino Real                  Page Mill Rd
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:     494 1300  538   339  732  395   490 1242  268   376  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:  494 1300  538   339  732  395   490 1242  268   376  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:   494 1300  538   339  732  395   490 1242  268   376  976  176
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  494 1300  538   339  732  395   490 1242  268   376  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:  494 1300  538   339  732  395   490 1242  268   376  976  176
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900  1900 1900 1900  1900 1900 1900
Adjustment:  0.83 1.00 0.95  0.83 1.00 0.92  0.83 1.00 0.92  0.83 0.98 0.95
Lanes:       2.00 2.09 0.91  2.00 3.00 1.00  2.00 2.00 1.00  2.00 1.69 0.31
Final Sat.:  3150 3959 1638  3150 5700 1750  3150 3800 1750  3150 3134  565
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.16 0.33 0.33  0.11 0.13 0.23  0.16 0.33 0.15  0.12 0.31 0.31
Crit Moves:       ****            ****            ****            ****
Green Time:  23.4 42.9 42.9  14.1 33.6 33.6  20.3 44.7 68.1  16.3 40.7 40.7
Volume/Cap:  0.87 0.99 0.99  0.99 0.50 0.87  0.99 0.95 0.29  0.95 0.99 0.99
Delay/Veh:   65.8 63.1 63.1 105.2 41.3 62.9  93.9 56.3 17.6  89.1 69.7 69.7
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:  65.8 63.1 63.1 105.2 41.3 62.9  93.9 56.3 17.6  89.1 69.7 69.7
LOS by Move:    E    E    E     F    D    E     F   E+    B     F    E    E
HCM2kAvgQ:     13   29   29    12    8   19    17   29     6    13   30   30
Note: Queue reported is the number of cars per lane.
```


AM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #2: 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   33    27 1283   52     2    2   19     31    2   51
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   33    27 1283   52     2    2   19     31    2   51
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   33    27 1283   52     2    2   19     31    2   51
Reduct Vol:     0    0    0     0    0    0     0    0    0      0    0    0
FinalVolume:   86 2294   33    27 1283   52     2    2   19     31    2   51
------------|---------------||---------------||---------------||---------------|
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:
Cnflict Vol: 1335 xxxx xxxxx  2327 xxxx xxxxx  2301 3862  454  2965 3872  781
Potent Cap.:  523 xxxx xxxxx   217 xxxx xxxxx    21    4  559     7    4  342
Move Cap.:    523 xxxx xxxxx   217 xxxx xxxxx     6    3  559     2    3  342
Volume/Cap:  0.16 xxxx  xxxx  0.12 xxxx  xxxx  0.35 0.75  0.03 15.31 0.76  0.15
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.6 xxxx xxxxx   0.4 xxxx xxxxx  xxxx xxxx   0.1  xxxx xxxx xxxxx
Control Del: 13.2 xxxx xxxxx  24.0 xxxx xxxxx xxxxx xxxx  11.7 xxxxx xxxx xxxxx
LOS by Move:    B    *    *     C    *    *     *    *     B     *    *    *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx     4 xxxx xxxxx  xxxx    5 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   1.2 xxxx xxxxx xxxxx 12.4 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 1713 xxxx xxxxx xxxxx 8219 xxxxx
Shared LOS:     *    *    *     *    *    *     F    *    *     *    F    *
ApproachDel:    xxxxxx            xxxxxx          307.6           8219.5
ApproachLOS:         *                 *             F               F
Note: Queue reported is the number of cars per lane.
```

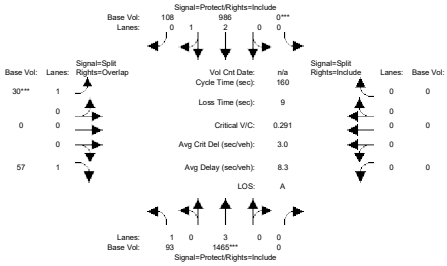
```
                        Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #2 El Camino Real / Olive Ave
********************************************************************************
Base Volume Alternative: Peak 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
```

```
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   86 2294    33    27 1283    52     2    2    19    31    2    51
ApproachDel:     xxxxxx           xxxxxx           307.6            8219.5
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.0]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=23]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3882]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=191.8]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=84]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=3882]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 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
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   86 2294    33    27 1283    52     2    2    19    31    2    51
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              3775
Minor Approach Volume:            84
Minor Approach Volume Threshold: -173 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


AM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #3: El Camino Real / Hansen Way

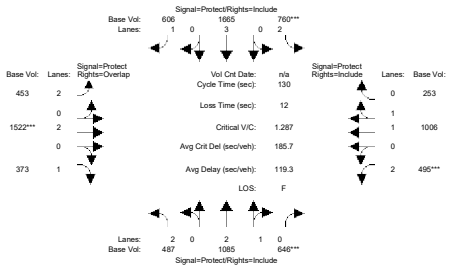



```
Street Name:            El Camino Real                  Hansen Way
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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:      93 1465    0     0  986  108     30    0   57      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:   93 1465    0     0  986  108     30    0   57      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:    93 1465    0     0  986  108     30    0   57      0    0    0
Reduct Vol:     0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:   93 1465    0     0  986  108     30    0   57      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:   93 1465    0     0  986  108     30    0   57      0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.92 1.00 0.92  0.92 0.99 0.95   0.92 1.00 0.92   0.92 1.00 0.92
Lanes:       1.00 3.00 0.00  0.00 2.69 0.31   1.00 0.00 1.00   0.00 0.00 0.00
Final Sat.:  1750 5700    0     0 5046  553   1750    0 1750      0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.05 0.26 0.00  0.00 0.20 0.20   0.02 0.00 0.03   0.00 0.00 0.00
Crit Moves:       ****       ****             ****
Green Time:  30.2  141  0.0   0.0  111 110.8   10.0  0.0 40.2    0.0  0.0  0.0
Volume/Cap:  0.28 0.29 0.00  0.00 0.28 0.28   0.27 0.00 0.13   0.00 0.00 0.00
Delay/Veh:   56.1  1.6  0.0   0.0  9.4  9.4   72.9  0.0 46.5    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  56.1  1.6  0.0   0.0  9.4  9.4   72.9  0.0 46.5    0.0  0.0  0.0
LOS by Move:   E+    A    A     A    A    A     E    A    D      A    A    A
HCM2kAvgQ:     4    4    0     0    7    7     2    0    2      0    0    0
Note: Queue reported is the number of cars per lane.
```

PM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #1: El Camino Real / Page Mill Rd



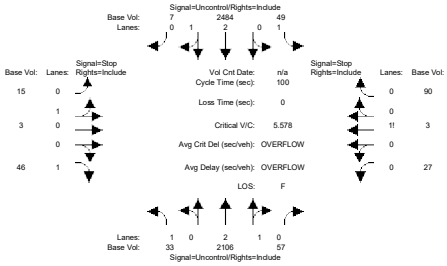
Street Name:	El Camino Real									Page Mill Rd		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	487	1085	646	760	1665	606	453	1522	373	495	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:	487	1085	646	760	1665	606	453	1522	373	495	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:	487	1085	646	760	1665	606	453	1522	373	495	1006	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	1085	646	760	1665	606	453	1522	373	495	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:	487	1085	646	760	1665	606	453	1522	373	495	1006	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.59	0.41
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	3800	1750	3150	2956	743
Capacity Analysis Module:												
Vol/Sat:	0.15	0.29	0.37	0.24	0.29	0.35	0.14	0.40	0.21	0.16	0.34	0.34
Crit Moves:			****	****				****		****		
Green Time:	19.0	37.3	37.3	24.4	42.6	42.6	16.7	40.5	59.5	15.9	39.6	39.6
Volume/Cap:	1.06	1.00	1.29	1.29	0.89	1.06	1.12	1.29	0.47	1.29	1.12	1.12
Delay/Veh:	112.9	66.7	181.2	194.4	47.3	96.9	137.1	180	24.7	204.5	110	110.3
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:	112.9	66.7	181.2	194.4	47.3	96.9	137.1	180	24.7	204.5	110	110.3
LOS by Move:	F	E	F	F	D	F	F	F	C	F	F	F
HCM2kAvgQ:	15	26	47	33	24	35	18	52	11	22	38	38

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

PM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #2: 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	57	49	2484	7	15	3	46	27	3	90
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	57	49	2484	7	15	3	46	27	3	90
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	57	49	2484	7	15	3	46	27	3	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	2106	57	49	2484	7	15	3	46	27	3	90
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:												
Cnflict Vol:	2491	xxxx	xxxxx	2163	xxxx	xxxxx	3355	4815	832	3128	4790	731
Potent Cap.:	187	xxxx	xxxxx	251	xxxx	xxxxx	3	1	317	5	1	369
Move Cap.:	187	xxxx	xxxxx	251	xxxx	xxxxx	0	1	317	0	1	369
Volume/Cap:	0.18	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	5.58	0.15	xxxx	5.36	0.24
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx
Control Del:	28.4	xxxx	xxxxx	22.8	xxxx	xxxxx	xxxxx	xxxx	18.3	xxxxx	xxxx	xxxxx
LOS by Move:	D	*	*	C	*	*	*	*	C	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			+Inf			xxxxxx		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #2 El Camino Real / Olive Ave

****

Base Volume Alternative: Peak Hour Warrant Met

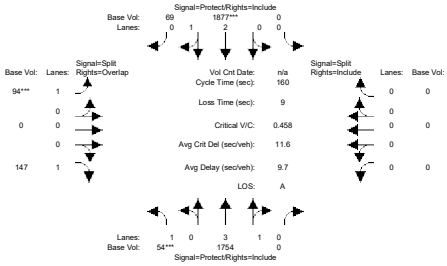
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

```
-----------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   33 2106    57    49 2484     7    15    3    46    27    3    90
ApproachDel:     xxxxxx           xxxxxx           +Inf             xxxxxx
-----------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
   SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=64]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4920]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
   SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=120]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=4920]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
              Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #2 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
-----------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:       1  0  2  1  0    1  0  2  1  0    0  1  0  0  1    0  0  1! 0  0
Initial Vol:   33 2106    57    49 2484     7    15    3    46    27    3    90
-----------|---------------||---------------||---------------||---------------|
Major Street Volume:             4736
Minor Approach Volume:           120
Minor Approach Volume Threshold: -251 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


PM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 3001 El Camino Real
City of Palo Alto

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

Intersection #3: El Camino Real / Hansen Way




```
Street Name:            El Camino Real                  Hansen Way
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:      54 1754    0     0 1877   69     94    0  147      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:   54 1754    0     0 1877   69     94    0  147      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:    54 1754    0     0 1877   69     94    0  147      0    0    0
Reduct Vol:     0    0    0     0    0    0      0    0    0      0    0    0
Reduced Vol:   54 1754    0     0 1877   69     94    0  147      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:   54 1754    0     0 1877   69     94    0  147      0    0    0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900 1900  1900 1900 1900   1900 1900 1900   1900 1900 1900
Adjustment:  0.92 0.99 0.92  0.92 0.98 0.95   0.92 1.00 0.92   0.92 1.00 0.92
Lanes:       1.00 4.00 0.00  0.00 2.89 0.11   1.00 0.00 1.00   0.00 0.00 0.00
Final Sat.:  1750 7500    0     0 5401  199   1750    0 1750      0    0    0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.23 0.00  0.00 0.35 0.35   0.05 0.00 0.08   0.00 0.00 0.00
Crit Moves:  ****               ****          ****
Green Time:  10.8  132  0.0   0.0  121 121.4   18.8  0.0 29.6    0.0  0.0  0.0
Volume/Cap:  0.46 0.28 0.00  0.00 0.46 0.46   0.46 0.00 0.45   0.00 0.00 0.00
Delay/Veh:   74.6  3.2  0.0   0.0  7.2  7.2   67.5  0.0 59.1    0.0  0.0  0.0
User DelAdj: 1.00 1.00 1.00  1.00 1.00 1.00   1.00 1.00 1.00   1.00 1.00 1.00
AdjDel/Veh:  74.6  3.2  0.0   0.0  7.2  7.2   67.5  0.0 59.1    0.0  0.0  0.0
LOS by Move:    E    A    A     A    A    A     E    A    E+     A    A    A
HCM2kAvgQ:      3    5    0     0   11   11     5    0    7      0    0    0
Note: Queue reported is the number of cars per lane.
```

Appendix D

Signal Warrant Worksheets

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Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto

Project Name: 3001 El Camino Real Project

Intersection: 2

	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: Thursday, November 4, 2021
Scenario: Existing AM

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Not Met

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 — Not Met

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

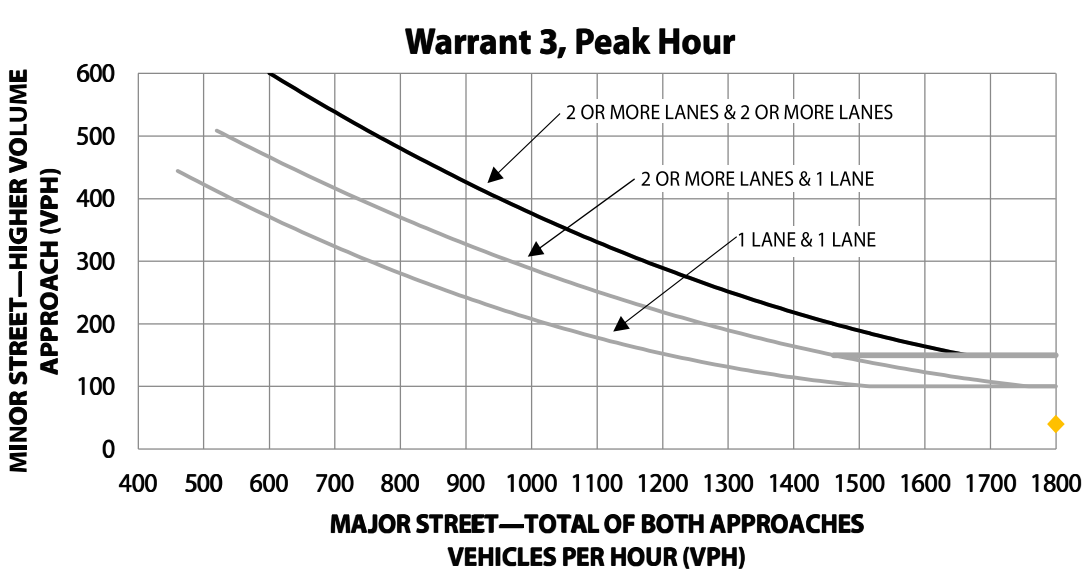
Condition A3 — Met

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 — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto

Project Name: 3001 El Camino Real Project

Intersection: 2

	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: Thursday, November 4, 2021
Scenario: Existing PM

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Met

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 — Not Met

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

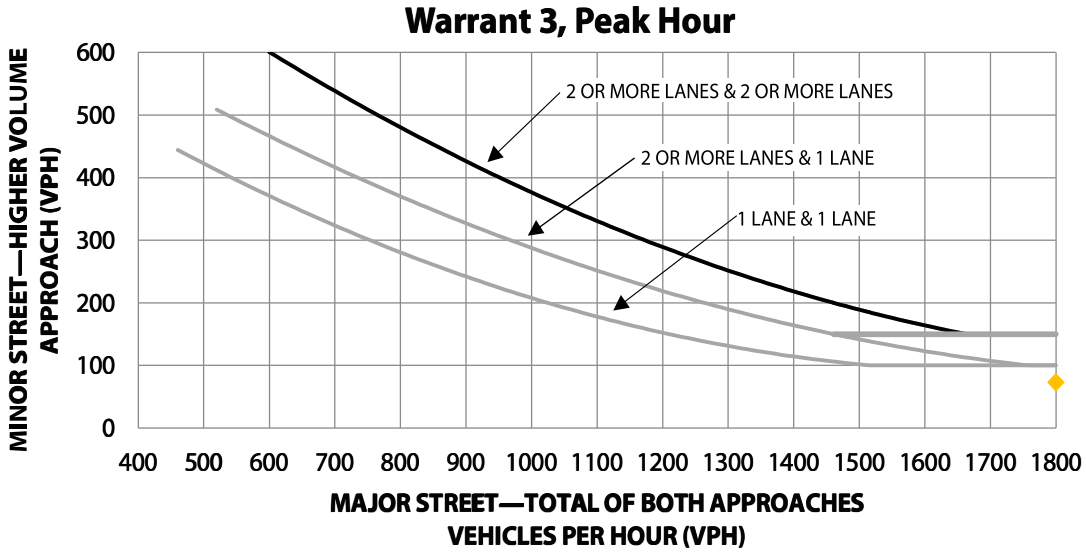
Condition A3 — Met

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 — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto

Project Name: 3001 El Camino Real Project

Intersection: 2

	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: Thursday, November 4, 2021
Scenario: Background AM

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Met

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 — Not Met

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

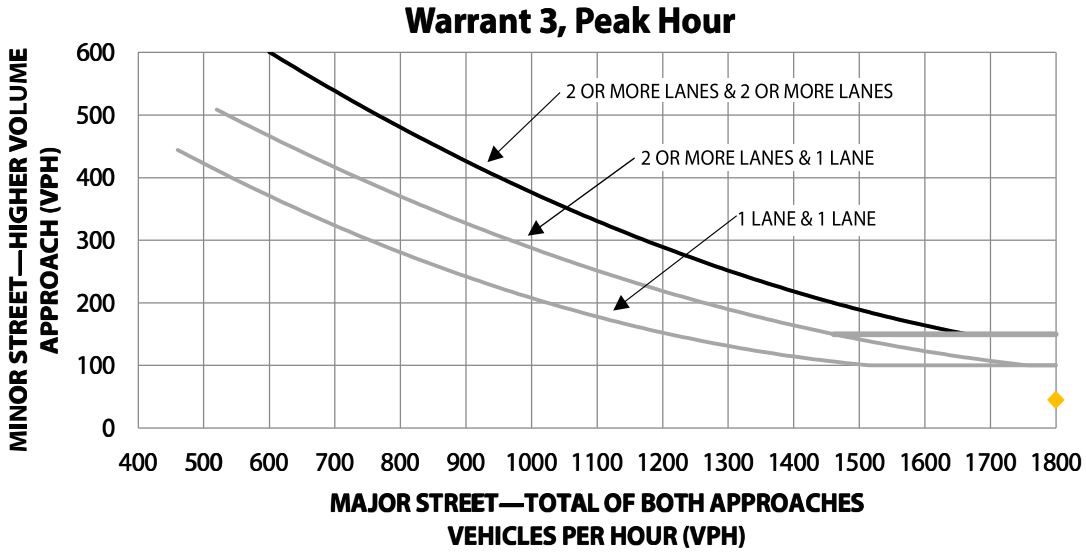
Condition A3 — Met

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 — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto

Project Name: 3001 El Camino Real Project

Intersection: 2

	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: Thursday, November 4, 2021
Scenario: Background PM

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Met

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: Unlimited vehicle-hours

Condition A2 — Not Met

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

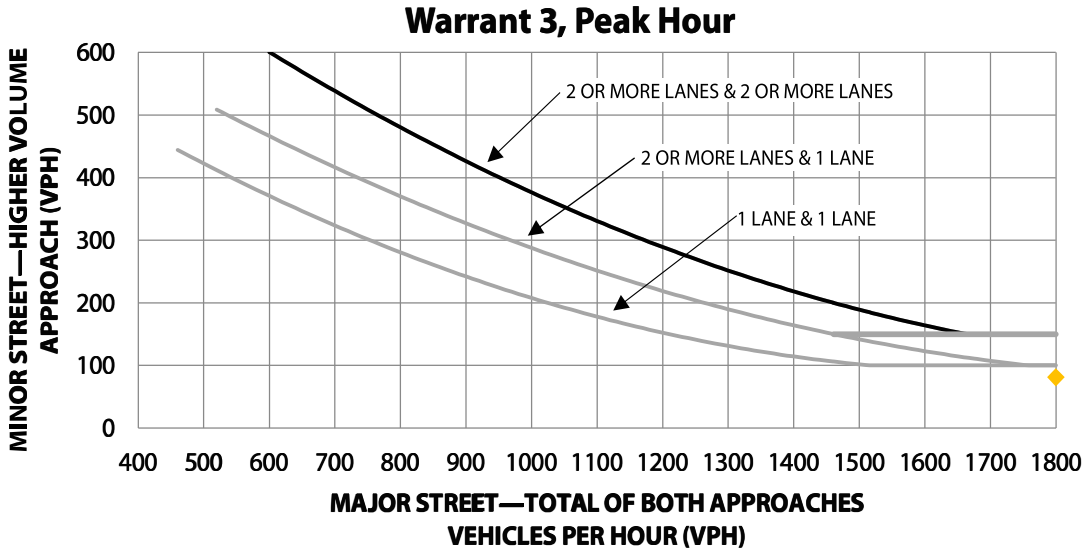
Condition A3 — Met

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 — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto

Project Name: 3001 El Camino Real Project

Intersection: 2

	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: Thursday, November 4, 2021
Scenario: Cumulative AM

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Met

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 — Not Met

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

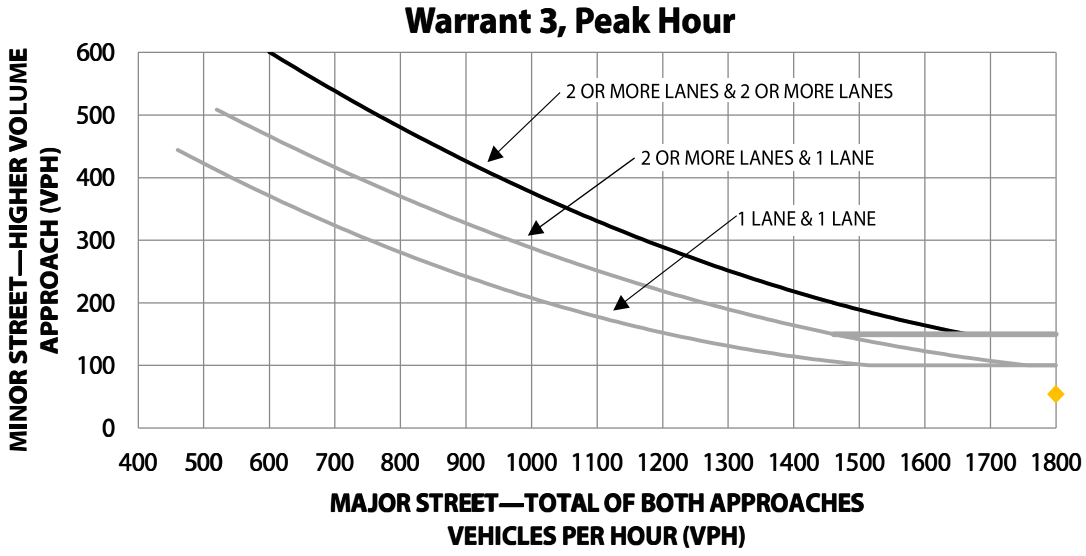
Condition A3 — Met

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 — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto

Project Name: 3001 El Camino Real Project

Intersection: 2

	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: Thursday, November 4, 2021
Scenario: Cumulative PM

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Met

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: Unlimited vehicle-hours

Condition A2 — Not Met

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

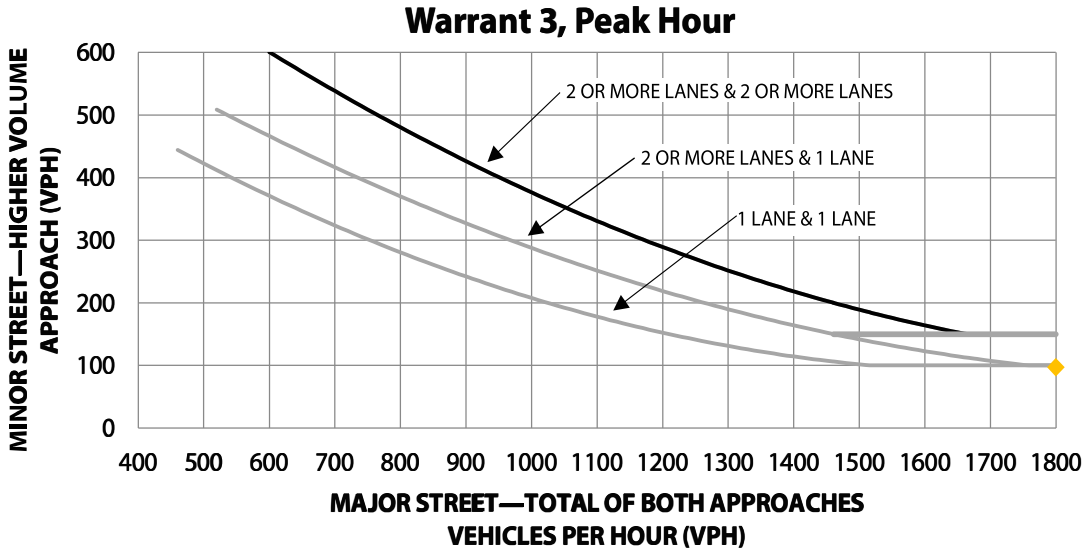
Condition A3 — Met

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 — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto

Project Name: 3001 El Camino Real Project

Intersection: 2

	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: Thursday, November 4, 2021
Scenario: Existing plus Project AM

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Met

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: 9.63 vehicle-hours

Condition A2 — Not Met

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: 70 vph

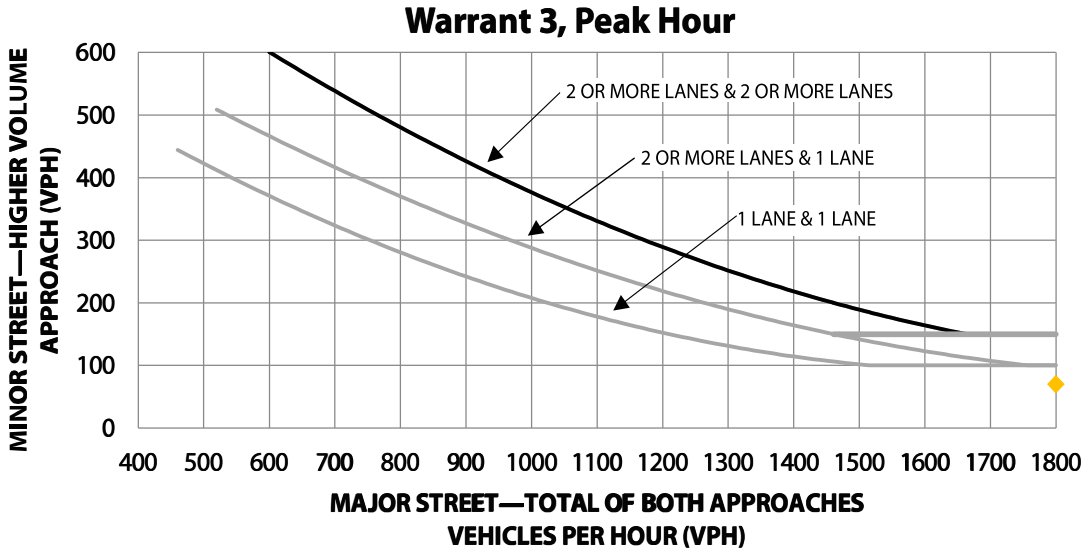
Condition A3 — Met

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: 2973 vph

Condition B — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto

Project Name: 3001 El Camino Real Project

Intersection: 2

	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: Thursday, November 4, 2021
Scenario: Existing plus Project PM

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Met

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: 35.6 vehicle-hours

Condition A2 — Not Met

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: 96 vph

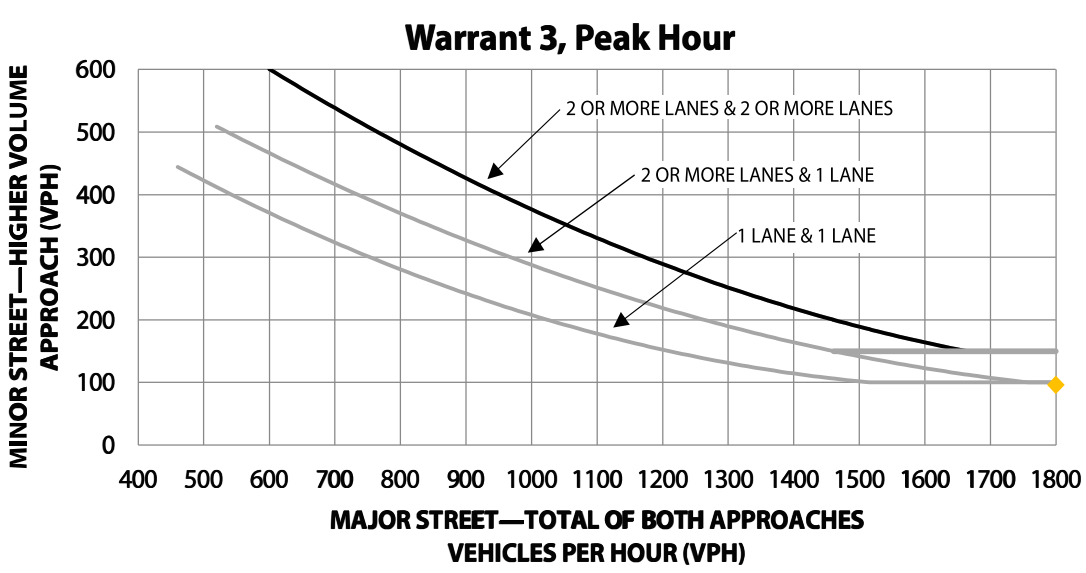
Condition A3 — Met

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: 3791 vph

Condition B — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto

Project Name: 3001 El Camino Real Project

Intersection: 2

	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: Thursday, November 4, 2021
Scenario: Background plus Project AM

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Met

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: 23.92 vehicle-hours

Condition A2 — Not Met

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: 75 vph

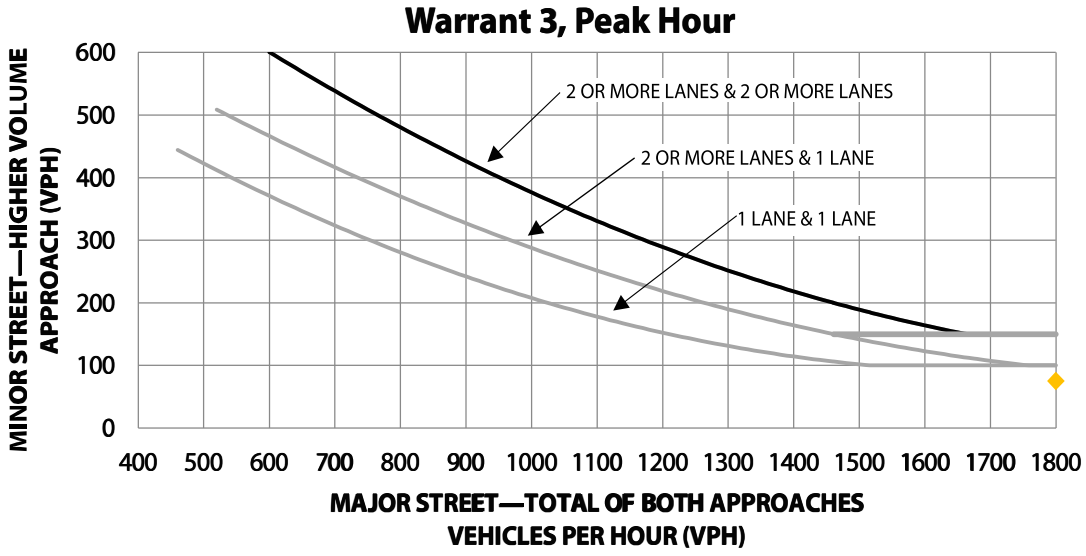
Condition A3 — Met

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: 3219 vph

Condition B — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto

Project Name: 3001 El Camino Real Project

Intersection: 2

	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: Thursday, November 4, 2021
Scenario: Background plus Project PM

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

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

Condition A1 — Met

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: Unlimited vehicle-hours

Condition A2 — Met

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

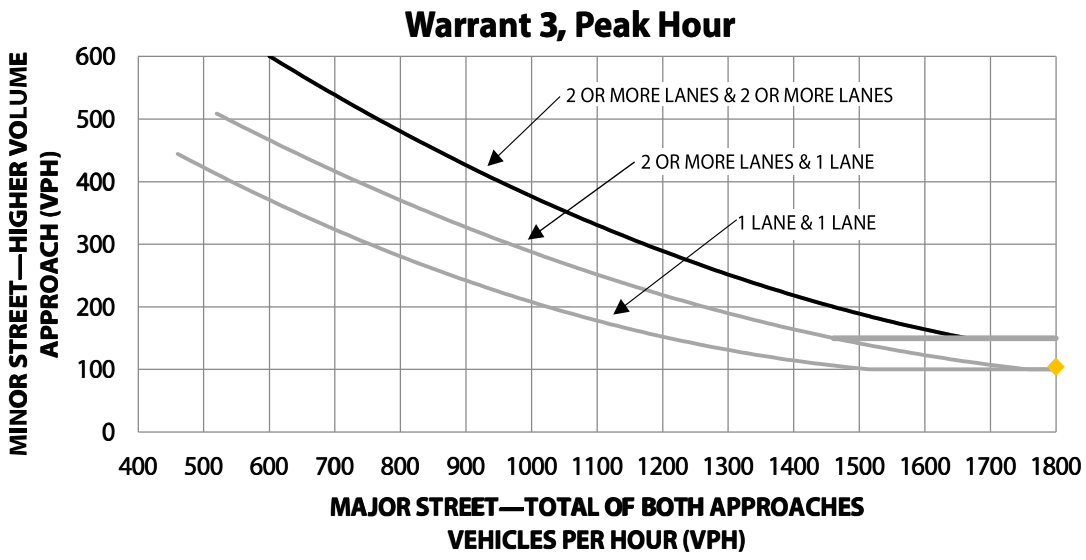
Condition A3 — Met

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: 4091 vph

Condition B — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto

Project Name: 3001 El Camino Real Project

Intersection: 2

	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: Thursday, November 4, 2021
Scenario: Cumulative plus Project AM

Warrant 3 Met?: Met when either Condition A or B is met — **No**

Condition A: Met when conditions A1, A2, and A3 are met — Not Met

Condition A1 — Met

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: 191.79 vehicle-hours

Condition A2 — Not Met

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: 84 vph

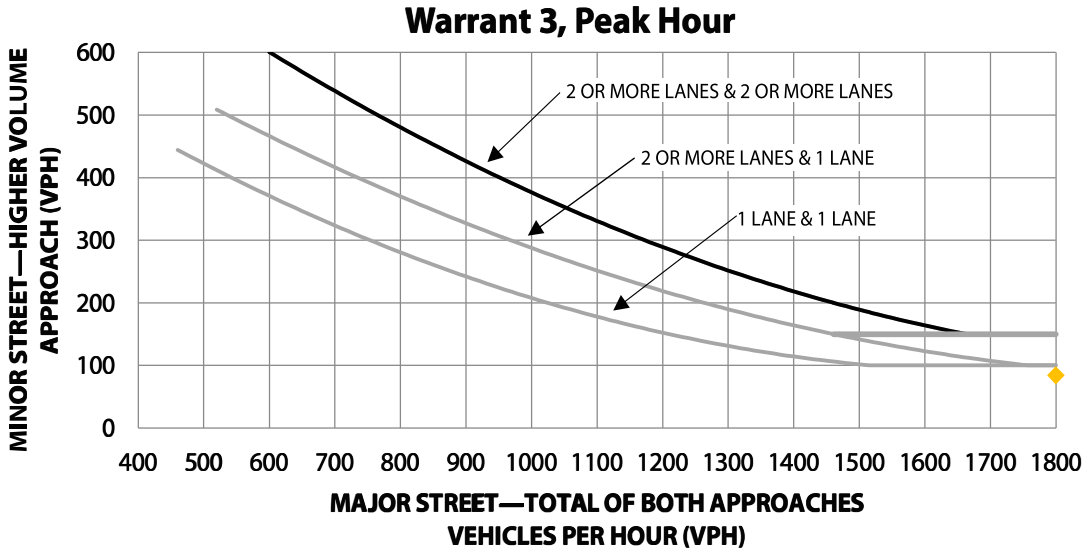
Condition A3 — Met

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: 3882 vph

Condition B — Not Met

The plotted point falls above the curve



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto

Project Name: 3001 El Camino Real Project

Intersection: 2

	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: Thursday, November 4, 2021
Scenario: Cumulative plus Project PM

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

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

Condition A1 — Met

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: Unlimited vehicle-hours

Condition A2 — Met

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: 120 vph

Condition A3 — Met

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: 4920 vph

Condition B — Not Met

The plotted point falls above the curve