

## MEMORANDUM

To: Blaine Merker, Gehl

From: Adam Dankberg, P.E., Kimley-Horn and Associates, Inc.

Date: July 29, 2021

Subject: Castro Pedestrian Mall Feasibility Study – Traffic and Circulation Analysis

### Introduction

The City of Mountain View (City) and Gehl directed Kimley-Horn to evaluate the traffic and circulation impacts of three proposed design alternatives for the 100 block of Castro Street. Each of the alternatives reflect street modifications and reconfigurations to improve the pedestrian thoroughfare in downtown Mountain View. The proposed geometry and operational changes are anticipated to impact traffic patterns for study intersections primarily along W. Evelyn Avenue and Villa Street, between Shoreline Boulevard and View Street.

This memorandum has been prepared to document the circulation implications of the three concept design alternatives, considering implications to vehicle, bicycle, pedestrian, and transit circulation. The sections below summarize the design considerations, methodology, analysis, results, and impacts of the various design alternatives.

### Background

Castro Street is Mountain View's oldest commercial corridor and is considered a central destination for commercial, office, and retail activity. The 100 to 300 blocks of Castro Street predominantly feature restaurant and retail establishments and then transitions to more office, recreational, and municipal spaces progressing further south along the corridor.

The northern end of Castro Street is situated adjacent to the Mountain View Transit Center, which is currently undergoing improvements to improve safety, station capacity, and multimodal access and mobility under the Mountain View Transit Center Master Plan, approved by the City Council in May 2017.

### GRADE SEPARATION AND ACCESS PROJECT (GSAP)

As the first component of the Mountain View Transit Center Master Plan to be implemented, the currently in-design Grade Separation and Access Project (GSAP) will improve safety, capacity, and multimodal access to the Transit Center and downtown Mountain View. The transit center is adjacent to the Moffett Boulevard/Castro Street/Central Expressway intersection that is congested today and impacted by frequent railroad gate interruptions, limiting pedestrian, bicycle, and vehicle movements across Central Expressway. Conditions are expected to degrade further with the plans for increased Caltrain and new High-Speed Rail train service, making it more difficult to cross Central Expressway.

Peak hour rail crossings of Castro Street are expected to double with Caltrain electrification and High-Speed Rail, which will further limit vehicle access across the current track crossing and add more barriers to pedestrian and bicycle movements. The GSAP will present pedestrians and bicyclists with a safer crossing and fewer delays, and includes the following roadway and circulation modifications identified in the Transit Center Master Plan:

- Closure of the south leg of the Moffett Boulevard/Castro Street/Central Expressway intersection to vehicular traffic
- Replacement of street-level pedestrian crossings at the Moffett Boulevard/Castro Street/Central Expressway intersections with underground, grade-separated pathways and vertical circulation
- Creation of a vehicle ramp connecting W. Evelyn Avenue and Shoreline Boulevard
- Enhanced pedestrian, bicycle, and transit connections to area trails including Shoreline Trail and the Stevens Creek Trail
- Additional bus/shuttle pick-up and drop-off capacity in the vicinity of the Transit Center

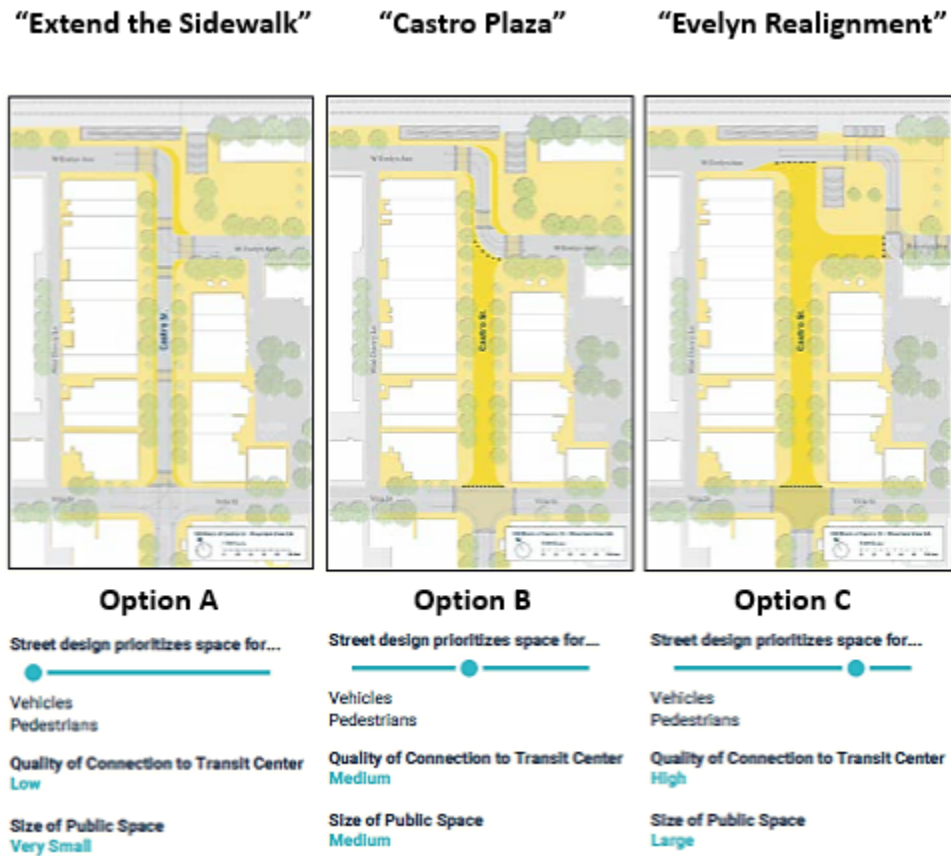
With the modification to Castro Street, W. Evelyn Avenue would be reconnected as an east-west through street, enhancing the downtown street grid network, and allowing the 100 block of Castro Street to be more pedestrian-oriented. A more significant redesign of the 100 block of Castro Street, being considered as part of the Castro Pedestrian Mall Feasibility Study, would complement the enhanced pedestrian and cyclist pathways associated with the Mountain View Transit Center Master Plan and GSAP.

## **Castro Pedestrian Mall Design Alternatives**

**Figure 1** illustrates three preliminary concepts presented for analysis:

- Option A: Extend the Sidewalk
- Option B: Castro Plaza
- Option C: Evelyn Realignment

Figure 1: Preliminary Concepts



### OPTION A

Option A widens the sidewalk and shifts the curb line along Castro Street to accommodate more pedestrian traffic. With the narrowing of Castro Street, southbound lefts at the intersection of Castro Street and Villa Street would be restricted. All other circulation movements would remain as being advanced in the GSAP. Option A does not include additional facilities nor enhancements to existing bicycle connections. Bicycle access would remain unchanged and share a road with vehicles travelling along the 100 block of Castro Street.

### OPTION B

Option B closes Castro Street to vehicular traffic between W. Evelyn Avenue and Villa Street to create a pedestrian mall in this segment. The two W. Evelyn Avenue legs will remain connected where Castro Street is currently located. Traffic control is no longer needed for auto movements between W. Evelyn Avenue and Castro Street but may be provided for pedestrian crossings. Auto movements on Castro Street north of Villa Street would be diverted to nearby streets. Considerations for emergency and service vehicle access and configuration of bicycle accommodations through the pedestrian mall would be determined at a later stage.

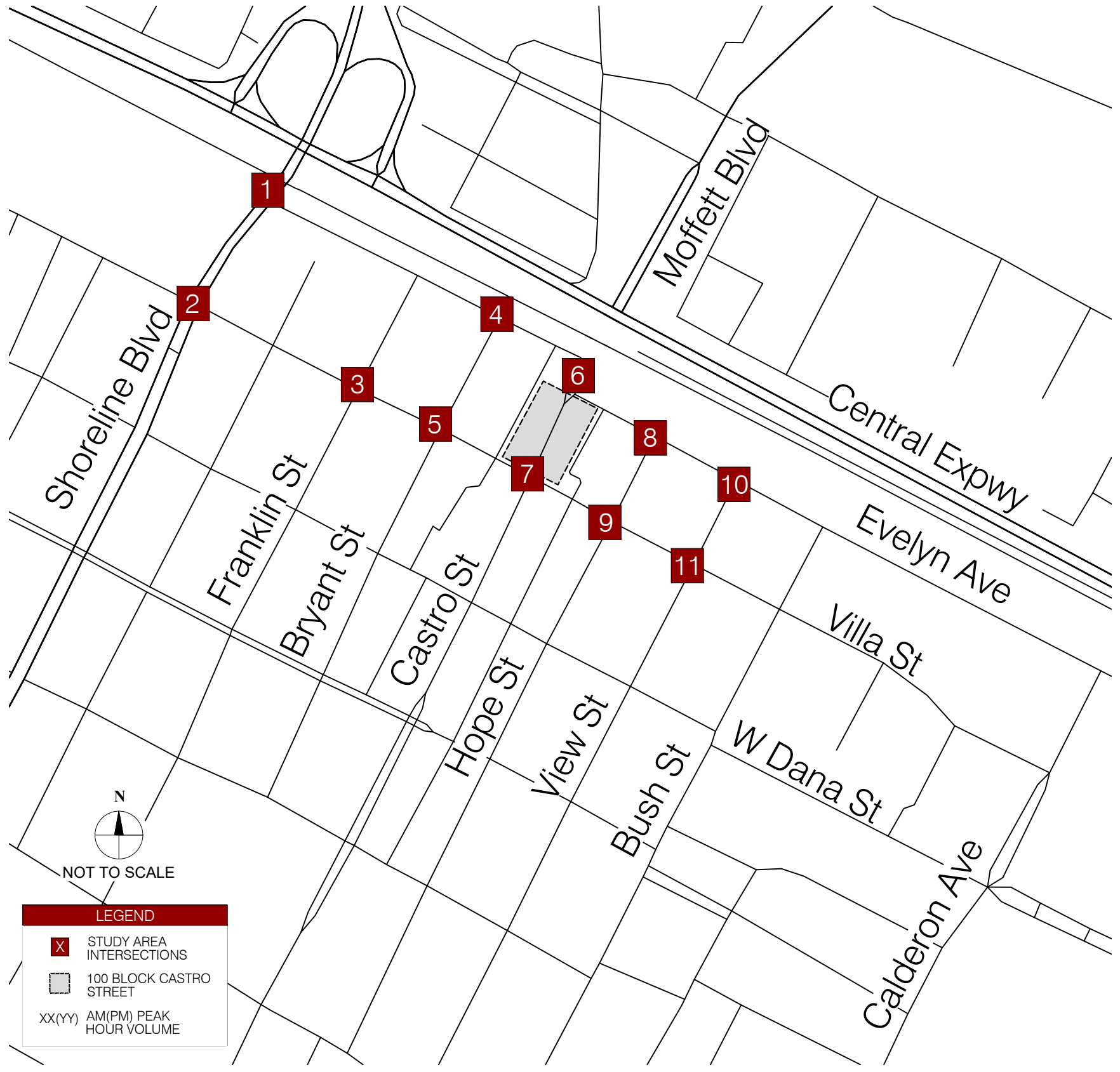
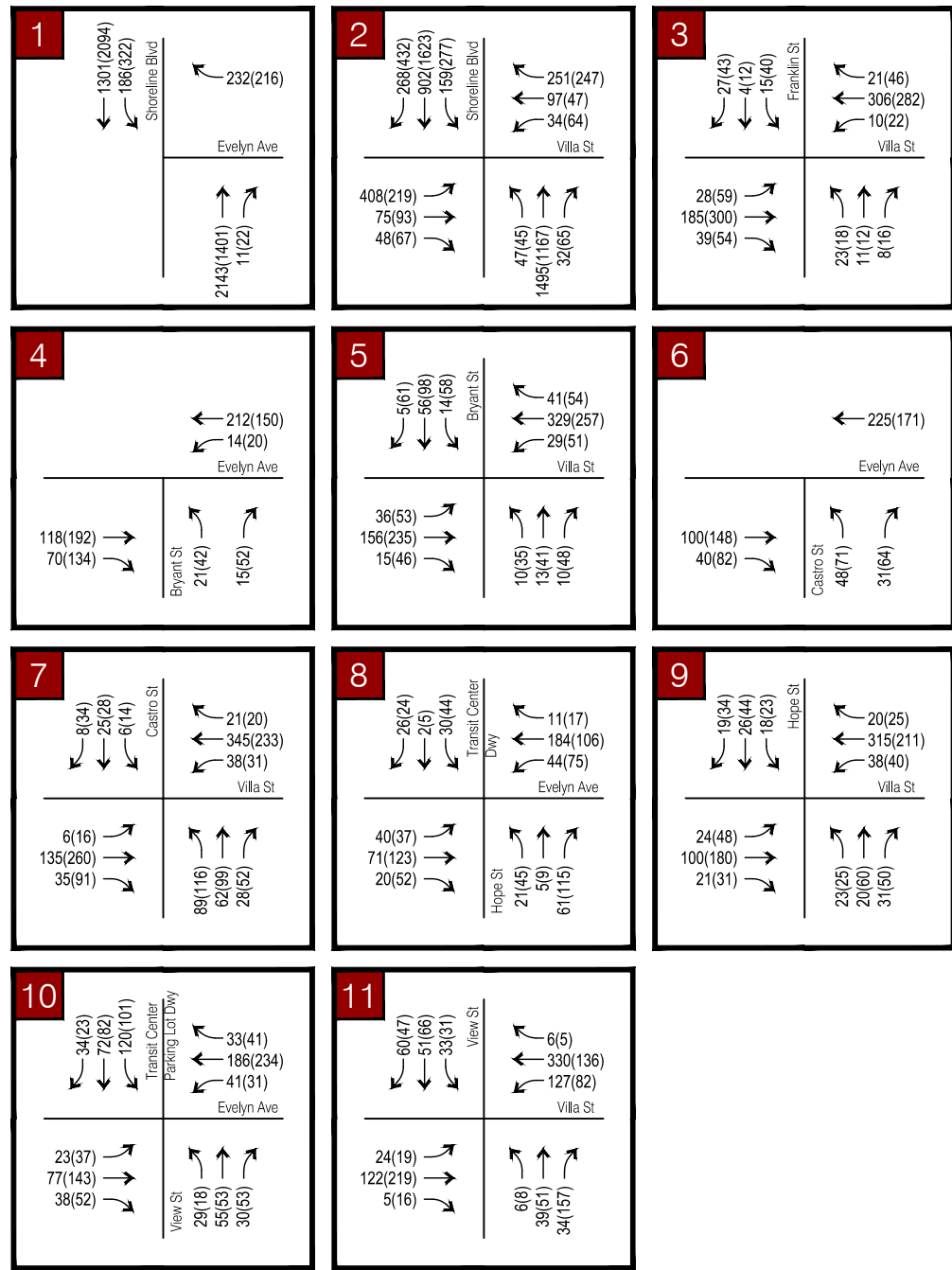
### OPTION C

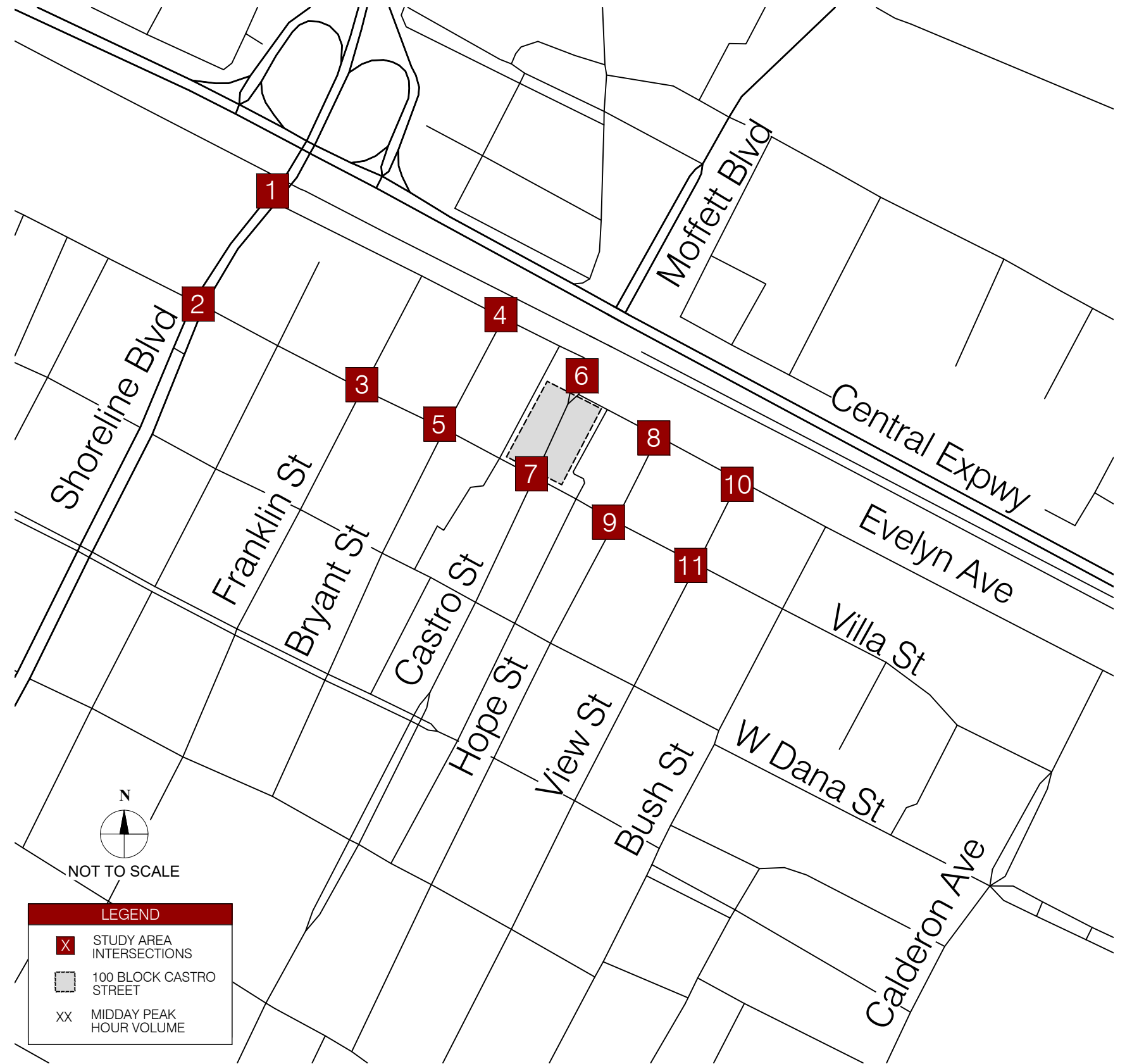
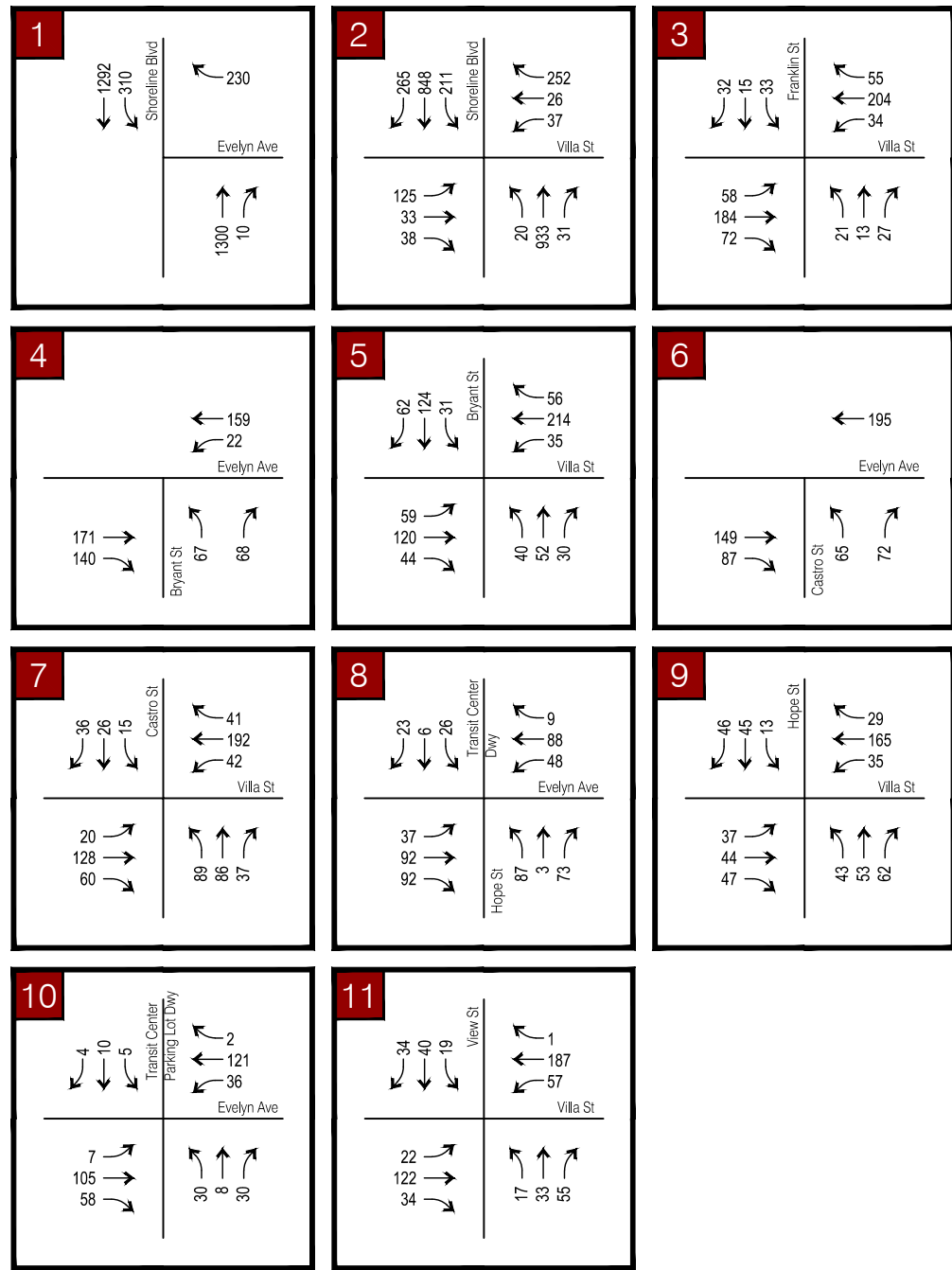
Option C is similar to Option B but modifies the alignment of W. Evelyn Avenue. Instead of using the current Castro Street alignment for the W. Evelyn Avenue connection, the road would be shifted east to align with Blossom Lane. The GSAP grand staircase entrance into the undercrossings would also shift south of W. Evelyn Avenue to provide an alternative pathway to the at-grade street crossing. This would allow for a larger contiguous pedestrian space between the new pedestrian/bicycle undercrossing and the 100 block of Castro Street. Considerations for emergency and service vehicle access and configuration of bicycle accommodations through the pedestrian mall would be determined at a later stage.

## Analysis Methodology

The traffic analysis utilized AM, Midday, and PM peak hour volumes and lane geometry from the Cumulative Plus Project conditions from the *Mountain View Transit Center Grade Separation Traffic Impact Analysis* (GSAP TIA) dated April 2019. **Figure 2** and **Figure 3** illustrates the Cumulative Plus Project scenario peak hour volumes from the GSAP that were used as a baseline for the Castro Pedestrian Mall analysis. It should be noted that these volumes account for the redistribution of trips associated with the closure of the at-grade crossing at Castro Street and Moffett Boulevard and the construction of the W. Evelyn Avenue ramp at Shoreline Boulevard. Consistent with the GSAP TIA, level of service (LOS) was conducted using the Highway Capacity Manual 2000 (HCM 2000) methodology in *Traffix* software.

**Table 1** lists the 11 study intersection that were selected from the GSAP TIA. These intersections were chosen because they would be impacted by shifts in traffic in one or more of the proposed Castro Pedestrian Mall alternatives.





**Table 1:** Castro Pedestrian Mall Study Intersections

# <sup>1</sup>	Intersection
1	Shoreline Boulevard & W. Evelyn Avenue
2	Shoreline Boulevard & Villa Street
3	Franklin Street & Villa Street
4	Bryant Street & W. Evelyn Avenue
5	Bryant Street & Villa Street
6	Castro Street & W. Evelyn Avenue
7	Castro Street & Villa Street
8	Hope Street & W. Evelyn Avenue
9	Hope Street & Villa Street
10	View Street & W. Evelyn Avenue
11	View Street & Villa Street

<sup>1</sup>Intersection numbering has been modified from the Mountain View Transit Center Grade Separation Traffic Impact Analysis (GSAP TIA), dated April 2019

## Option A

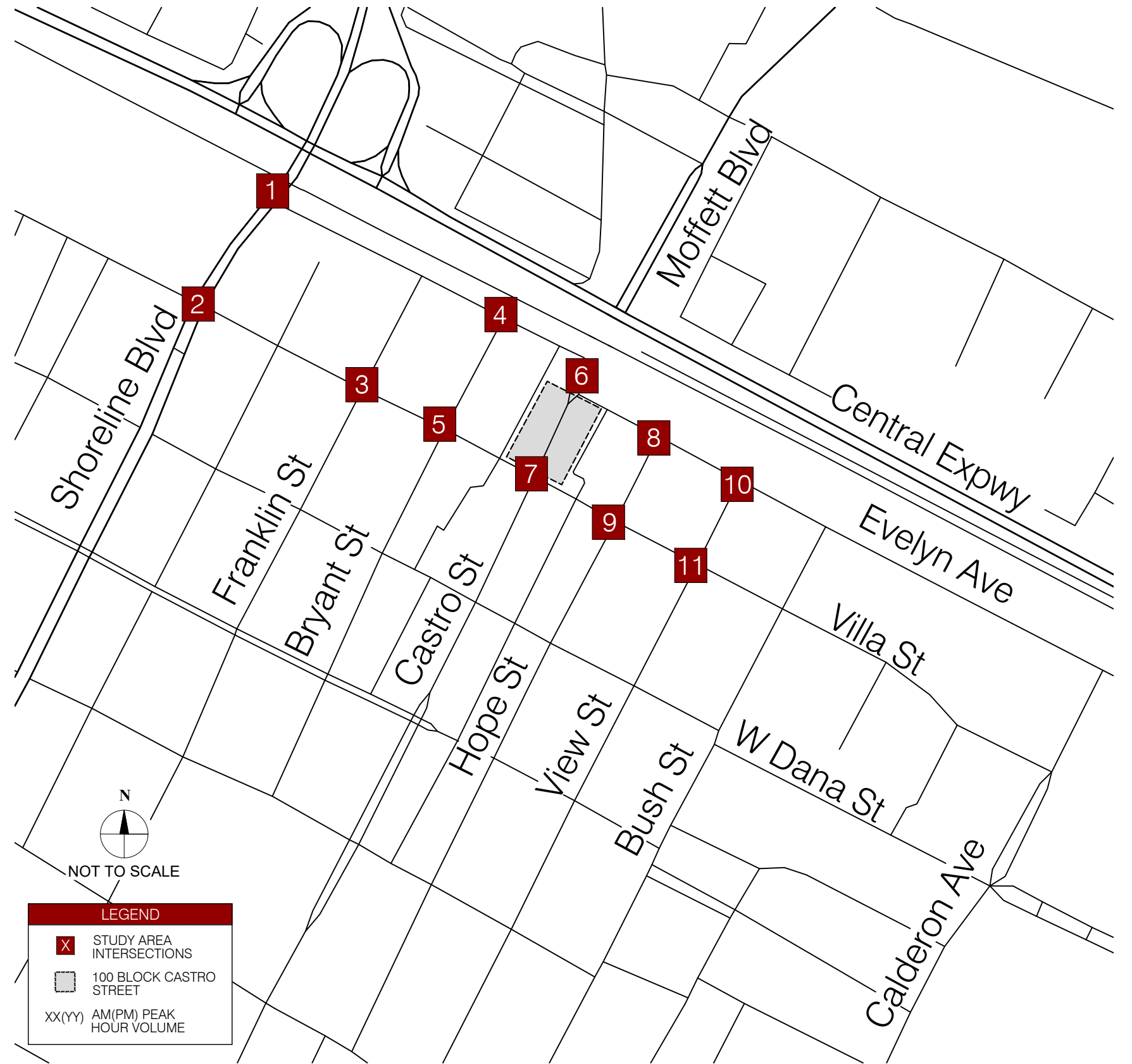
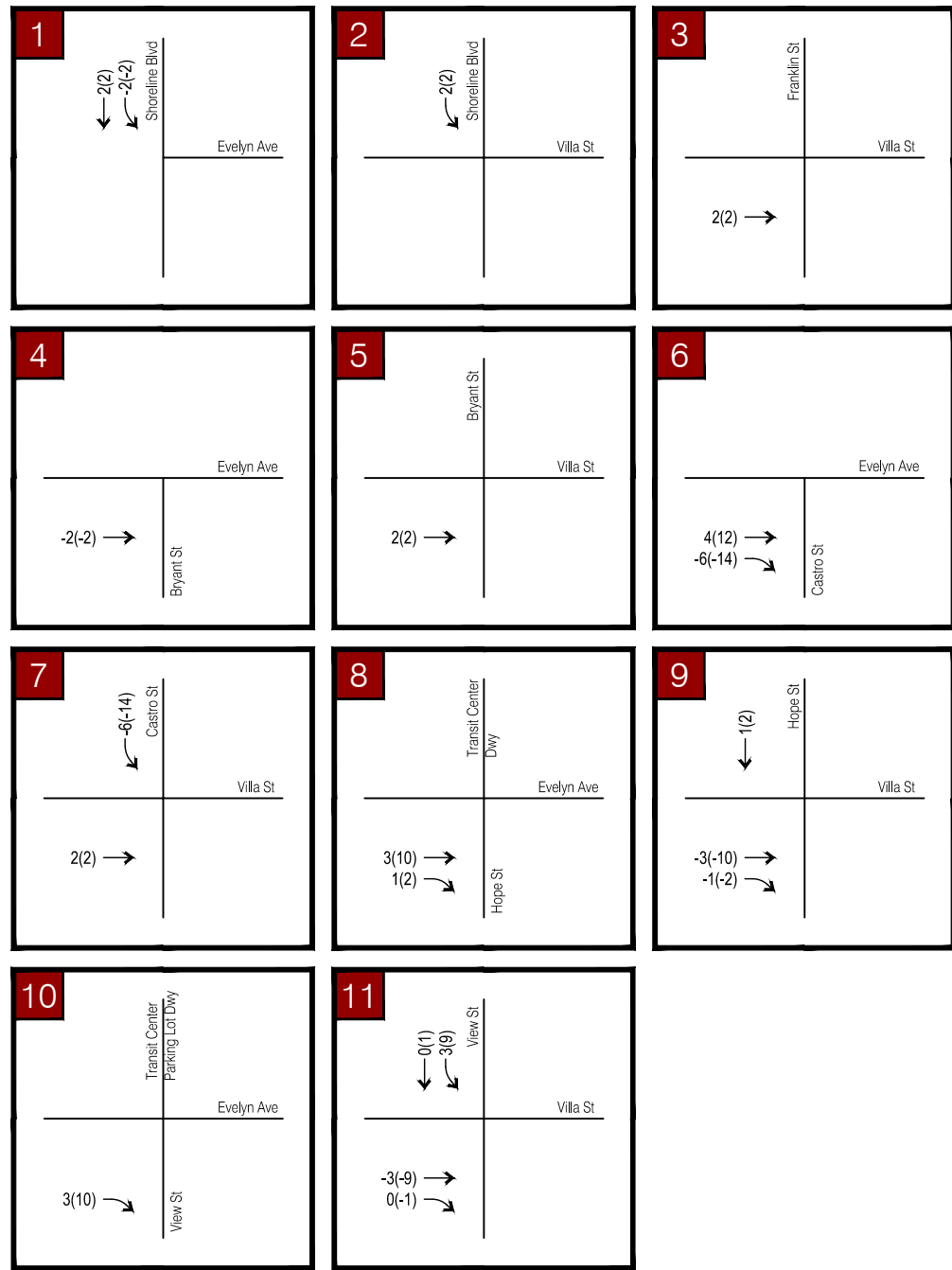
### GEOMETRIC MODIFICATION

Option A narrows the curb-to-curb width of Castro Street and widens the sidewalk within the 100 block of Castro Street. The existing three-lane cross-section would be narrowed to two lanes within this block. The existing southbound left-turn lane from Castro Street to Villa Street would be removed. As a result, the southbound left-turn movement would be precluded. No changes are assumed to the northbound left-turn movement at this intersection.

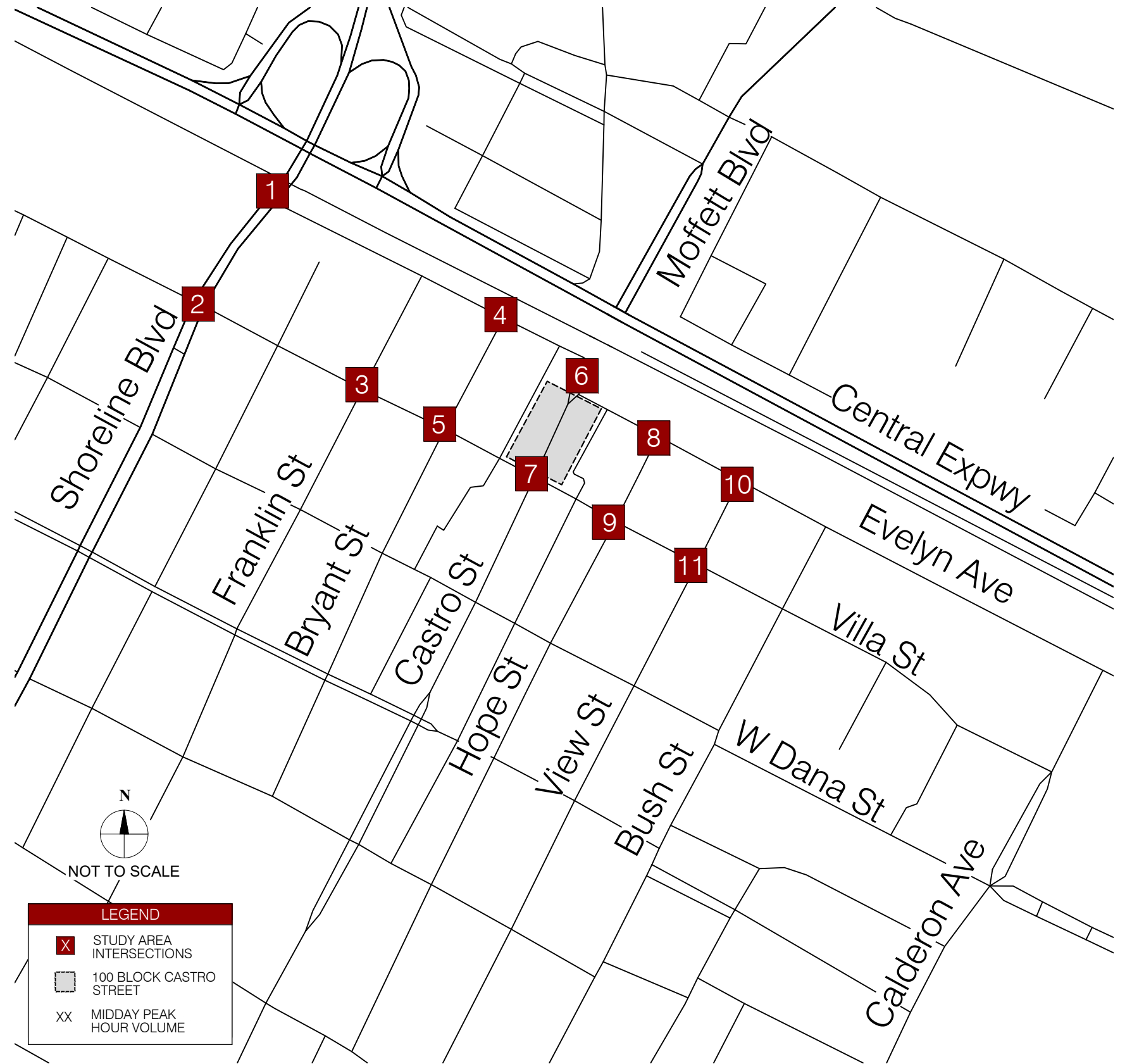
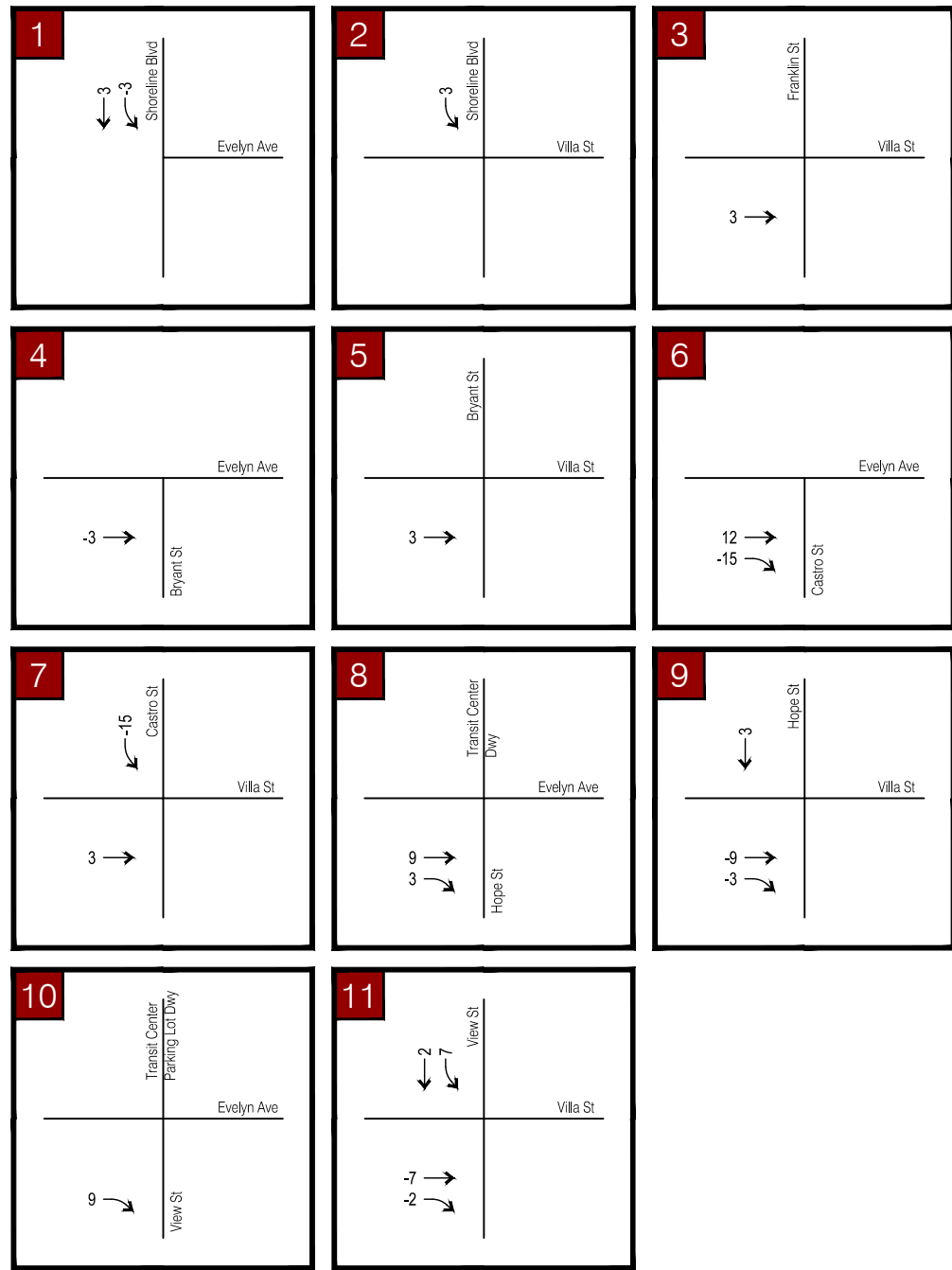
### VEHICLE CIRCULATION

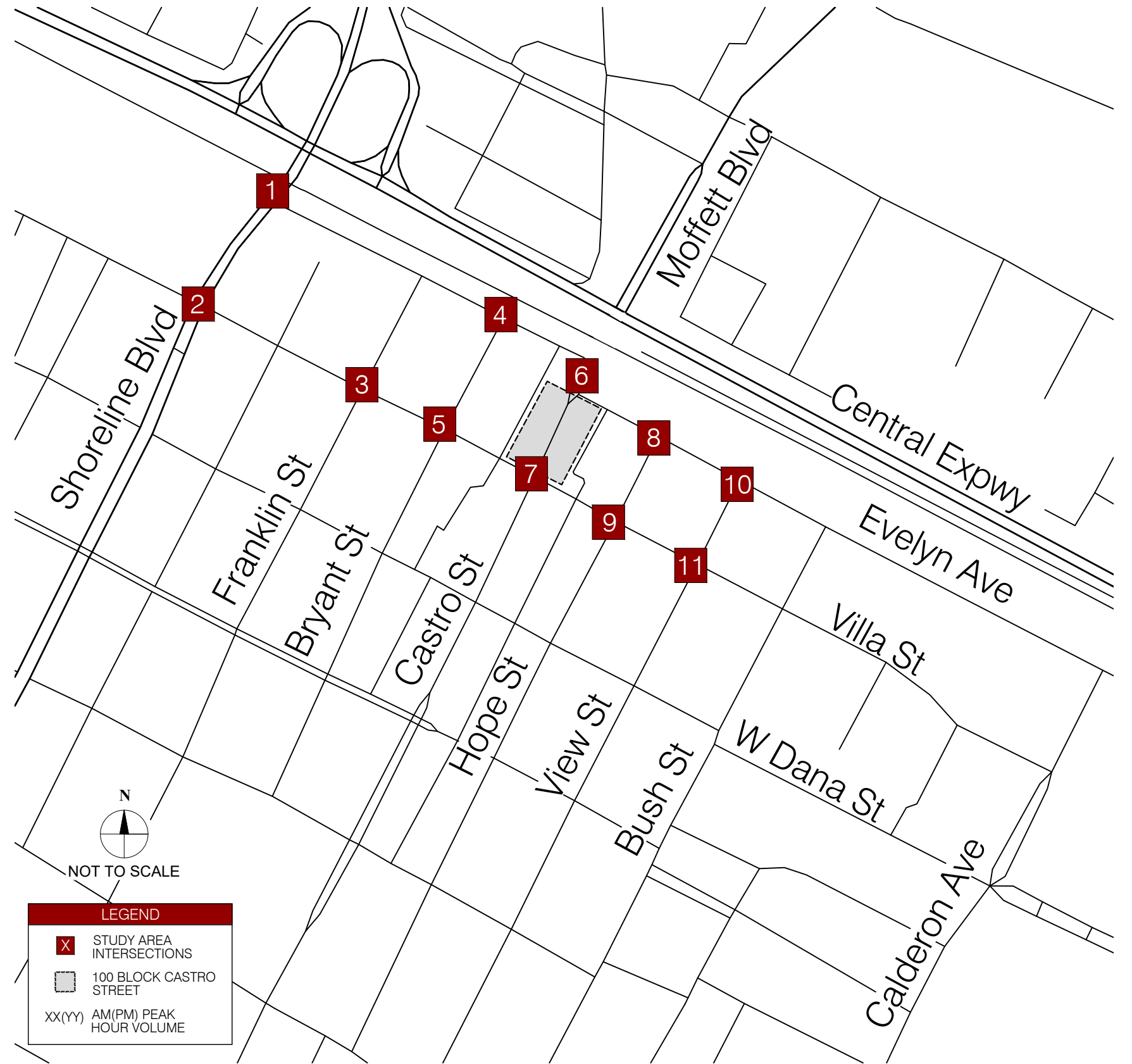
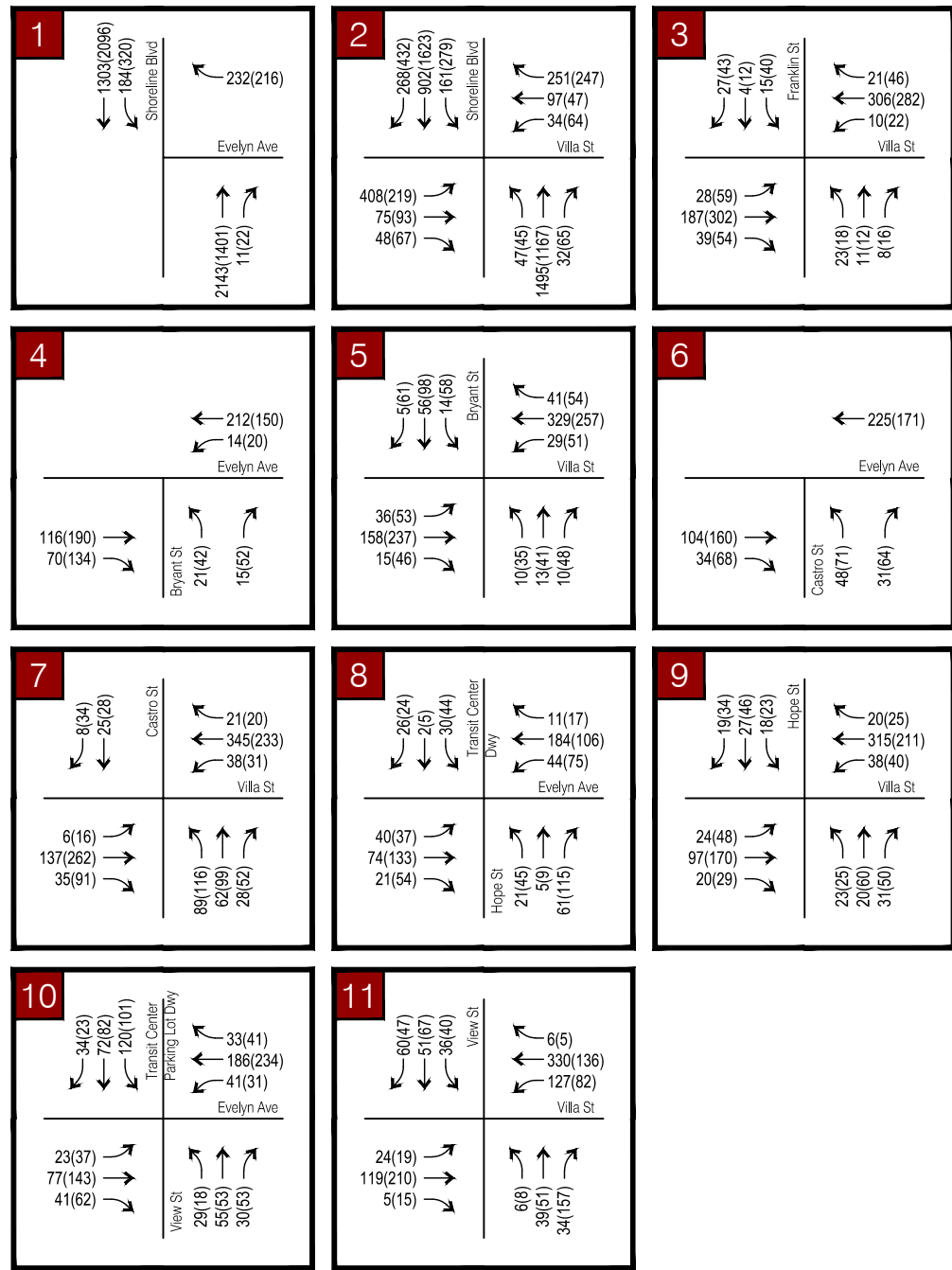
#### Redistribution of Vehicular Traffic

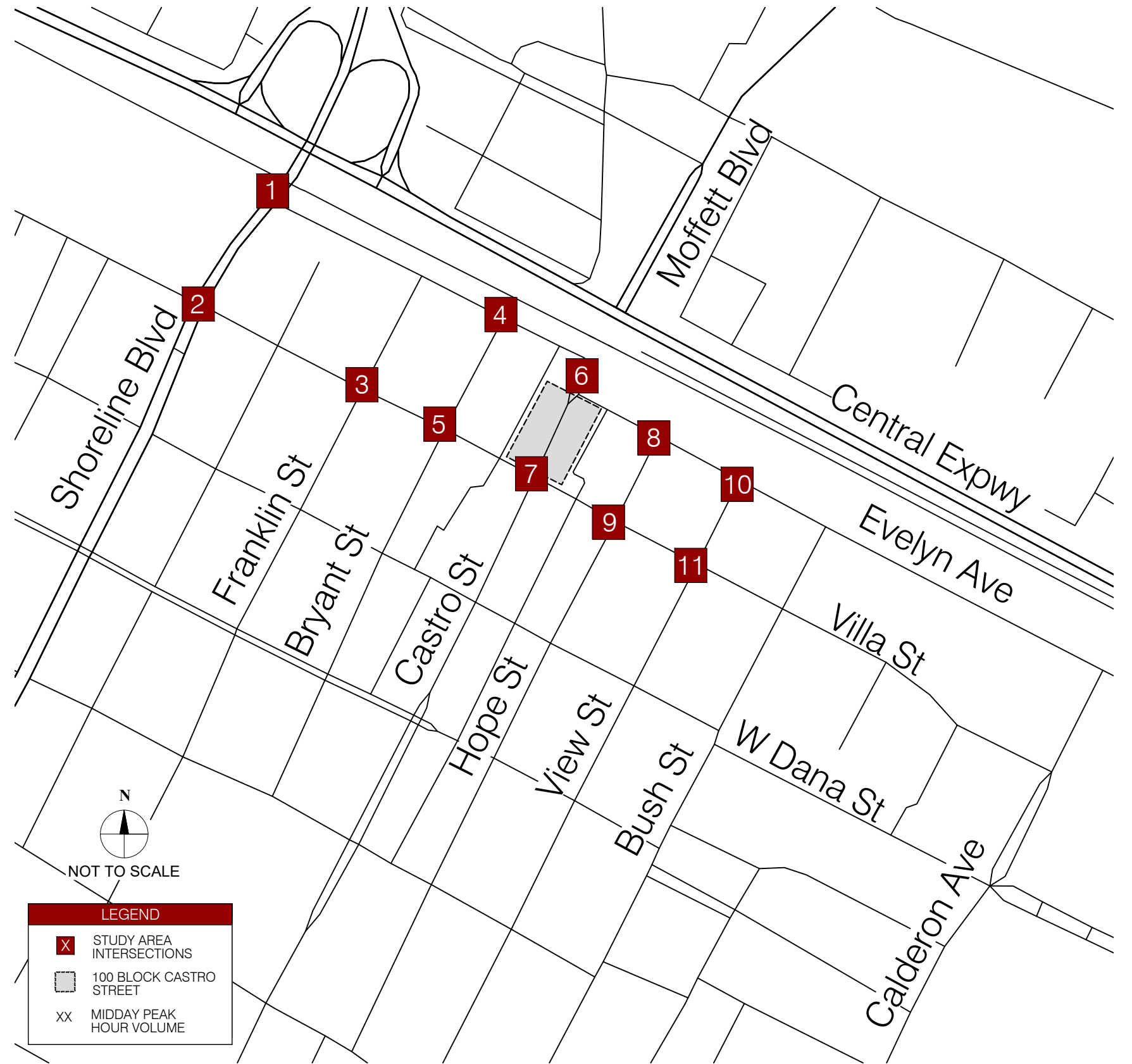
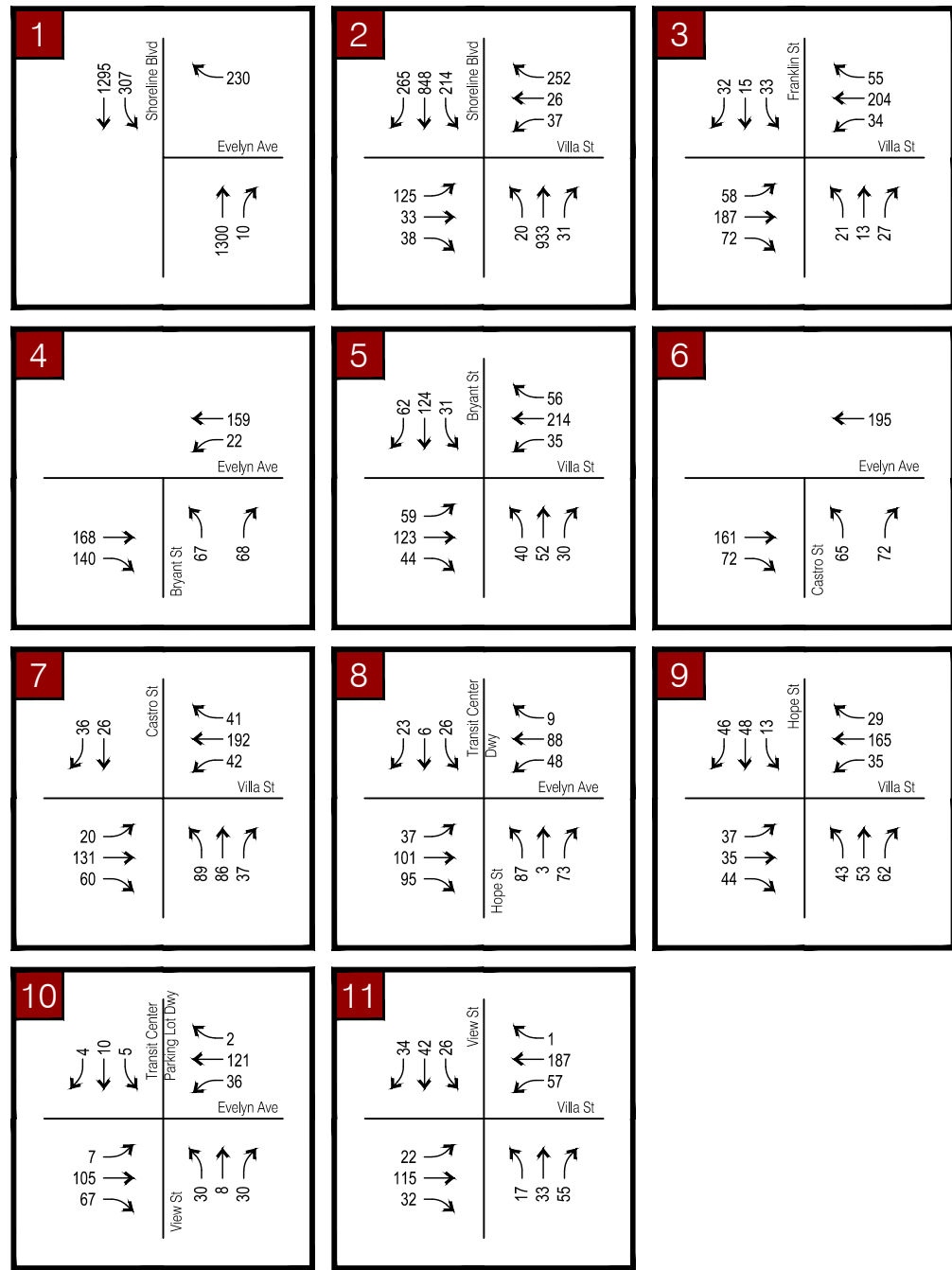
**Figure 4** and **Figure 5** illustrates the redistribution of traffic for Option A. The Cumulative Plus Project volumes from the GSAP TIA were redistributed to account for the removal of the southbound-left turning movement at Castro Street and Villa Street. It is anticipated that 80% of traffic will remain on W. Evelyn Avenue and make an eastbound right turn at either Hope Street or View Street to access destinations in the downtown area along W. Dana Street, Hope Street, View Street, Bush Street, or Calderon Avenue. The remaining 20% assumes a portion of drivers driving along Shoreline Boulevard will choose to make a turn onto Villa Street instead of W. Evelyn Avenue. The final Option A turning movement volumes that were used for evaluations are presented in **Figure 6** and **Figure 7**.











### Level of Service

**Table 2** summarizes the level of service for Option A. All study intersections function within acceptable LOS standards under this alternative. As Option A does not create significant congestion nor delay impacts on any of the study intersections, no additional roadway modifications are required. Analysis reports are provided in **Attachment A**.

### Parking Impacts

As part of this option, in order to expand the pedestrian realm, seven (7) street parking spaces would be removed from the east side of Castro Street. These vehicles would need to find parking in other locations within the downtown area.

### Other Vehicle Circulation Benefits/Concerns

Widening sidewalks as opposed to replacing the entire roadway with a pedestrian mall allows for two-way vehicular traffic to continue along the 100 block of Castro Street. Maintaining access minimizes potential traffic impacts that would be absorbed by nearby streets. However, narrower streets and anticipated increases in pedestrian and cyclist activity may lead to an increase in pedestrian-vehicle and bicycle-vehicle conflicts along the block where cyclists are expected to share the lane with autos. The riding of bicycles on sidewalks are currently prohibited in downtown Mountain View, but additional options for bicycle connectivity through this block should be considered in future project phases.

## PEDESTRIAN CIRCULATION

Reconfiguration of the 100 block under Option A includes widening the sidewalk on both sides of the street to provide approximately 8-feet of additional space. In addition, the relocation of the existing curb provides a much more functional street-life area that can be used by restaurants and as public spaces. The wider streets are expected to increase the character of the pedestrian environment, encourage more active street life, and improve the desirability of outdoor eating spaces along Castro Street. Option A improvements also include providing universal access to flex zones and patio seating on both sides of Castro Street.

However, the reconfiguration maintains limited crossings for pedestrians and provides only a minimal increase in public space and programmable area. Anyone travelling between downtown Mountain View and the Transit Center or Moffett Boulevard will have to cross W. Evelyn Avenue using an at-grade crosswalk. There are four crosswalks directing pedestrian flow across Castro Street; two of these crossings are located at the intersection with the east leg of W. Evelyn Avenue, one is a mid-block crossing between W. Evelyn Avenue and Villa Street, and one is located at the intersection of Castro Street and Villa Street. Pedestrians may also cross W. Evelyn Avenue at two locations near the Castro Street intersection. It should be noted that the location and number of these crosswalks are subject to change during later design stages.

**Table 2: Option A Intersection Level of Service Summary**

#	Intersection	LOS Criteria	Control	Option A											
				AM Peak				PM Peak				Midday Peak			
				LOS	Delay (sec) <sup>1</sup>	v/c Ratio	Crit. Delay	LOS	Delay (sec) <sup>1</sup>	v/c Ratio	Crit. Delay	LOS	Delay (sec) <sup>1</sup>	v/c Ratio	Crit. Delay
1	Shoreline Blvd & Evelyn Ave	D	Signal	B	16.1	0.674	21.5	B	17.2	0.608	28.0	B-	19.5	0.587	28.5
2	Shoreline Blvd & Villa St	D	Signal	C	27.4	0.670	29.4	C	24.2	0.631	19.6	C+	22.4	0.508	29.7
3	Franklin St & Villa St <sup>2</sup>	E	AWSC	A	9.7	0.415	9.7	B	11.8	0.546	11.8	A	10.0	0.406	10.0
4	Bryant St & Evelyn Ave <sup>2</sup>	E	SSSC	B	11.6	0.042	1.2	B	13.4	0.096	2.4	C	18.7	0.199	4.3
5	Bryant St & Villa St <sup>2</sup>	E	AWSC	B	10.4	0.493	10.4	B	13.1	0.558	13.1	B	10.9	0.446	10.9
6	Castro St & Evelyn Ave <sup>2</sup>	E	Signal	B	12.4	0.309	12.4	B	12.6	0.377	12.6	B	12.7	0.399	12.7
7	Castro St & Villa St <sup>2</sup>	E	Signal	A	9.7	0.330	8.4	B+	11.1	0.351	10.9	B	13.3	0.279	13.6
8	Hope St & Evelyn Ave <sup>2</sup>	E	Signal	B	14.1	0.137	18.2	B	16.3	0.258	18.6	B	15.4	0.223	16.3
9	Hope St & Villa St <sup>2</sup>	E	AWSC	A	9.9	0.464	9.9	A	10.0	0.382	10.0	A	8.9	0.306	8.9
10	View St & Evelyn Ave <sup>2</sup>	E	AWSC	A	10.0	0.371	10.0	B	11.0	0.451	11.0	A	8.1	0.205	8.1
11	View St & Villa St <sup>2</sup>	E	AWSC	B	12.4	0.622	12.4	B	10.3	0.367	10.3	A	9.1	0.327	9.1

(1) The delay for the worst movement is reported for SSSC intersections.

(2) Intersection is within the Downtown Precise Plan boundary with a LOS E threshold.

The GSAP TIA Cumulative pedestrian volumes were distributed among the six proposed crosswalk as shown in **Table 3**. Due to their proximity to both the transit center and downtown retail/restaurant uses, it is anticipated that the majority would utilize either the crosswalks on the south and east legs at the intersection of Castro Street and W. Evelyn Avenue or the mid-block crossing between W. Evelyn Avenue and Villa Street.

**Table 3: Pedestrian Volumes with Option A at Street Crossings**

Crosswalk Location	AM	Midday	PM
Castro Street & W. Evelyn Avenue (north leg)	63	10	37
Castro Street & W. Evelyn Avenue (south leg)	135	200	258
Castro Street & W. Evelyn Avenue (west leg)	115	10	246
Castro Street & W. Evelyn Avenue (east leg)	839	437	905
Castro Street, between W. Evelyn Avenue and Villa Street	134	200	258
Castro Street & Villa Street (north leg)	92	292	364
<b>Total Pedestrian Street Crossings</b>	<b>1,378</b>	<b>1,149</b>	<b>2,068</b>

Although signalized operations are assumed to remain as proposed by the GSAP at the Castro Street/Evelyn Avenue intersection to provide a controlled movement, pedestrian safety measures such as high visibility crosswalks, pedestrian warning signs, and leading pedestrian intervals should be considered at the intersection and along Castro Street where appropriate.

### BICYCLE CIRCULATION

Option A does not include additional facilities nor enhancements to the W. Evelyn Avenue cycle track and GSAP bicycle connections. Cyclists will maintain shared use of the roadway with the proposed Class III Bicycle Route/Boulevard along Castro Street. Similar to pedestrians, cyclists will face potential conflict points crossing W. Evelyn Avenue. A narrower roadway may also present additional safety risks for cyclists. Bicycle use is currently prohibited along the sidewalk, though that restriction may be reconsidered at a later stage if this option is selected.

### TRANSIT IMPACTS

Transit vehicles will continue to use Castro Street as they would with the GSAP project. While the GSAP does modify transit routes in this area, the additional removal of southbound left-turn from Castro Street to Villa Street does not further impact transit circulation with this option. Should Option A become approved for future study and implementation, further coordination with the Santa Clara Valley Transportation Authority (VTA) will be required.

## Option B

### GEOMETRIC MODIFICATION

In Option B, Castro Street would be closed to all auto traffic between the east leg of W. Evelyn Avenue. The provision of emergency and service vehicle access to the block will be determined at a later stage if this option is selected. The east and west leg of W. Evelyn Avenue would be connected by two 90-degree bends, which for the purposes of this analysis are assumed to be signalized with pedestrian crossings.

### VEHICLE CIRCULATION

#### Redistribution of Vehicular Traffic

**Figure 8** and **Figure 9** illustrates the redistribution of traffic for Option B. The Cumulative Plus Project volumes from the GSAP TIA were redistributed to account for the closure of turning movements at intersections #16 and #17 that lead to the 100 block of Castro Street, reflecting the changes associated with Option B.

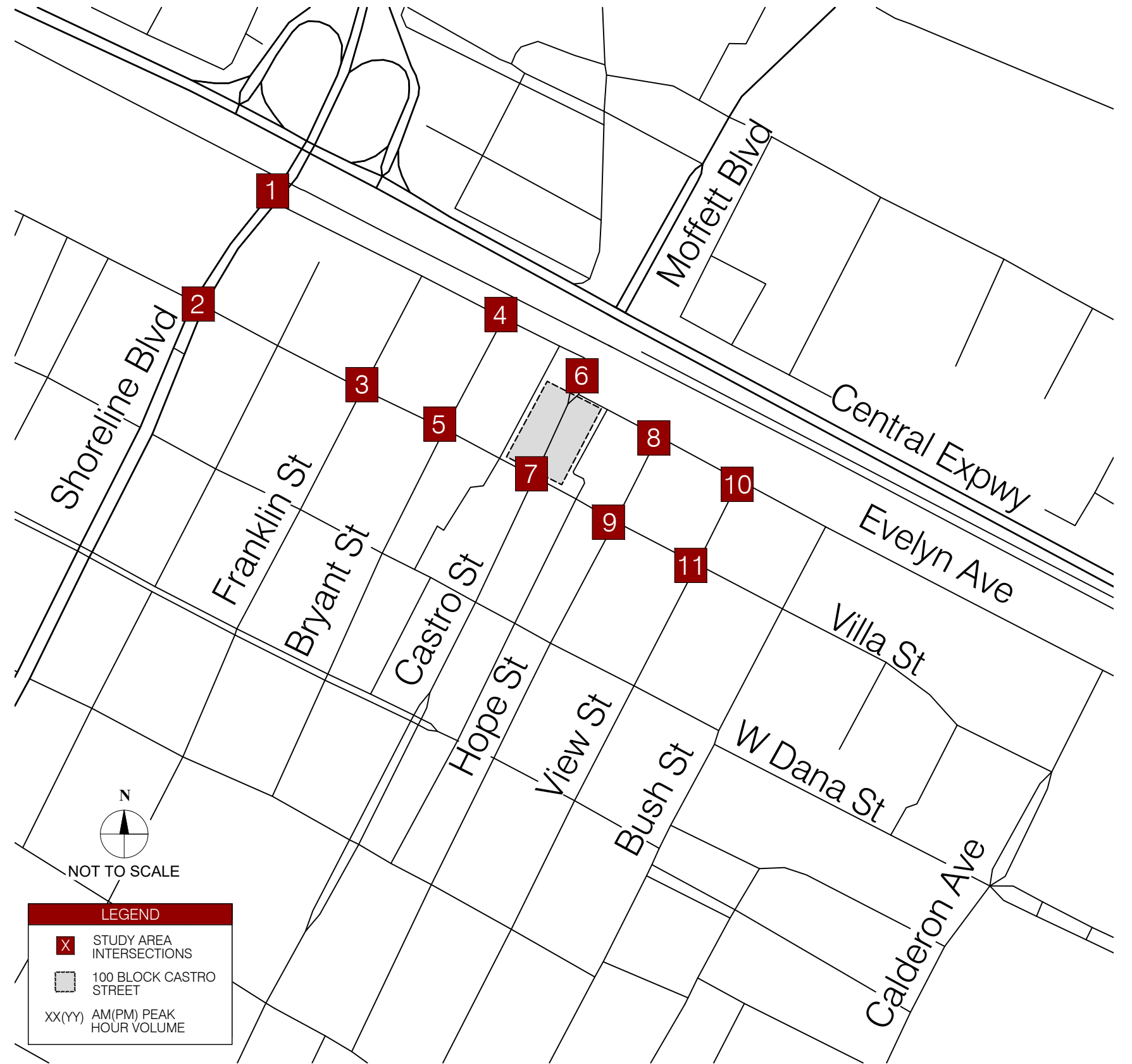
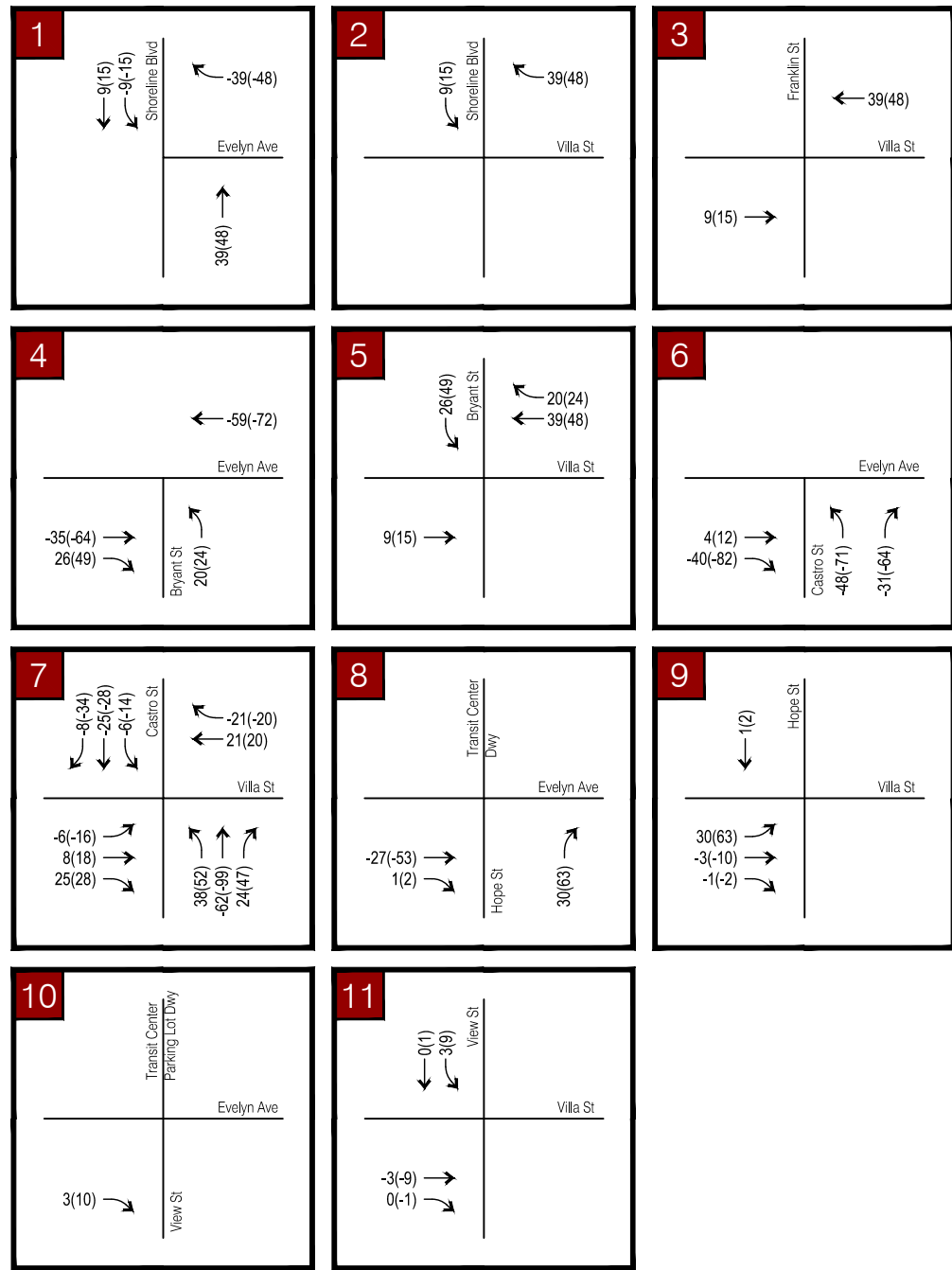
It is anticipated that northbound traffic along Castro Street will primarily be diverted to Bryant Street, Hope Street, or Shoreline Boulevard. Southbound traffic assumes that the majority of traffic (80%) will use W. Evelyn Avenue and make an eastbound right-turn at either Bryant Street, Hope Street, or View Street to access destination within the downtown area. The remaining 20% assumes that a portion of drivers arriving from Shoreline Boulevard will choose to use the Shoreline Boulevard and Villa Street intersection instead. The final turning movement volumes for Options B and C are presented in **Figure 10** and **Figure 11**.

#### Level of Service

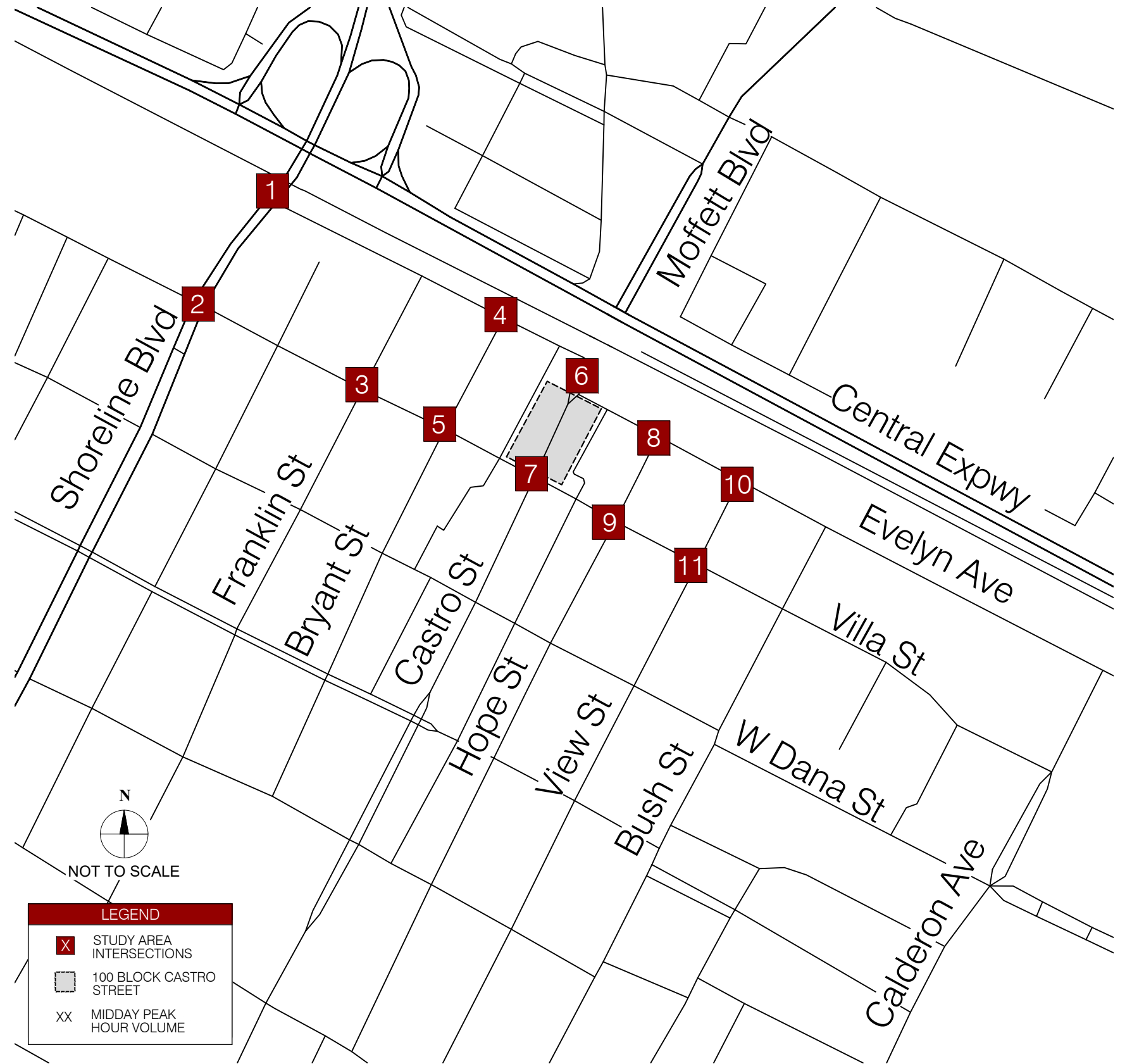
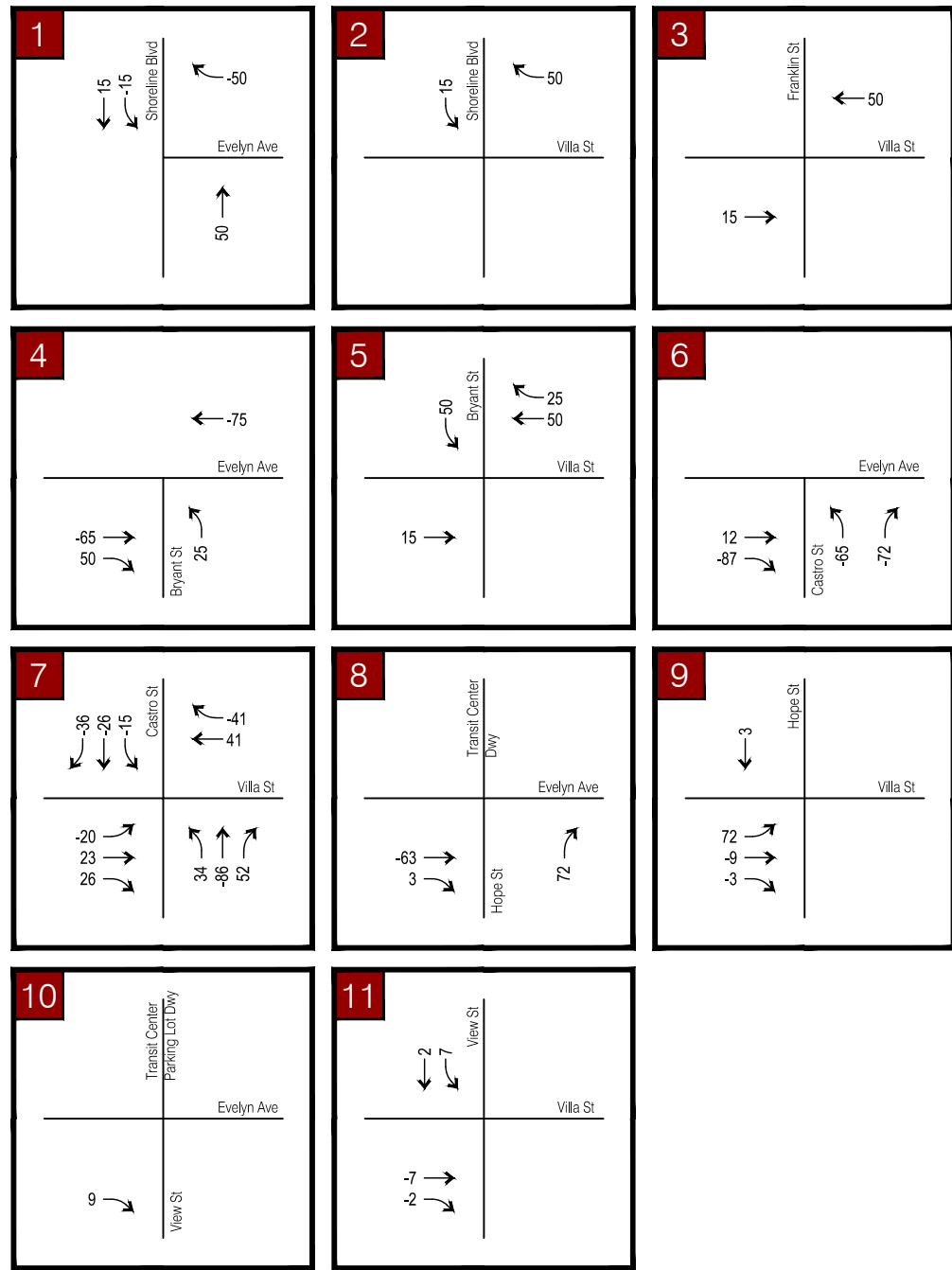
**Table 4** summarizes the level of service for Option B. Even with the additional diversion associated with the closure of Castro Street, all intersections were found to operate at an acceptable level of service. Results indicate that Option B does not create significant congestion nor delay impacts on any of the study intersections. Thus, no additional improvement measures are required. It should be noted that the LOS analysis assumed Intersection #16 (the bends in W. Evelyn Avenue where Castro Street is currently) as a signalized intersection, since no LOS analysis could be conducted for an unsignalized intersection without any conflicting vehicle movements. Alternative analysis processes would need to be utilized to compare the performance of the intersection with alternative control strategies, such as Rapid Rectangular Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs), or stop control. Analysis reports are provided in **Attachment A**.

#### Parking Impacts

Similar to Option A, Option B would require the removal of seven (7) street parking spaces from the east side of Castro Street. These vehicles would need to find parking in other locations within the downtown area.







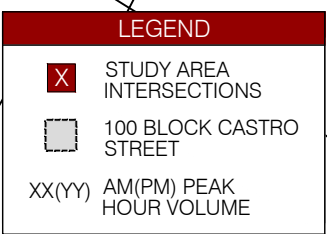
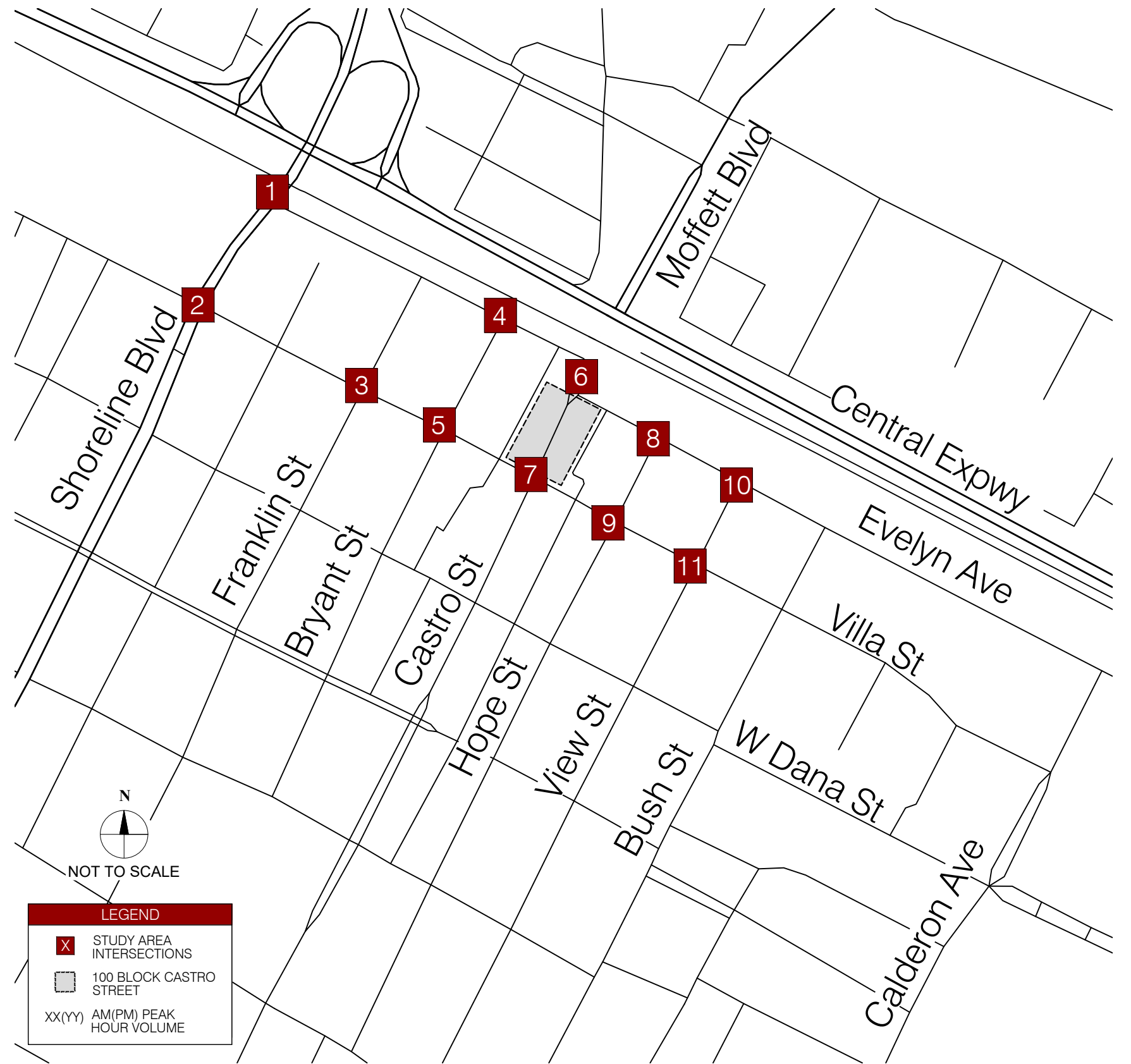
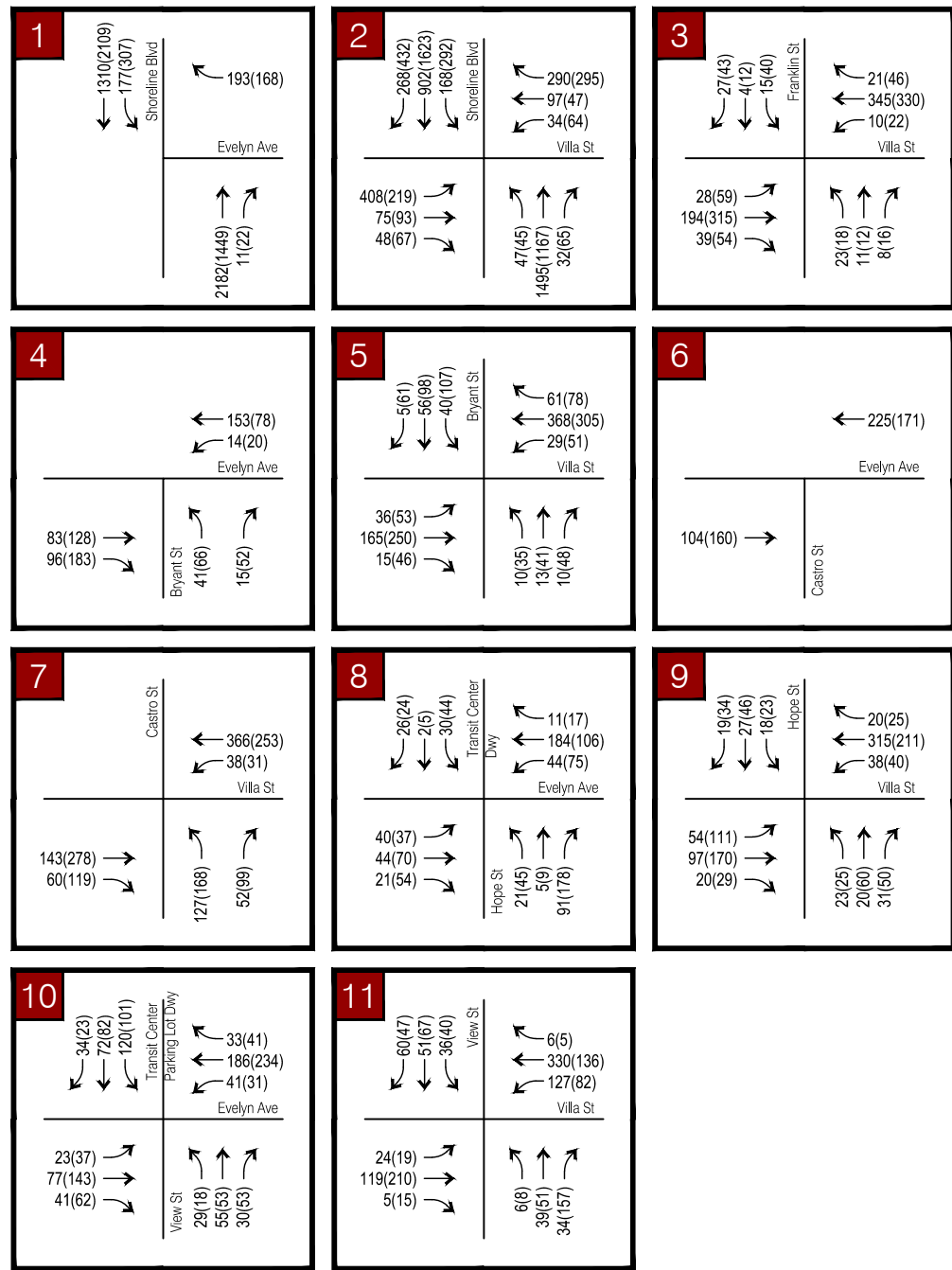
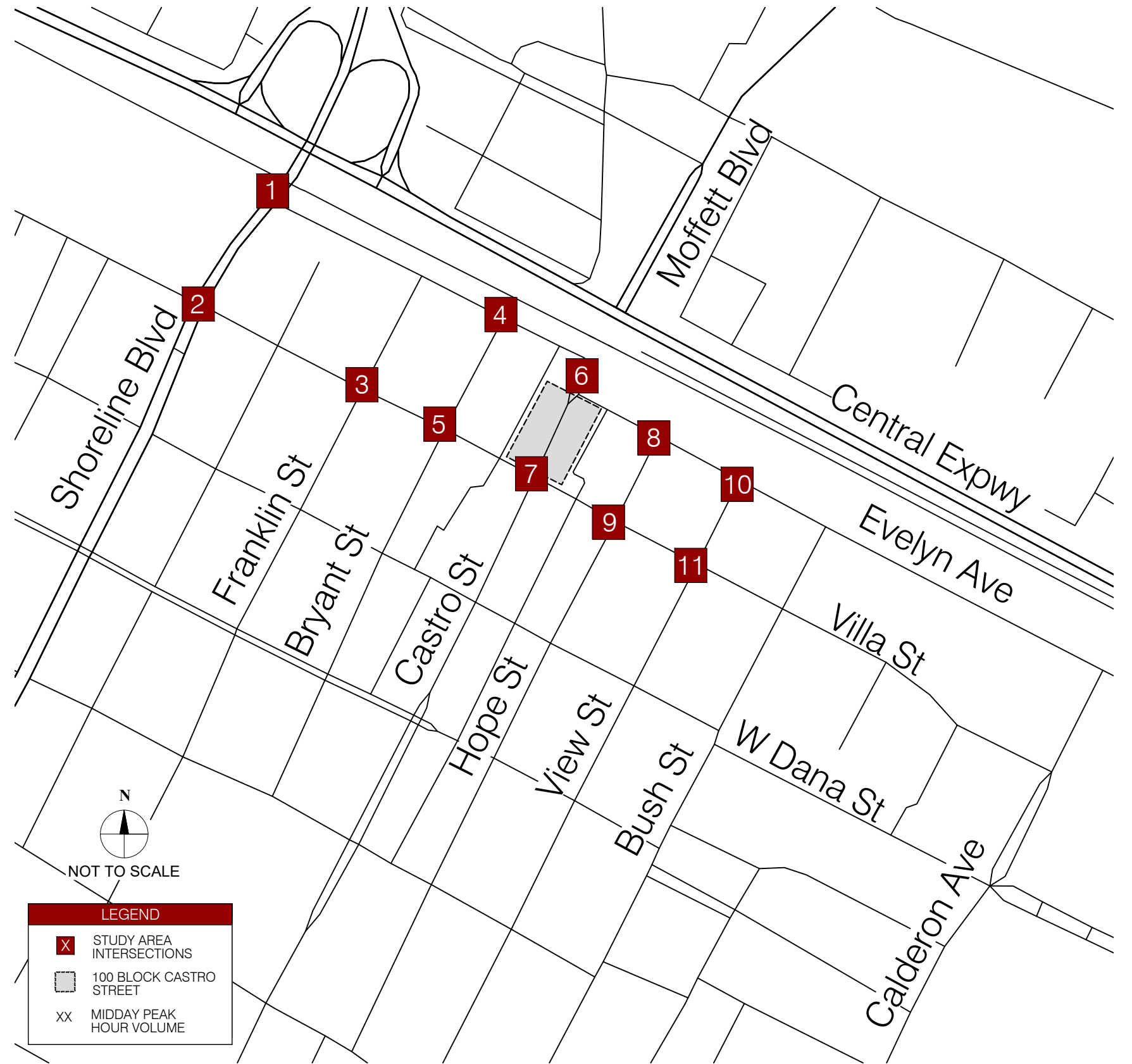
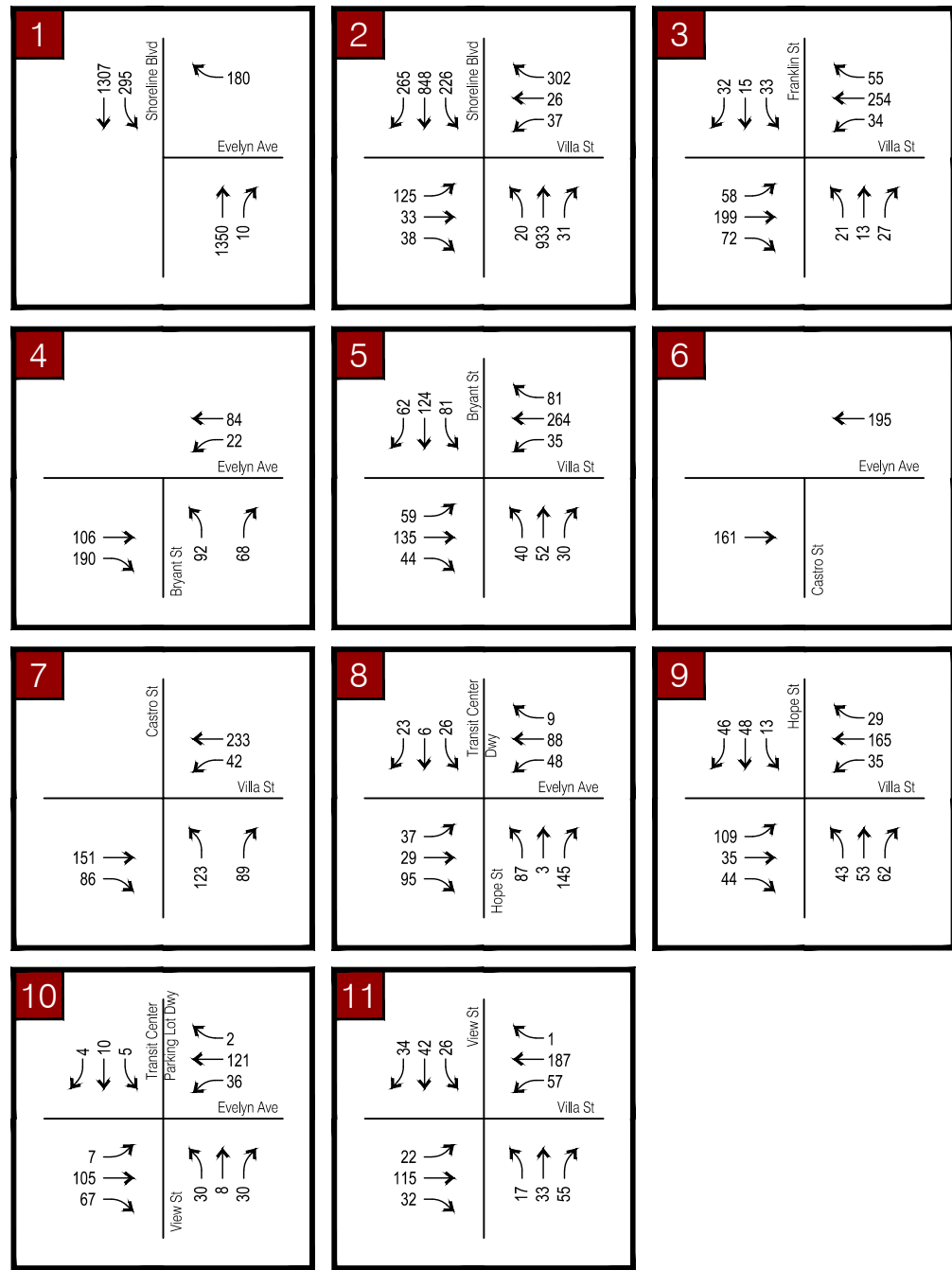


FIGURE 10  
 OPTIONS B AND C AM AND PM PEAK HOUR TURNING MOVEMENT VOLUMES  
 CASTRO PEDESTRIAN MALL FEASIBILITY STUDY



**Table 4:** Options B and C Intersection Level of Service Summary

#	Intersection	LOS Criteria	Control	Option B and Option C											
				AM Peak				PM Peak				Midday Peak			
				LOS	Delay (sec) <sup>1</sup>	v/c Ratio	Crit. Delay	LOS	Delay (sec) <sup>1</sup>	v/c Ratio	Crit. Delay	LOS	Delay (sec) <sup>1</sup>	v/c Ratio	Crit. Delay
1	Shoreline Blvd & Evelyn Ave	D	Signal	B	14.3	0.652	19.4	B	15.1	0.580	25.6	B	17.4	0.558	26.1
2	Shoreline Blvd & Villa St	D	Signal	C	27.8	0.675	29.7	C	25.8	0.662	21.7	C	23.8	0.548	31.1
3	Franklin St & Villa St <sup>2</sup>	E	AWSC	B	10.2	0.464	10.2	B	12.6	0.571	12.6	B	10.5	0.446	10.5
4	Bryant St & Evelyn Ave <sup>2</sup>	E	SSSC	B	11.6	0.073	1.9	B	13.2	0.130	3.2	C	18.2	0.236	5.5
5	Bryant St & Villa St <sup>2</sup>	E	AWSC	B	11.5	0.576	11.5	C	16.3	0.699	16.3	B	12.8	0.578	12.8
6	Castro St & Evelyn Ave <sup>2</sup>	E	Signal	A	7.5	0.259	7.5	A	7.8	0.239	7.8	A	7.8	0.252	7.8
7	Castro St & Villa St <sup>2</sup>	E	Signal	A	8.9	0.359	9.9	A	9.8	0.388	11.3	A	9.3	0.271	10.8
8	Hope St & Evelyn Ave <sup>2</sup>	E	Signal	B	15.4	0.139	18.1	B	16.5	0.262	18.6	B	15.8	0.219	17.8
9	Hope St & Villa St <sup>2</sup>	E	AWSC	B	10.1	0.468	10.1	B	10.6	0.436	10.6	A	9.3	0.315	9.3
10	View St & Evelyn Ave <sup>2</sup>	E	AWSC	A	10.0	0.371	10.0	B	11.0	0.451	11.0	A	8.1	0.205	8.1
11	View St & Villa St <sup>2</sup>	E	AWSC	B	12.4	0.622	12.4	B	10.3	0.367	10.3	A	9.1	0.327	9.1

(1) The delay for the worst movement is reported for SSSC intersections.

(2) Intersection is within the Downtown Precise Plan boundary with a LOS E threshold.

## **Other Vehicle Circulation Considerations**

### **Intersection Control of W. Evelyn Avenue at Castro Street Pedestrian Mall**

As noted earlier, the conflict points between W. Evelyn Avenue and the pedestrian crossings to travel between the Transit Center and the Castro Street Pedestrian Mall could be unsignalized or signalized. Providing a signal, as currently proposed by the GSAP, would ensure that autos have a dedicated phase for movements, reducing the potential for large queuing and delay during periods of heavy Transit Center access activity. A PHB would provide a similar benefit, with the potential for less vehicle delay. The concern with a series of unsignalized pedestrian crossings is that a steady stream of pedestrians and bikes would not allow for vehicle movements to occur. However, providing an unsignalized control, such as with RRFBs or stop control, allows for the potential of creating a more pedestrian-oriented environment where the pedestrian is given the highest priority. The pedestrian would have the right to cross without delay and vehicles would be legally required to yield. Supporting infrastructure improvements, such as RRFBs, raised crosswalks, and distinctive pavement treatments, may encourage driver yielding and a safer environment. In addition, signal equipment and maintenance can be costly, especially given that signalized control would only be beneficial for the peak commute periods.

### **Safety Considerations**

Private vehicle access under this option is restricted. The feasibility of service and emergency vehicle access to Castro Street between the W. Evelyn Avenue and Villa Street intersection will be determined at a later stage.

The two 90-degree bends could create potential sight-distance issues for vehicles traveling along W. Evelyn Avenue, particularly conflicting with pedestrian crossings. It is recommended that necessary signage be installed and that obstacles (e.g. vegetation, patio furniture, etc.) are not introduced within the sight zone for vehicles maneuvering through this area.

### **Diverted Traffic**

Private vehicles diverted to nearby parallel streets may potentially lead to increased traffic on Wild Cherry Lane and Blossom Lane, one-way alleyways primarily designed for commercial access and parking. Additional wayfinding and traffic calming design treatments, such as speed humps, alternate paving materials, and purposeful placement of street furniture and landscaping to alter the travel-way geometry and sight lines can be used to decrease the desirability of using these streets as shortcuts to access Villa Street.

## **PEDESTRIAN CIRCULATION**

Option B creates a pedestrian-only plaza on Castro Street between W. Evelyn Avenue and Villa Street with flush paving from building face to building face. This eliminates potential conflicts crossing Castro Street within the 100 block and provides a substantial increase in public space and programmable area. This option would likely result in slightly lower vehicular volumes on W. Evelyn Avenue (as vehicles divert to Villa Street, Hope Street, and Bryant Street), making it easier for pedestrians to access the Transit Center and Moffett Boulevard. By eliminating conflicting auto movements at the Castro Street and W. Evelyn Avenue intersection, Option B creates additional flexibility in the configuration and control of the pedestrian crossings of W. Evelyn Avenue, including

the potential for strategies such as PHBs, raised crossings, and RRFBs instead of a conventional traffic signal.

**Table 5** presents how the Cumulative GSAP TIA pedestrian volumes would be distributed among the three proposed crosswalks along W. Evelyn Avenue. It is anticipated that majority of pedestrian would utilize either the middle or eastern crosswalk due to its proximity to the Transit Center and downtown retail/restaurant uses.

**Table 5: Option B Pedestrian Volumes**

Crosswalk Location (all across W. Evelyn Avenue)	AM	Midday	PM
West	115	10	246
Middle	332	410	530
East	839	437	905
<b>Total Volume</b>	<b>1,286</b>	<b>857</b>	<b>1,681</b>

As shown in **Table 5**, the number of pedestrian conflicts with autos is less with Option B than with Option A. In addition, all pedestrian crossings are at locations without any conflicting auto movements, simplifying points of conflict and likely increasing pedestrian visibility.

**BICYCLE CIRCULATION**

Similar to pedestrian circulation improvements, Option B lessens the risk for vehicle-bicycle related conflicts since cyclists will be able to use or walk their bikes along the pedestrian mall, conflicting with autos only at the W. Evelyn Avenue crossings. A continuous and clearly identifiable bicycle corridor and additional bicycle racks should be provided along the 100 block of Castro Street to facilitate what is anticipated to be high levels of bicycle activity accessing the Transit Center and the bicycle/pedestrian undercrossings. This should be implemented to ensure that street furniture and other street life elements do not hinder the ability of cyclists to use this corridor.

**TRANSIT IMPACTS**

As indicated by the GSAP TIA (see Figure 29), there are no public transit vehicles anticipated to travel along Castro Street between W. Evelyn Avenue and Villa Street with the implementation of the GSAP. Transit vehicles instead will be using Hope Street and View Street along with W. Evelyn Avenue to access the Transit Center. Should Option B become approved for future study and implementation, further coordination with VTA will be required to confirm route alignments and related service impacts.

## Option C

### GEOMETRIC MODIFICATION

Similar to Option B, Castro Street would be closed to all auto traffic between W. Evelyn Avenue and Villa Street. The 100 block of Castro Street would be converted into a bicycle and pedestrian space with elevated/flush paving from building face to building face. The provision of access to emergency and service vehicles along the 100 block of Castro Street will be determined at a later stage. W. Evelyn Avenue would be maintained as a through street with a revised alignment. The north-south jog of W. Evelyn Avenue would be shifted east to align with Blossom Lane. In addition, the grand stairway entrance to the bicycle/pedestrian undercrossings, which provide access to the northbound Caltrain platforms, the VTA light rail platforms, and Moffett Boulevard, would be shifted slightly south to be placed south of W. Evelyn Avenue. That would allow pedestrian and bicycle movements from the Castro Street corridor to avoid having to cross W. Evelyn Avenue to access the undercrossings. Note that access to the southbound Caltrain platforms and the ramp to the undercrossings would still require crossing W. Evelyn Avenue at grade. A pedestrian signal is assumed to remain for the W. Evelyn Avenue at-grade pedestrian crossing.

### VEHICLE CIRCULATION

Option C is consistent with Option B in terms of auto circulation performance. While the W. Evelyn Avenue alignment shifts in Option C, there is no substantial change to the expected auto diversion or intersection operations along W. Evelyn Avenue compared to Option B. Therefore, see the Vehicle Circulation section of Option B for vehicle network performance. As noted in the level of service section in Option B, the analysis methodology does not allow for a comparison of performance of the W. Evelyn Avenue conflict with the at-grade crosswalks under varying traffic control scenarios. The analysis assumes a pedestrian signal for these crosswalks; however, alternative strategies should be considered.

The shift of the jog in W. Evelyn Avenue to align with Blossom Lane will require modifications to the Blossom Lane driveway access to route vehicles along W. Evelyn Avenue and deter cut-through traffic along Blossom Lane. This may include driveway modifications, signage, and traffic control strategies.

Option C would have similar notes as Option B with respect to intersection control and safety. However, it is anticipated that the direct connection between the GSAP grand staircase and the Castro Pedestrian Mall would result in less pedestrians using the at-grade W. Evelyn Avenue crossing. Although the performance of the at-grade pedestrian crossing cannot be modelled using the analysis methodology; fewer pedestrian at-grade crossings would reduce delay for vehicle operations along W. Evelyn Avenue.

### PEDESTRIAN CIRCULATION

Option C is similar to Option B in providing additional pedestrian space along Castro Street. However, it is distinct in relocating the W. Evelyn Avenue jog to the east, allowing for the bicycle/pedestrian uncrossing stair access to be located on the downtown side of W. Evelyn Avenue. This provides

several improvements over Option B. The pedestrian mall footprint in Option C is larger since the pedestrian space extends to the northern leg of W. Evelyn Avenue. It also creates the opportunity for a public plaza adjacent to the 100 Block of Castro Street instead of separated by W. Evelyn Avenue. This option reduces the number of pedestrian that would need to cross W. Evelyn Avenue to travel between the Transit Center/Moffett Boulevard and downtown Mountain View. Less people using the at-grade Evelyn Avenue crossing translates to a reduction in pedestrian-vehicle conflicts and provides further flexibility in the control of the W. Evelyn Avenue at-grade pedestrian crossings as noted in Option B.

**Table 6** depicts the expected at-grade pedestrian crossings of W. Evelyn Avenue with the relocation of the roadway.

**Table 6: Option C Pedestrian Volumes**

Location	AM	Midday	PM
At-Grade Crossing	254	137	191

As shown in **Table 6**, the number of at-grade pedestrian crossings with this option is far lower than both in Option A and in Option B due to the relocation of W. Evelyn Avenue north of the undercrossing portal.

**BICYCLE CIRCULATION**

The benefits to bicycles under this Option are similar to the pedestrian benefits. By providing direct access to the GSAP undercrossing, potential conflict points along W. Evelyn Avenue are removed for some users. The grand staircase to the undercrossing is planned to include bike channels to allow cyclists to walk their bikes more conveniently down the stairs. The ramps provided on the north side of W. Evelyn Avenue are not designed for cyclists to ride on due to constrained widths and switchback design; however, some cyclists may choose to use the ramps instead of the stairs and thus would still cross W. Evelyn Avenue as in Option B.

**Conclusion**

Kimley-Horn evaluated the traffic and circulation impacts of three proposed design options for the 100 block of Castro Street. Each of the alternatives reflect street modifications and reconfigurations to improve the pedestrian thoroughfare in downtown Mountain View. The analysis found that all three options resulted in minimal impacts to level of service for the study intersections within the downtown area. While Options B and C require greater amounts of vehicle diversion as a result of the closure of the 100 block of Castro Street to autos, this amount of diversion is not anticipated to result in any significant congestion impacts to nearby streets.

Options A, B, and C produced similar parking impacts consisting of the loss of seven on-street spaces, requiring vehicles to use nearby public parking lots or on-street parking options.



The pedestrian mall created under Options B and C greatly reduces the potential for vehicle-pedestrian conflicts, particularly for pedestrians crossing Castro Street to get from one side of the block to the other. By eliminating turning movements at the Castro Street and W. Evelyn Avenue intersection, the pedestrian crossings of W. Evelyn Avenue become much simpler and easier to navigate. This provides greater flexibility for alternative traffic control strategies, such as PHBs, RRFBs, and stop control. Similarly, Options B and C provide an improved environment for cyclists. Cyclists will be able to walk or ride their bikes along the pedestrian mall instead of requiring shared use of the roadway with autos. If selected, a continuous and identifiable bicycle corridor should be considered for the 100 block of Castro St to facilitate anticipated high levels of bicycle activity.

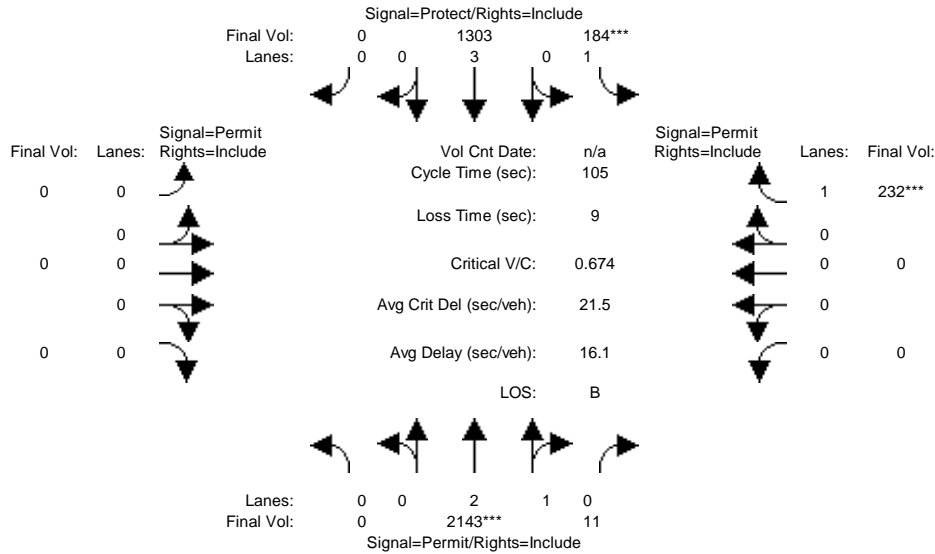
The number of pedestrian crossings is somewhat reduced in Option B with the closure of the 100 block of Castro Street to autos and greatly reduced in Option C by providing access to the bicycle/pedestrian undercrossing on the downtown side of W. Evelyn Avenue. In total, Option C would eliminate a potential auto conflict for over half of the at-grade pedestrian crossings taking place at Castro Street and W. Evelyn Avenue during the AM, Midday, and PM peak periods (82%, 88%, and 91% respectively) compared to crossing volumes under Option A and the baseline GSAP network .

**Attachment A: Traffix Analysis Sheets**

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #4: Shoreline Blvd & Evelyn Ave



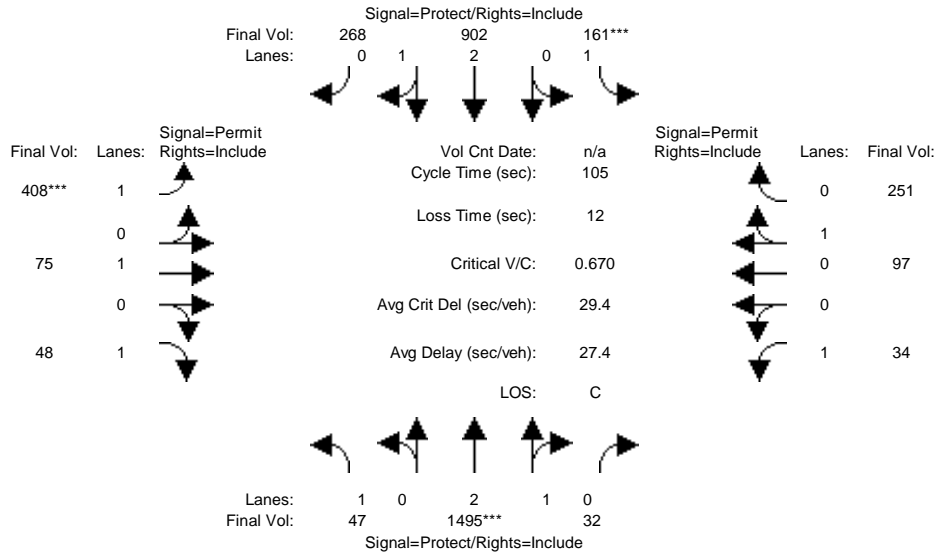
Street Name:	Shoreline Blvd						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2143	11	184	1303	0	0	0	0	0	0	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2143	11	184	1303	0	0	0	0	0	0	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2143	11	184	1303	0	0	0	0	0	0	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2143	11	184	1303	0	0	0	0	0	0	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2143	11	184	1303	0	0	0	0	0	0	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2143	11	184	1303	0	0	0	0	0	0	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.98	0.02	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	5668	29	1750	5700	0	0	0	0	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.11	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.13
Crit Moves:	****			****								
Green/Cycle:	0.00	0.56	0.56	0.16	0.72	0.00	0.00	0.00	0.00	0.00	0.00	0.20
Volume/Cap:	0.00	0.67	0.67	0.67	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.67
Delay/Veh:	0.0	16.8	16.8	48.3	5.5	0.0	0.0	0.0	0.0	0.0	0.0	44.2
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:	0.0	16.8	16.8	48.3	5.5	0.0	0.0	0.0	0.0	0.0	0.0	44.2
LOS by Move:	A	B	B	D	A	A	A	A	A	A	A	D
HCM2kAvgQ:	0	397	397	182	128	0	0	0	0	0	0	216

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #5: Shoreline / Villa



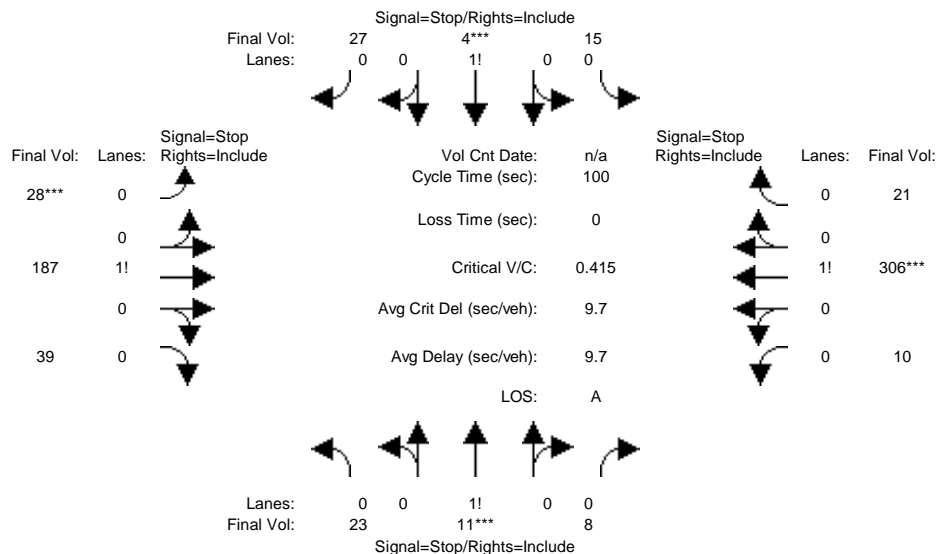
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	1495	32	161	902	268	408	75	48	34	97	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1495	32	161	902	268	408	75	48	34	97	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1495	32	161	902	268	408	75	48	34	97	251
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:	47	1495	32	161	902	268	408	75	48	34	97	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1495	32	161	902	268	408	75	48	34	97	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	1495	32	161	902	268	408	75	48	34	97	251
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.93	0.07	1.00	2.27	0.73	1.00	1.00	1.00	1.00	0.26	0.74
Final Sat.:	1750	5571	119	1750	4310	1281	1750	1900	1750	1750	499	1291
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.09	0.21	0.21	0.23	0.04	0.03	0.02	0.19	0.19
Crit Moves:	****			****			****					
Green/Cycle:	0.13	0.40	0.40	0.14	0.41	0.41	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.21	0.67	0.67	0.67	0.51	0.51	0.67	0.11	0.08	0.06	0.56	0.56
Delay/Veh:	41.3	26.6	26.6	50.2	23.5	23.5	32.0	23.3	23.0	22.8	28.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	26.6	26.6	50.2	23.5	23.5	32.0	23.3	23.0	22.8	28.9	28.9
LOS by Move:	D	C	C	D	C	C	C-	C	C	C+	C	C
HCM2kAvgQ:	35	329	329	137	233	233	322	40	28	19	249	249

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #9: Franklin St & Vista St



Street Name:	Franklin St						Vista St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	23	11	8	15	4	27	28	187	39	10	306	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	11	8	15	4	27	28	187	39	10	306	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	11	8	15	4	27	28	187	39	10	306	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	11	8	15	4	27	28	187	39	10	306	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	11	8	15	4	27	28	187	39	10	306	21
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:	23	11	8	15	4	27	28	187	39	10	306	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.55	0.26	0.19	0.32	0.09	0.59	0.11	0.74	0.15	0.03	0.91	0.06
Final Sat.:	342	164	119	215	57	387	88	589	123	24	737	51
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.32	0.32	0.32	0.42	0.42	0.42
Crit Moves:	***				***		***				***	
Delay/Veh:	8.5	8.5	8.5	8.2	8.2	8.2	9.4	9.4	9.4	10.3	10.3	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.2	8.2	8.2	9.4	9.4	9.4	10.3	10.3	10.3
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		8.5			8.2			9.4			10.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.2			9.4			10.3	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	1.5	1.5	1.5	1.5	1.5	1.5	10.9	10.9	10.9	16.7	16.7	16.7

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #9 Franklin St & Vista St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	23		11		8	15		4		27	28		187		39	10		306		21
Major Street Volume:						591														
Minor Approach Volume:						46														
Minor Approach Volume Threshold:						360														

SIGNAL WARRANT DISCLAIMER

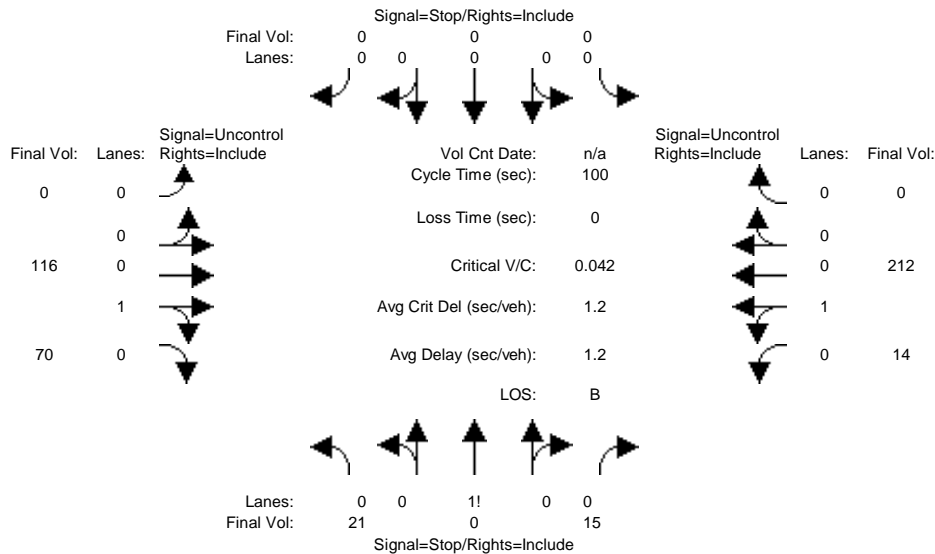
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

City of Mountain View  
Castro Pedestrian Mall Feasibility Study  
Option 1

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Cumulative (2030) + Project AM

Intersection #11: Bryant St & Evelyn Ave



Street Name:	Bryant St						Evelyn 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	21	0	15	0	0	0	0	116	70	14	212	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:	21	0	15	0	0	0	0	116	70	14	212	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	0	15	0	0	0	0	116	70	14	212	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:	21	0	15	0	0	0	0	116	70	14	212	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	0	15	0	0	0	0	116	70	14	212	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	479	395	239	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	190	xxxx	xxxxxx
Potent Cap.:	549	545	805	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1396	xxxx	xxxxxx
Move Cap.:	505	538	746	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1391	xxxx	xxxxxx
Volume/Cap:	0.04	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.8	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.6	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	584	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	11.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.6	xxxx	xxxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:	11.6			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	B				*			*			*	

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #11 Bryant St & Evelyn Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 0 1 0	0 1 0 0 0
Initial Vol:	21 0 15	0 0 0	0 116 70	14 212 0
ApproachDel:	11.6	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=36]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=448]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #11 Bryant St & Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 0 1 0	0 1 0 0 0
Initial Vol:	21 0 15	0 0 0	0 116 70	14 212 0

Major Street Volume: 412  
Minor Approach Volume: 36  
Minor Approach Volume Threshold: 456

SIGNAL WARRANT DISCLAIMER

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

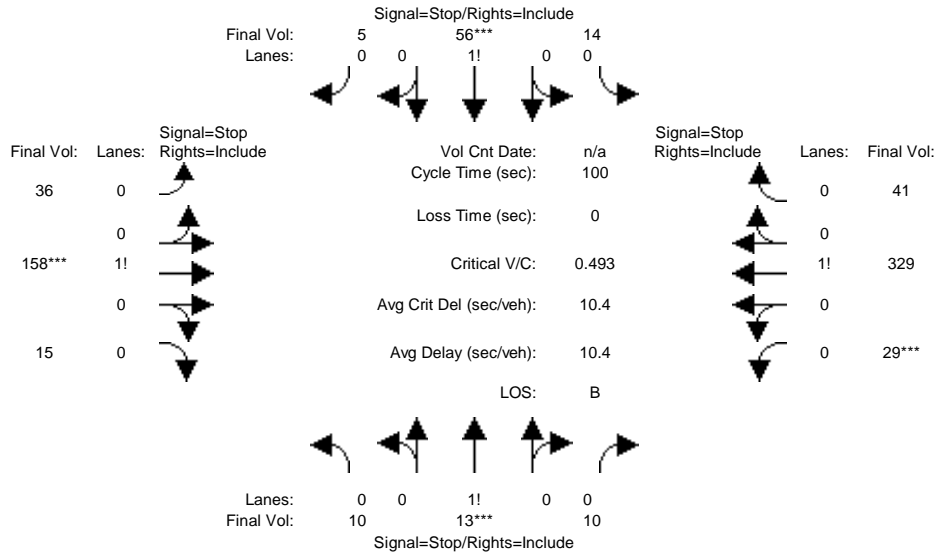
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #12: Bryant St & Villa St



Street Name:	Bryant St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	13	10	14	56	5	36	158	15	29	329	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	13	10	14	56	5	36	158	15	29	329	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	13	10	14	56	5	36	158	15	29	329	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	13	10	14	56	5	36	158	15	29	329	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	13	10	14	56	5	36	158	15	29	329	41
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:	10	13	10	14	56	5	36	158	15	29	329	41
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.40	0.30	0.18	0.75	0.07	0.17	0.76	0.07	0.07	0.83	0.10
Final Sat.:	188	244	188	116	466	42	131	576	55	59	668	83
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.12	0.12	0.12	0.27	0.27	0.27	0.49	0.49	0.49
Crit Moves:	****			****			****			****		
Delay/Veh:	8.5	8.5	8.5	8.9	8.9	8.9	9.2	9.2	9.2	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.9	8.9	8.9	9.2	9.2	9.2	11.4	11.4	11.4
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:	8.5			8.9			9.2			11.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.9			9.2			11.4		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	1.1	1.1	1.1	2.8	2.8	2.8	8.8	8.8	8.8	22.6	22.6	22.6

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #12 Bryant St & Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	10		13		10	14		56		5	36		158		15	29		329		41
Major Street Volume:						608														
Minor Approach Volume:						75														
Minor Approach Volume Threshold:	352																			

SIGNAL WARRANT DISCLAIMER

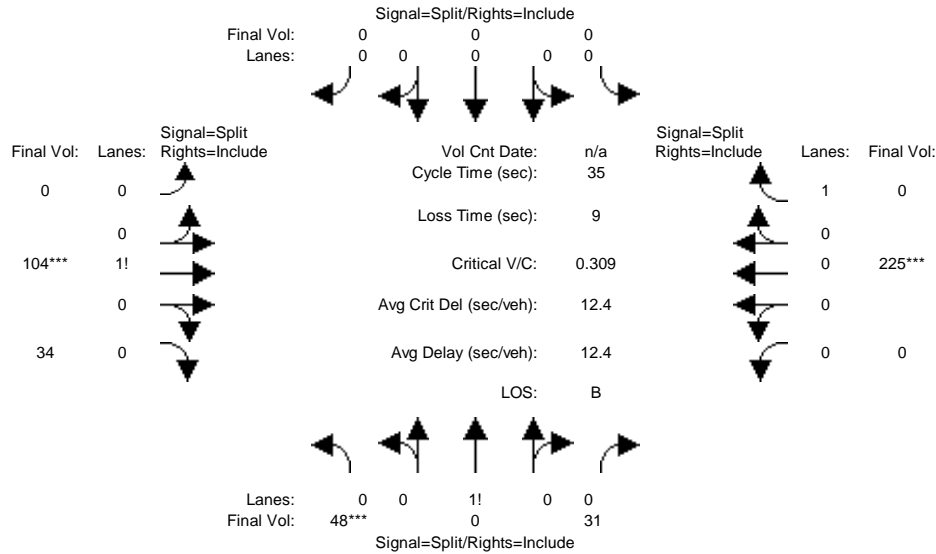
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software,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

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #16: Castro St & Evelyn Ave (north)



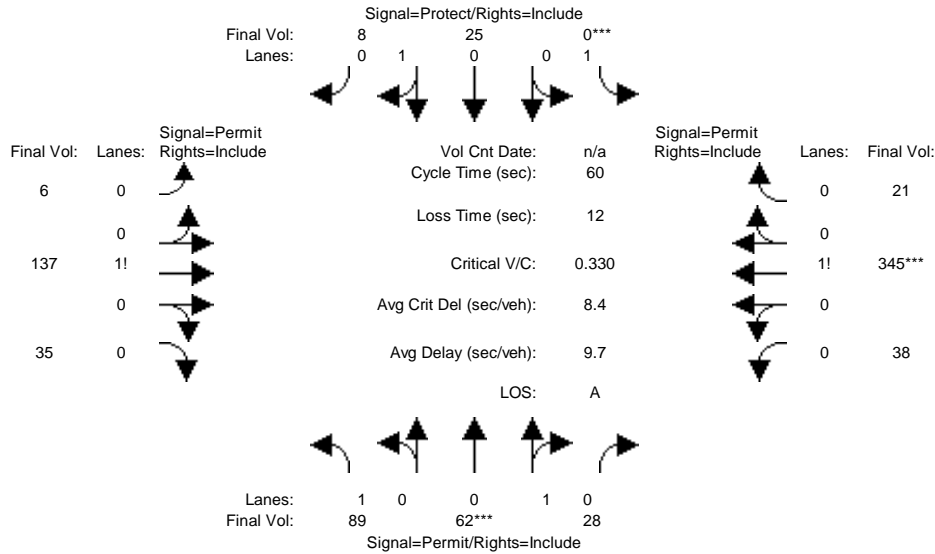
Street Name:	Castro St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	0	31	0	0	0	0	104	34	0	225	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:	48	0	31	0	0	0	0	104	34	0	225	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	0	31	0	0	0	0	104	34	0	225	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:	48	0	31	0	0	0	0	104	34	0	225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	31	0	0	0	0	104	34	0	225	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	0	31	0	0	0	0	104	34	0	225	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.61	0.00	0.39	0.00	0.00	0.00	0.00	0.74	0.26	0.00	1.00	0.00
Final Sat.:	1063	0	687	0	0	0	0	1402	458	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.07	0.07	0.00	0.12	0.00
Crit Moves:	****							****			****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.26	0.00
Volume/Cap:	0.18	0.00	0.18	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.46	0.00
Delay/Veh:	11.5	0.0	11.5	0.0	0.0	0.0	0.0	12.0	12.0	0.0	12.9	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:	11.5	0.0	11.5	0.0	0.0	0.0	0.0	12.0	12.0	0.0	12.9	0.0
LOS by Move:	B+	A	B+	A	A	A	A	B+	B+	A	B	A
HCM2kAvgQ:	19	0	19	0	0	0	0	41	41	0	57	0

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #17: Castro St & Villa St



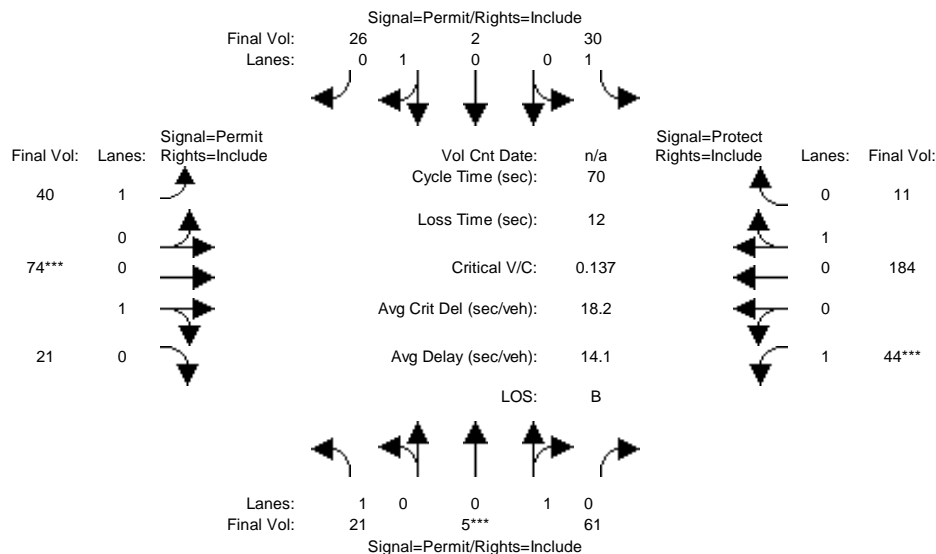
Street Name:	Castro St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	89	62	28	0	25	8	6	137	35	38	345	21
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:	89	62	28	0	25	8	6	137	35	38	345	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	62	28	0	25	8	6	137	35	38	345	21
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:	89	62	28	0	25	8	6	137	35	38	345	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	62	28	0	25	8	6	137	35	38	345	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	62	28	0	25	8	6	137	35	38	345	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.67	0.33	1.00	0.74	0.26	0.04	0.75	0.21	0.10	0.84	0.06
Final Sat.:	1750	1275	576	1750	1410	451	63	1434	366	177	1602	98
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.00	0.02	0.02	0.10	0.10	0.10	0.22	0.22	0.22
Crit Moves:	****			****						****		
Green/Cycle:	0.17	0.17	0.17	0.00	0.17	0.17	0.63	0.63	0.63	0.63	0.63	0.63
Volume/Cap:	0.31	0.29	0.29	0.00	0.11	0.11	0.15	0.15	0.15	0.34	0.34	0.34
Delay/Veh:	22.5	22.4	22.4	0.0	21.4	21.4	4.5	4.5	4.5	5.3	5.3	5.3
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:	22.5	22.4	22.4	0.0	21.4	21.4	4.5	4.5	4.5	5.3	5.3	5.3
LOS by Move:	C+	C+	C+	A	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	46	44	44	0	13	13	35	35	35	92	92	92

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #20: Hope St & Evelyn Ave



Street Name:	Hope St						Evelyn Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	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:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	21	5	61	30	2	26	40	74	21	44	184	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	5	61	30	2	26	40	74	21	44	184	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	5	61	30	2	26	40	74	21	44	184	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	5	61	30	2	26	40	74	21	44	184	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	5	61	30	2	26	40	74	21	44	184	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	5	61	30	2	26	40	74	21	44	184	11

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.07	0.93	1.00	0.07	0.93	1.00	0.76	0.24	1.00	0.94	0.06
Final Sat.:	1750	133	1627	1750	126	1634	1750	1452	412	1750	1784	107

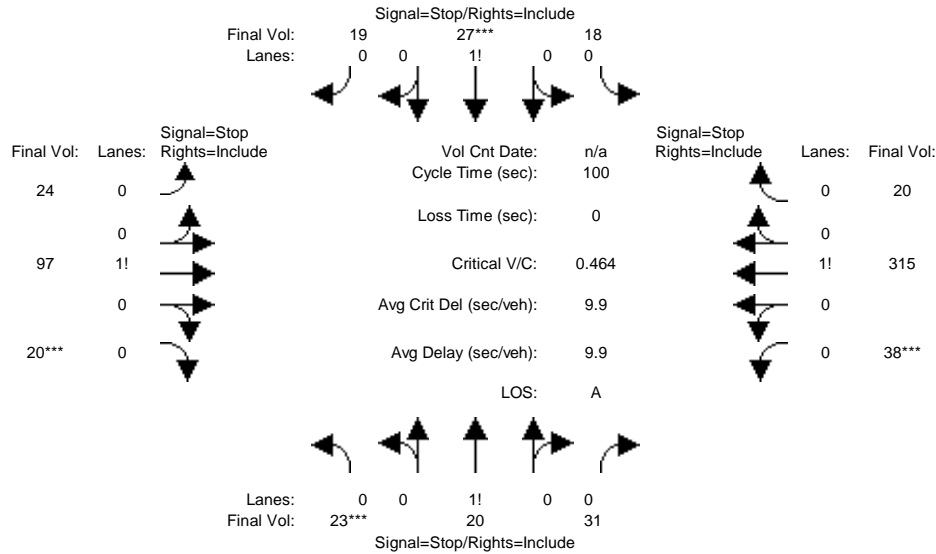
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.01	0.04	0.04	0.02	0.02	0.02	0.02	0.05	0.05	0.03	0.10	0.10
Crit Moves:	****						****			****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.37	0.37	0.37	0.18	0.56	0.56
Volume/Cap:	0.04	0.14	0.14	0.06	0.06	0.06	0.06	0.14	0.14	0.14	0.19	0.19
Delay/Veh:	18.7	19.3	19.3	18.9	18.8	18.8	14.2	14.7	14.7	24.1	7.8	7.8
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:	18.7	19.3	19.3	18.9	18.8	18.8	14.2	14.7	14.7	24.1	7.8	7.8
LOS by Move:	B-	B-	B-	B-	B-	B-	B	B	B	C	A	A
HCM2kAvgQ:	9	30	30	13	12	12	14	33	33	23	53	53

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #21: Hope St & Villa St



Street Name:	Hope St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	23	20	31	18	27	19	24	97	20	38	315	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	20	31	18	27	19	24	97	20	38	315	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	20	31	18	27	19	24	97	20	38	315	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	20	31	18	27	19	24	97	20	38	315	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	20	31	18	27	19	24	97	20	38	315	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	20	31	18	27	19	24	97	20	38	315	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.27	0.42	0.28	0.42	0.30	0.17	0.69	0.14	0.10	0.85	0.05
Final Sat.:	208	181	280	185	277	195	129	520	107	82	679	43
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.10	0.10	0.10	0.19	0.19	0.19	0.46	0.46	0.46
Crit Moves:	****				****				****	****		
Delay/Veh:	8.5	8.5	8.5	8.5	8.5	8.5	8.6	8.6	8.6	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.5	8.5	8.5	8.6	8.6	8.6	11.0	11.0	11.0
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		8.5			8.5			8.6			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.5			8.5			8.6			11.0	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	2.6	2.6	2.6	2.2	2.2	2.2	5.2	5.2	5.2	20.1	20.1	20.1

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #21 Hope St & Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1!	0	0	0	0	0	1!	0	0	0
Initial Vol:	23	20	31	18	27	19	24	97	20	38	315	20
Major Street Volume:	514											
Minor Approach Volume:	74											
Minor Approach Volume Threshold:	397											

SIGNAL WARRANT DISCLAIMER

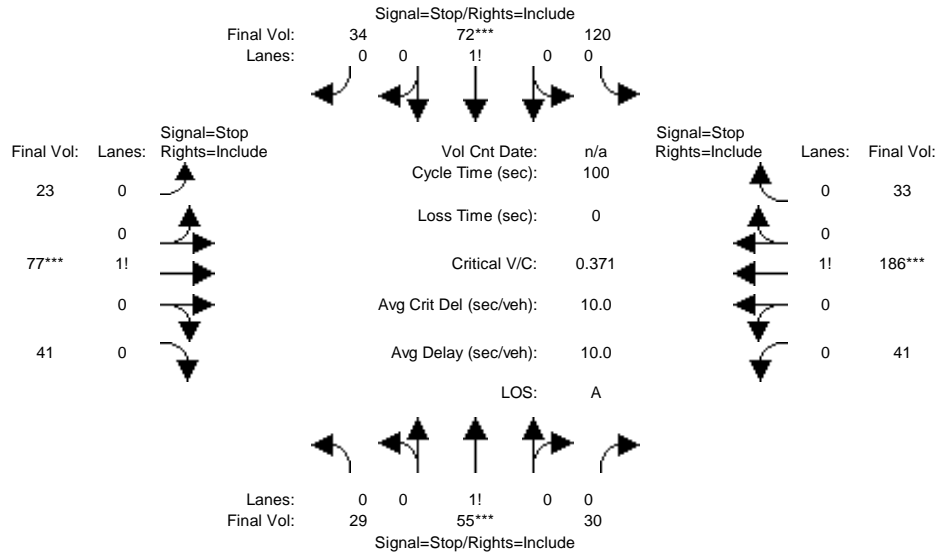
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #22: View St & Evelyn Ave



Street Name:	View St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	55	30	120	72	34	23	77	41	41	186	33
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:	29	55	30	120	72	34	23	77	41	41	186	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	55	30	120	72	34	23	77	41	41	186	33
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:	29	55	30	120	72	34	23	77	41	41	186	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	55	30	120	72	34	23	77	41	41	186	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	55	30	120	72	34	23	77	41	41	186	33
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.49	0.26	0.53	0.32	0.15	0.16	0.55	0.29	0.16	0.71	0.13
Final Sat.:	166	315	172	358	215	101	110	370	197	111	501	89
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.34	0.34	0.34	0.21	0.21	0.21	0.37	0.37	0.37
Crit Moves:	***			***			***			***		
Delay/Veh:	9.0	9.0	9.0	10.4	10.4	10.4	9.1	9.1	9.1	10.5	10.5	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	10.4	10.4	10.4	9.1	9.1	9.1	10.5	10.5	10.5
LOS by Move:	A	A	A	B	B	B	A	A	A	B	B	B
ApproachDel:	9.0			10.4			9.1			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			10.4			9.1			10.5		
LOS by Appr:	A			B			A			B		
AllWayAvgQ:	4.4	4.4	4.4	10.8	10.8	10.8	5.6	5.6	5.6	12.9	12.9	12.9

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #22 View St & Evelyn Ave



\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0
Initial Vol:	29	55	30	120	72	34	23	77	41	41	186	33
Major Street Volume:	401											
Minor Approach Volume:	226											
Minor Approach Volume Threshold:	463											

SIGNAL WARRANT DISCLAIMER

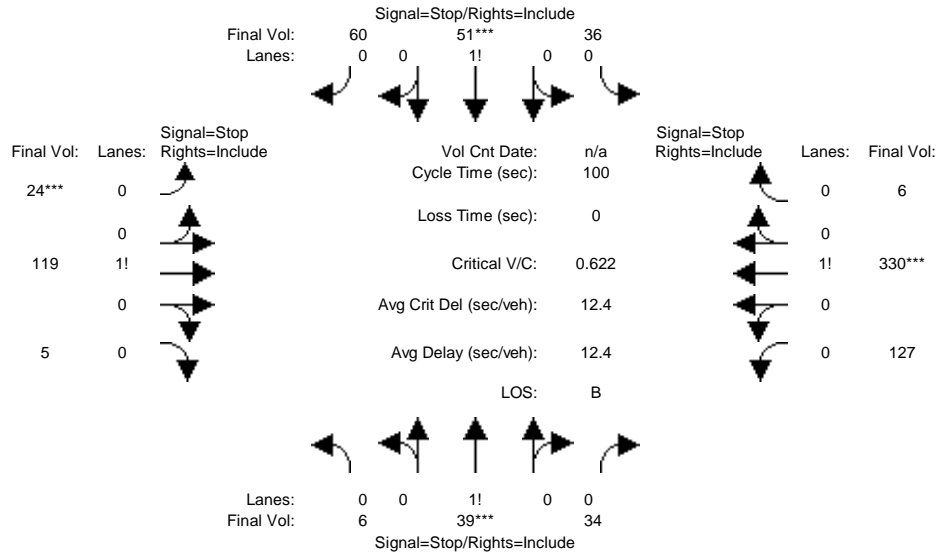
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #23: View St & Villa St



Street Name:	View St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	39	34	36	51	60	24	119	5	127	330	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	39	34	36	51	60	24	119	5	127	330	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	39	34	36	51	60	24	119	5	127	330	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	39	34	36	51	60	24	119	5	127	330	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	39	34	36	51	60	24	119	5	127	330	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	39	34	36	51	60	24	119	5	127	330	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.49	0.43	0.24	0.35	0.41	0.16	0.81	0.03	0.27	0.72	0.01
Final Sat.:	46	298	260	153	217	255	109	541	23	204	531	10
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.24	0.24	0.24	0.22	0.22	0.22	0.62	0.62	0.62
Crit Moves:	***			****			****			****		
Delay/Veh:	9.0	9.0	9.0	9.7	9.7	9.7	9.4	9.4	9.4	14.8	14.8	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	9.7	9.7	9.7	9.4	9.4	9.4	14.8	14.8	14.8
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:	9.0			9.7			9.4			14.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			9.7			9.4			14.8		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	2.9	2.9	2.9	6.2	6.2	6.2	6.2	6.2	6.2	36.6	36.6	36.6

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #23 View St & Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0
Initial Vol:	6	39	34	36	51	60	24	119	5	127	330	6
Major Street Volume:	611											
Minor Approach Volume:	147											
Minor Approach Volume Threshold:	351											

SIGNAL WARRANT DISCLAIMER

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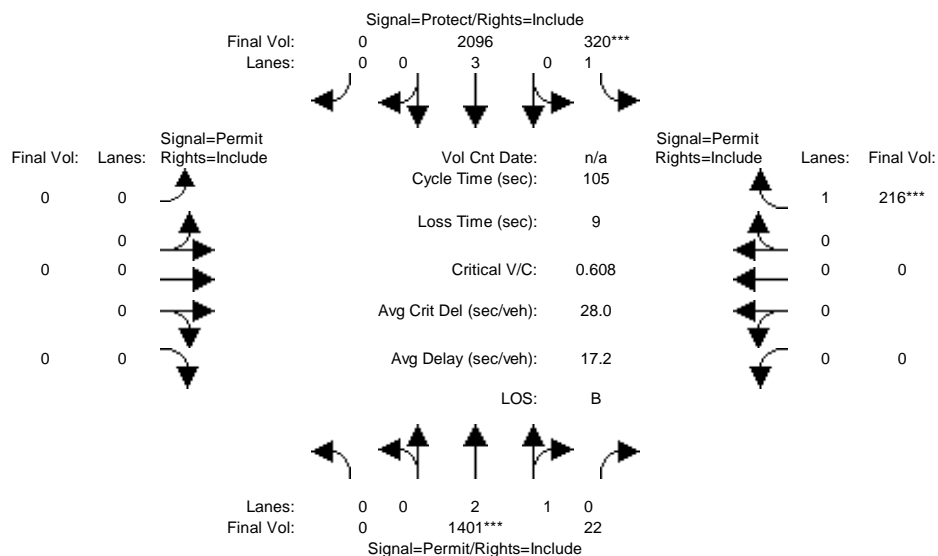
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #4: Shoreline Blvd & Evelyn Ave



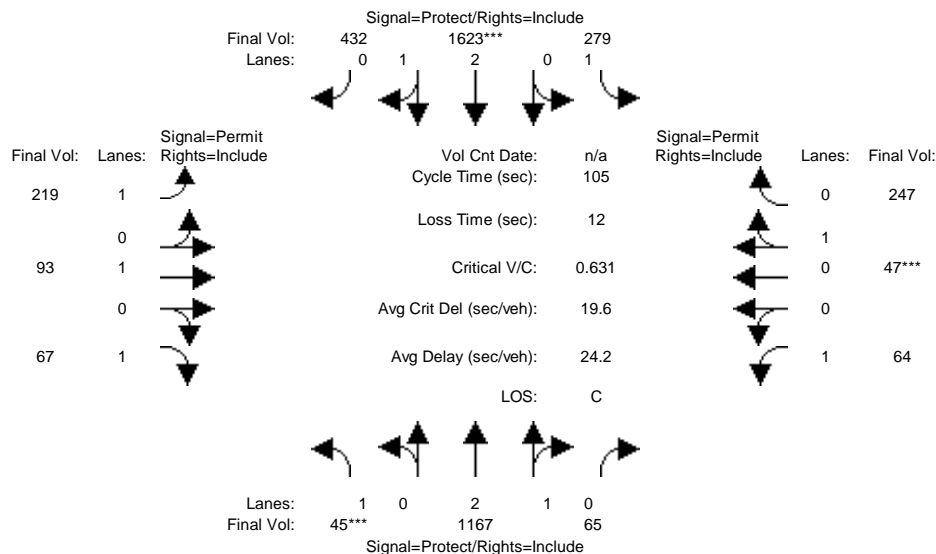
Street Name:	Shoreline Blvd						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1401	22	320	2096	0	0	0	0	0	0	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1401	22	320	2096	0	0	0	0	0	0	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1401	22	320	2096	0	0	0	0	0	0	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1401	22	320	2096	0	0	0	0	0	0	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1401	22	320	2096	0	0	0	0	0	0	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1401	22	320	2096	0	0	0	0	0	0	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.95	0.05	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	5604	88	1750	5700	0	0	0	0	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.18	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.12
Crit Moves:	****			****								
Green/Cycle:	0.00	0.41	0.41	0.30	0.71	0.00	0.00	0.00	0.00	0.00	0.00	0.20
Volume/Cap:	0.00	0.61	0.61	0.61	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.61
Delay/Veh:	0.0	24.8	24.8	33.5	7.0	0.0	0.0	0.0	0.0	0.0	0.0	41.1
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:	0.0	24.8	24.8	33.5	7.0	0.0	0.0	0.0	0.0	0.0	0.0	41.1
LOS by Move:	A	C	C	C-	A	A	A	A	A	A	A	D
HCM2kAvgQ:	0	291	291	254	259	0	0	0	0	0	0	192

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #5: Shoreline / Villa



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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	45	1167	65	279	1623	432	219	93	67	64	47	247
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	1167	65	279	1623	432	219	93	67	64	47	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1167	65	279	1623	432	219	93	67	64	47	247
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	1167	65	279	1623	432	219	93	67	64	47	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1167	65	279	1623	432	219	93	67	64	47	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	1167	65	279	1623	432	219	93	67	64	47	247

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	1.00	2.33	0.67	1.00	1.00	1.00	1.00	0.15	0.85
Final Sat.:	1750	5375	299	1750	4422	1177	1750	1900	1750	1750	283	1489

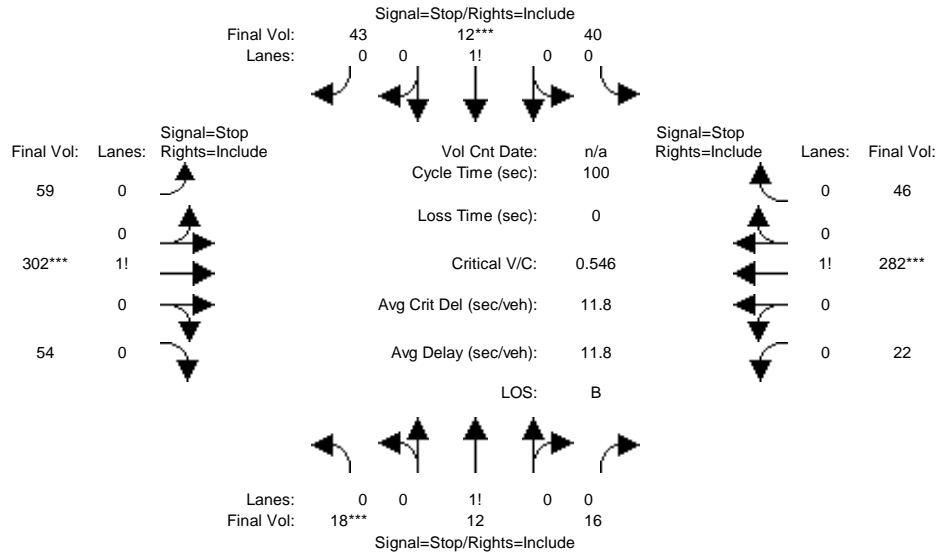
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.22	0.22	0.16	0.37	0.37	0.13	0.05	0.04	0.04	0.17	0.17
Crit Moves:	****			****						****		
Green/Cycle:	0.07	0.36	0.36	0.27	0.56	0.56	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.39	0.60	0.60	0.60	0.65	0.65	0.49	0.19	0.15	0.14	0.65	0.65
Delay/Veh:	49.1	27.6	27.6	35.7	16.2	16.2	34.2	30.8	30.5	30.4	38.3	38.3
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:	49.1	27.6	27.6	35.7	16.2	16.2	34.2	30.8	30.5	30.4	38.3	38.3
LOS by Move:	D	C	C	D+	B	B	C-	C	C	C	D+	D+
HCM2kAvgQ:	37	263	263	208	380	380	171	59	45	43	248	248

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #9: Franklin St & Vista St



Street Name:	Franklin St						Vista St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	18	12	16	40	12	43	59	302	54	22	282	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	12	16	40	12	43	59	302	54	22	282	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	12	16	40	12	43	59	302	54	22	282	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	12	16	40	12	43	59	302	54	22	282	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	12	16	40	12	43	59	302	54	22	282	46
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:	18	12	16	40	12	43	59	302	54	22	282	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.26	0.35	0.42	0.13	0.45	0.14	0.73	0.13	0.06	0.81	0.13
Final Sat.:	219	146	195	248	74	266	108	553	99	47	602	98
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.16	0.16	0.16	0.55	0.55	0.55	0.47	0.47	0.47
Crit Moves:	****				****			****			****	
Delay/Veh:	9.0	9.0	9.0	9.4	9.4	9.4	12.8	12.8	12.8	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	9.4	9.4	9.4	12.8	12.8	12.8	11.6	11.6	11.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:		9.0			9.4			12.8			11.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.0			9.4			12.8			11.6	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	1.7	1.7	1.7	3.7	3.7	3.7	27.4	27.4	27.4	20.1	20.1	20.1

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #9 Franklin St & Vista St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	18		12		16	40		12		43	59		302		54	22		282		46
Major Street Volume:				765																
Minor Approach Volume:				95																
Minor Approach Volume Threshold:				291																

SIGNAL WARRANT DISCLAIMER

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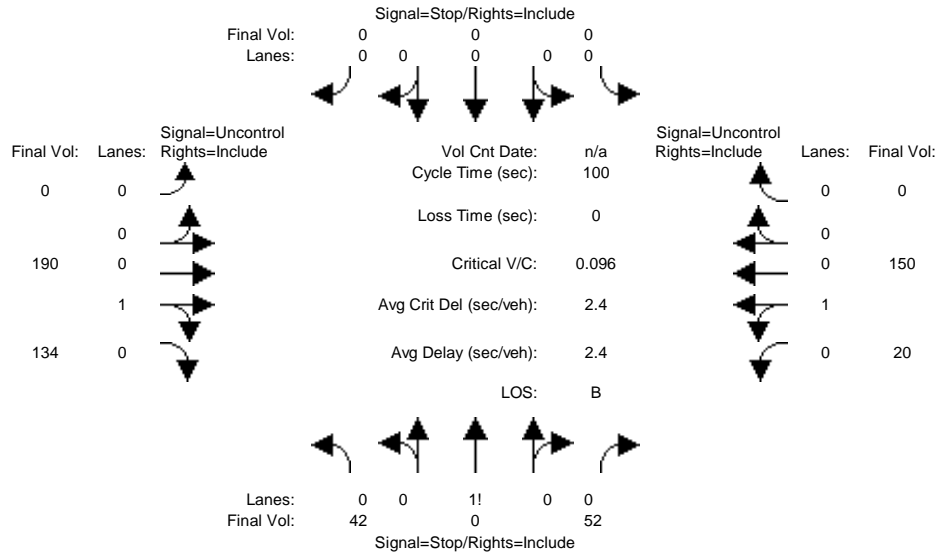
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City of Mountain View  
Castro Pedestrian Mall Feasibility Study  
Option 1

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Cumulative(2030) + Project PM

Intersection #11: Bryant St & Evelyn Ave



Street Name:	Bryant St						Evelyn 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	42	0	52	0	0	0	0	190	134	20	150	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:	42	0	52	0	0	0	0	190	134	20	150	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	0	52	0	0	0	0	190	134	20	150	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:	42	0	52	0	0	0	0	190	134	20	150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	42	0	52	0	0	0	0	190	134	20	150	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	563	455	373	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	332	xxxx	xxxxxx
Potent Cap.:	491	504	678	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1239	xxxx	xxxxxx
Move Cap.:	438	493	612	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1230	xxxx	xxxxxx
Volume/Cap:	0.10	0.00	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1.2	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	520	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.7	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	13.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.0	xxxx	xxxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		13.4		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #11 Bryant St & Evelyn Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 0 1 0	0 1 0 0 0
Initial Vol:	42 0 52	0 0 0	0 190 134	20 150 0
ApproachDel:	13.4	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=94]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=588]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #11 Bryant St & Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 0 1 0	0 1 0 0 0
Initial Vol:	42 0 52	0 0 0	0 190 134	20 150 0

Major Street Volume: 494

Minor Approach Volume: 94

Minor Approach Volume Threshold: 407

SIGNAL WARRANT DISCLAIMER

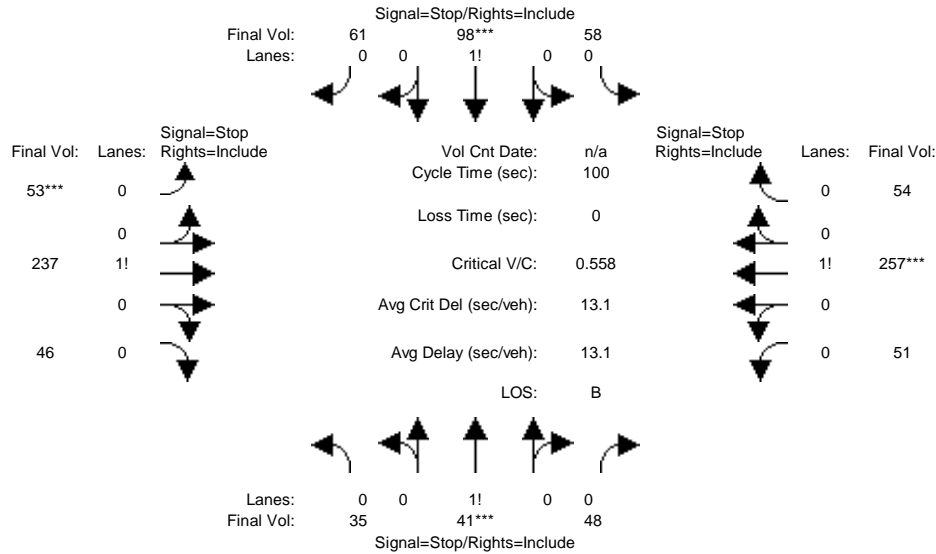
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #12: Bryant St & Villa St



Street Name:	Bryant St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	35	41	48	58	98	61	53	237	46	51	257	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	41	48	58	98	61	53	237	46	51	257	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	41	48	58	98	61	53	237	46	51	257	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	41	48	58	98	61	53	237	46	51	257	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	41	48	58	98	61	53	237	46	51	257	54
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:	35	41	48	58	98	61	53	237	46	51	257	54
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.33	0.39	0.27	0.45	0.28	0.16	0.70	0.14	0.14	0.71	0.15
Final Sat.:	150	176	206	152	257	160	101	451	88	91	461	97
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.38	0.38	0.38	0.52	0.52	0.52	0.56	0.56	0.56
Crit Moves:	***			***			***			***		
Delay/Veh:	10.4	10.4	10.4	11.8	11.8	11.8	13.6	13.6	13.6	14.3	14.3	14.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.4	10.4	10.4	11.8	11.8	11.8	13.6	13.6	13.6	14.3	14.3	14.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.4			11.8			13.6			14.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.4			11.8			13.6			14.3		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	5.5	5.5	5.5	12.0	12.0	12.0	23.3	23.3	23.3	26.7	26.7	26.7

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #12 Bryant St & Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	35		41		48	58		98		61	53		237		46	51		257		54
Major Street Volume:						698														
Minor Approach Volume:						217														
Minor Approach Volume Threshold:						315														

SIGNAL WARRANT DISCLAIMER

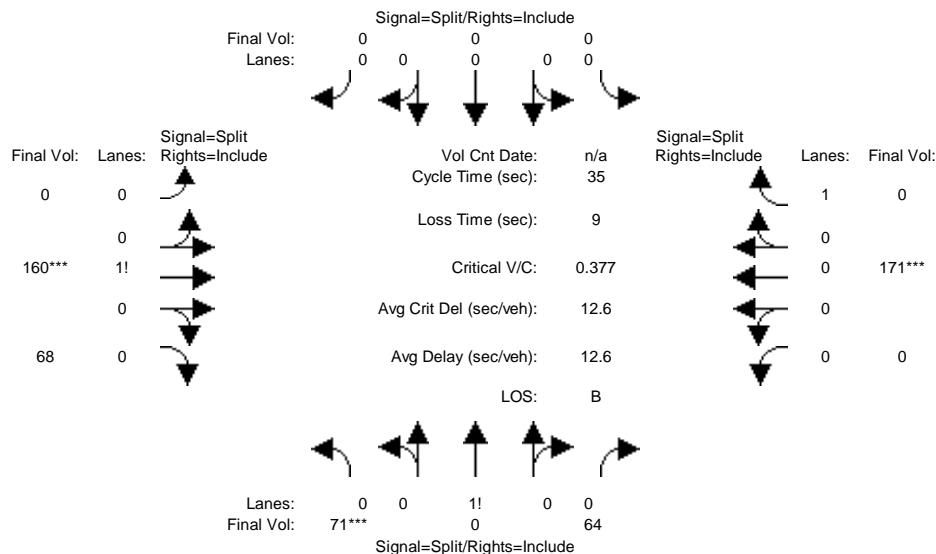
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #16: Castro St & Evelyn Ave (north)



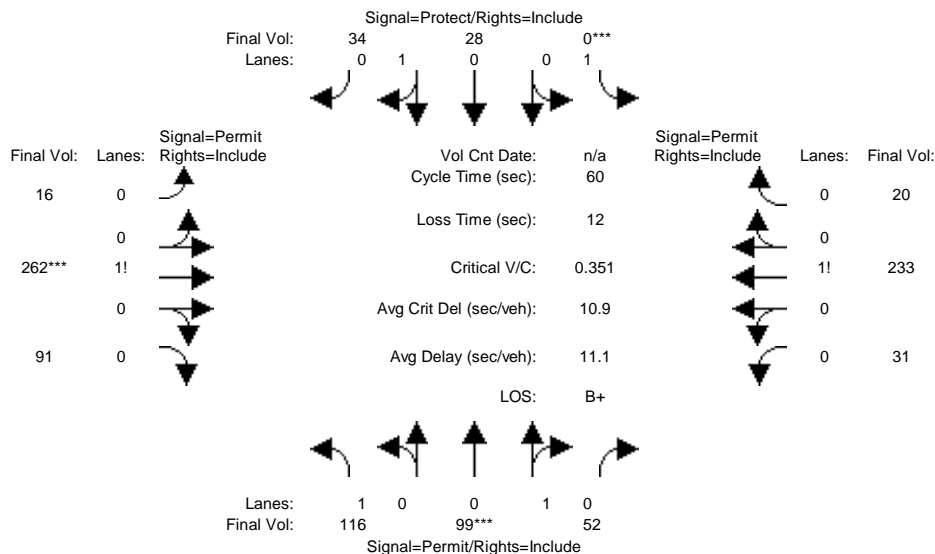
Street Name:	Castro St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	71	0	64	0	0	0	0	160	68	0	171	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	0	64	0	0	0	0	160	68	0	171	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	0	64	0	0	0	0	160	68	0	171	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	0	64	0	0	0	0	160	68	0	171	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	0	64	0	0	0	0	160	68	0	171	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	0	64	0	0	0	0	160	68	0	171	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.53	0.00	0.47	0.00	0.00	0.00	0.00	0.68	0.32	0.00	1.00	0.00
Final Sat.:	920	0	830	0	0	0	0	1300	553	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.12	0.12	0.00	0.09	0.00
Crit Moves:	****							****			****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.26	0.00
Volume/Cap:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.48	0.48	0.00	0.35	0.00
Delay/Veh:	12.1	0.0	12.1	0.0	0.0	0.0	0.0	13.1	13.1	0.0	12.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	0.0	12.1	0.0	0.0	0.0	0.0	13.1	13.1	0.0	12.3	0.0
LOS by Move:	B	A	B	A	A	A	A	B	B	A	B	A
HCM2kAvgQ:	35	0	35	0	0	0	0	76	76	0	41	0

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #17: Castro St & Villa St



Street Name:	Castro St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	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:	Castro St NB			Castro St SB			Villa St EB			Villa St WB		
Base Vol:	116	99	52	0	28	34	16	262	91	31	233	20
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:	116	99	52	0	28	34	16	262	91	31	233	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	99	52	0	28	34	16	262	91	31	233	20
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:	116	99	52	0	28	34	16	262	91	31	233	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	99	52	0	28	34	16	262	91	31	233	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	99	52	0	28	34	16	262	91	31	233	20

Saturation Flow Module:	Castro St NB			Castro St SB			Villa St EB			Villa St WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.64	0.36	1.00	0.43	0.57	0.05	0.69	0.26	0.12	0.81	0.07
Final Sat.:	1750	1210	636	1750	820	995	80	1316	457	204	1535	132

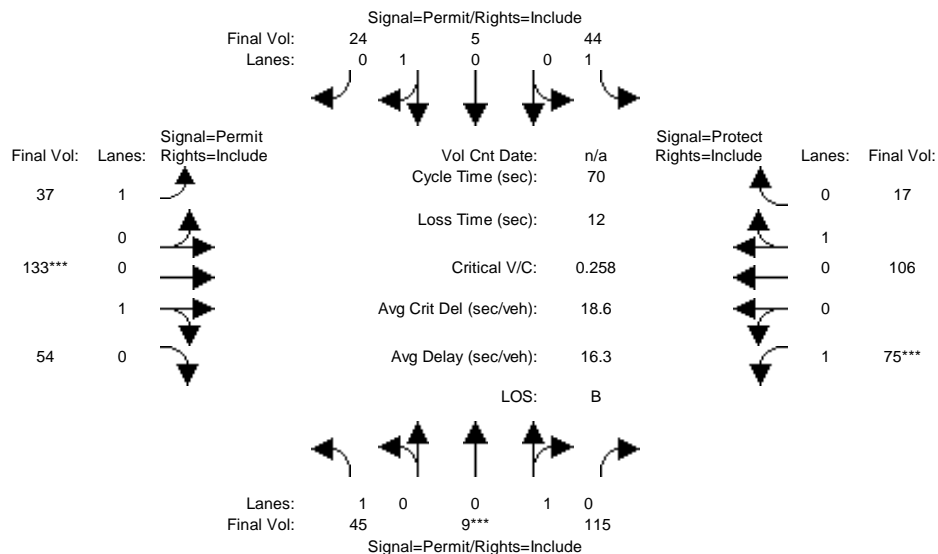
Capacity Analysis Module:	Castro St NB			Castro St SB			Villa St EB			Villa St WB		
Vol/Sat:	0.07	0.08	0.08	0.00	0.03	0.03	0.20	0.20	0.20	0.15	0.15	0.15
Crit Moves:	****			****			****					
Green/Cycle:	0.23	0.23	0.23	0.00	0.23	0.23	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.28	0.35	0.35	0.00	0.15	0.15	0.35	0.35	0.35	0.27	0.27	0.27
Delay/Veh:	19.3	19.7	19.7	0.0	18.4	18.4	7.2	7.2	7.2	6.8	6.8	6.8
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:	19.3	19.7	19.7	0.0	18.4	18.4	7.2	7.2	7.2	6.8	6.8	6.8
LOS by Move:	B-	B-	B-	A	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	53	67	67	0	23	23	99	99	99	70	70	70

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #20: Hope St & Evelyn Ave



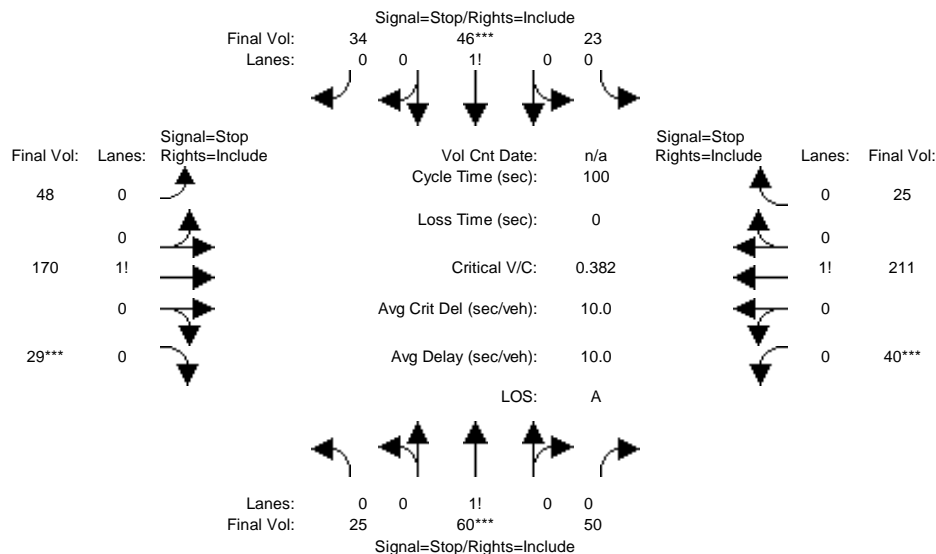
Street Name:	Hope St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	9	115	44	5	24	37	133	54	75	106	17
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	9	115	44	5	24	37	133	54	75	106	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	9	115	44	5	24	37	133	54	75	106	17
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	9	115	44	5	24	37	133	54	75	106	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	9	115	44	5	24	37	133	54	75	106	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	9	115	44	5	24	37	133	54	75	106	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.07	0.93	1.00	0.16	0.84	1.00	0.69	0.31	1.00	0.85	0.15
Final Sat.:	1750	128	1632	1750	306	1468	1750	1319	535	1750	1618	260
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.03	0.02	0.02	0.02	0.10	0.10	0.04	0.07	0.07
Crit Moves:	****						****			****		
Green/Cycle:	0.27	0.27	0.27	0.27	0.27	0.27	0.39	0.39	0.39	0.17	0.56	0.56
Volume/Cap:	0.09	0.26	0.26	0.09	0.06	0.06	0.05	0.26	0.26	0.26	0.12	0.12
Delay/Veh:	19.1	20.2	20.2	19.1	18.9	18.9	13.3	14.7	14.7	25.9	7.4	7.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	20.2	20.2	19.1	18.9	18.9	13.3	14.7	14.7	25.9	7.4	7.4
LOS by Move:	B-	C+	C+	B-	B-	B-	B	B	B	C	A	A
HCM2kAvgQ:	20	60	60	20	13	13	13	67	67	43	32	32

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #21: Hope St & Villa St



Street Name:	Hope St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	25	60	50	23	46	34	48	170	29	40	211	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:	25	60	50	23	46	34	48	170	29	40	211	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	60	50	23	46	34	48	170	29	40	211	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:	25	60	50	23	46	34	48	170	29	40	211	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	60	50	23	46	34	48	170	29	40	211	25
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:	25	60	50	23	46	34	48	170	29	40	211	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.44	0.37	0.22	0.45	0.33	0.19	0.69	0.12	0.14	0.77	0.09
Final Sat.:	120	288	240	141	283	209	139	493	84	105	553	65
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.16	0.16	0.16	0.34	0.34	0.34	0.38	0.38	0.38
Crit Moves:	****			****			****			****		
Delay/Veh:	9.3	9.3	9.3	9.0	9.0	9.0	10.2	10.2	10.2	10.5	10.5	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	9.3	9.3	9.0	9.0	9.0	10.2	10.2	10.2	10.5	10.5	10.5
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:	9.3			9.0			10.2			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.3			9.0			10.2			10.5		
LOS by Appr:	A			A			B			B		
AllWayAvgQ:	5.4	5.4	5.4	3.9	3.9	3.9	11.7	11.7	11.7	13.8	13.8	13.8

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #21 Hope St & Villa St



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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0
Initial Vol:	25	60	50	23	46	34	48	170	29	40	211	25
Major Street Volume:	523											
Minor Approach Volume:	135											
Minor Approach Volume Threshold:	392											

SIGNAL WARRANT DISCLAIMER

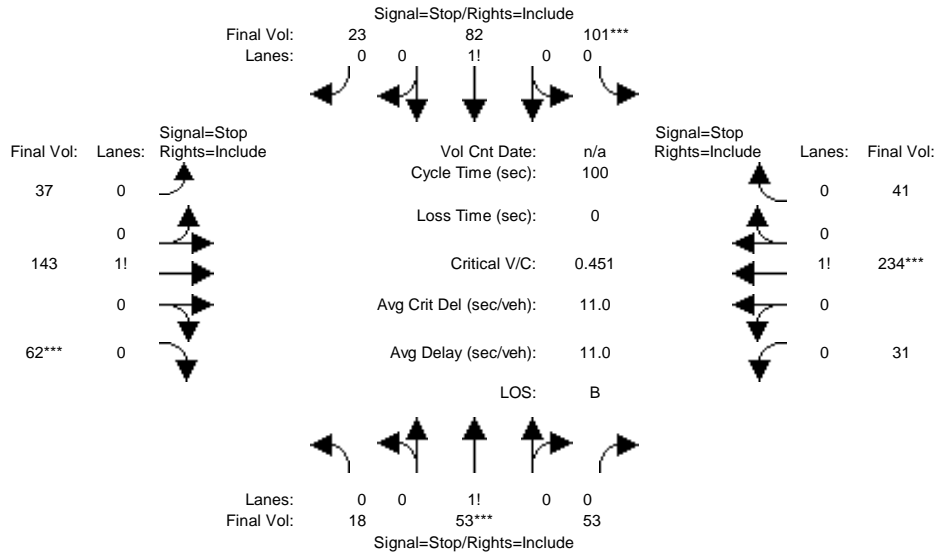
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #22: View St & Evelyn Ave



Street Name:	View St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	18	53	53	101	82	23	37	143	62	31	234	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	53	53	101	82	23	37	143	62	31	234	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	53	53	101	82	23	37	143	62	31	234	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	53	53	101	82	23	37	143	62	31	234	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	53	53	101	82	23	37	143	62	31	234	41
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:	18	53	53	101	82	23	37	143	62	31	234	41
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.43	0.43	0.49	0.40	0.11	0.15	0.59	0.26	0.10	0.77	0.13
Final Sat.:	88	258	258	299	243	68	102	395	171	69	519	91
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.34	0.34	0.34	0.36	0.36	0.36	0.45	0.45	0.45
Crit Moves:	****			****			****			****		
Delay/Veh:	9.6	9.6	9.6	10.9	10.9	10.9	10.7	10.7	10.7	11.8	11.8	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.6	9.6	10.9	10.9	10.9	10.7	10.7	10.7	11.8	11.8	11.8
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:	9.6			10.9			10.7			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			10.9			10.7			11.8		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	5.1	5.1	5.1	10.4	10.4	10.4	12.1	12.1	12.1	17.7	17.7	17.7

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #22 View St & Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0
Initial Vol:	18	53	53	101	82	23	37	143	62	31	234	41
Major Street Volume:	548											
Minor Approach Volume:	206											
Minor Approach Volume Threshold:	380											

SIGNAL WARRANT DISCLAIMER

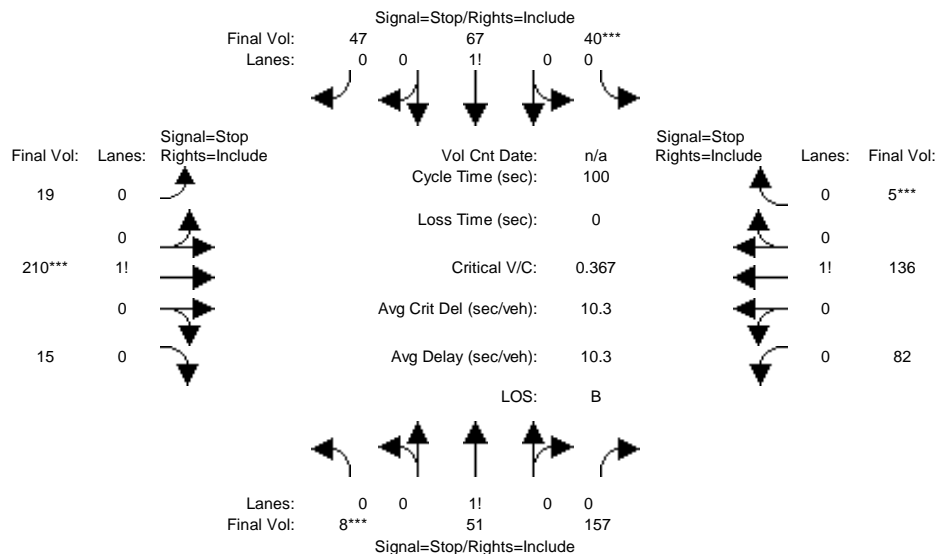
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #23: View St & Villa St



Street Name:	View St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	8	51	157	40	67	47	19	210	15	82	136	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	51	157	40	67	47	19	210	15	82	136	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	51	157	40	67	47	19	210	15	82	136	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	51	157	40	67	47	19	210	15	82	136	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	51	157	40	67	47	19	210	15	82	136	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	51	157	40	67	47	19	210	15	82	136	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.23	0.73	0.26	0.43	0.31	0.08	0.86	0.06	0.37	0.61	0.02
Final Sat.:	25	161	497	163	273	192	52	572	41	238	396	15
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.24	0.24	0.24	0.37	0.37	0.37	0.34	0.34	0.34
Crit Moves:	****			****				****				****
Delay/Veh:	9.9	9.9	9.9	9.7	9.7	9.7	10.8	10.8	10.8	10.7	10.7	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	9.7	9.7	9.7	10.8	10.8	10.8	10.7	10.7	10.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:	9.9			9.7			10.8			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.9			9.7			10.8			10.7		
LOS by Appr:	A			A			B			B		
AllWayAvgQ:	9.5	9.5	9.5	6.6	6.6	6.6	12.4	12.4	12.4	11.1	11.1	11.1

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #23 View St & Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	8	51	157	40	67	47	19	210	15	82	136	5								
Major Street Volume:				467																
Minor Approach Volume:				216																
Minor Approach Volume Threshold:				422																

SIGNAL WARRANT DISCLAIMER

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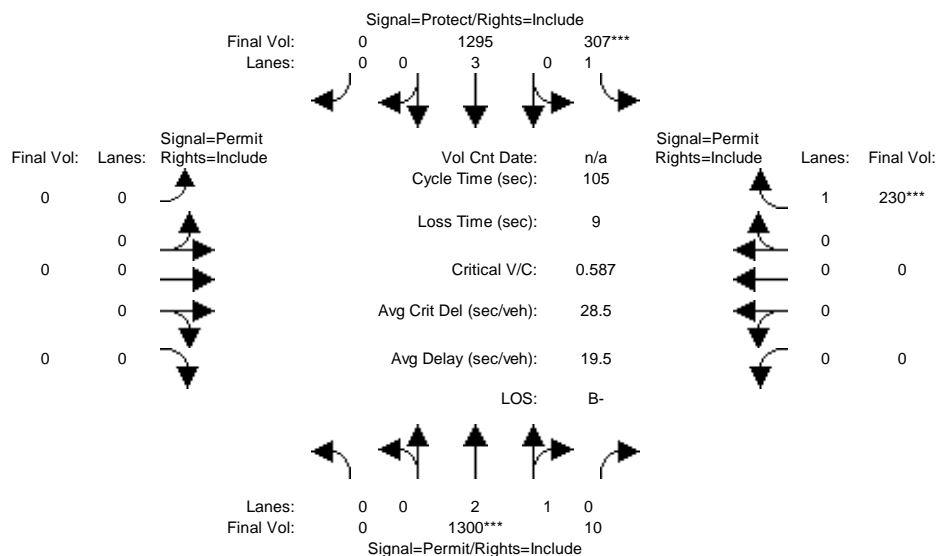
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #4: Shoreline Blvd & Evelyn Ave



Street Name:	Shoreline Blvd						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1300	10	307	1295	0	0	0	0	0	0	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1300	10	307	1295	0	0	0	0	0	0	230
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1300	10	307	1295	0	0	0	0	0	0	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1300	10	307	1295	0	0	0	0	0	0	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1300	10	307	1295	0	0	0	0	0	0	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1300	10	307	1295	0	0	0	0	0	0	230

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.98	0.02	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	5653	43	1750	5700	0	0	0	0	0	0	1750

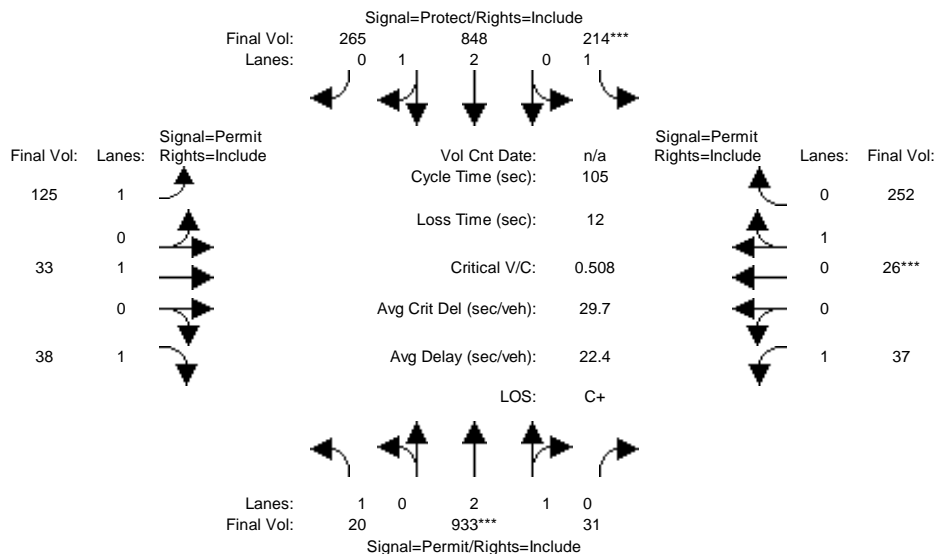
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.23	0.23	0.18	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.13
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.39	0.39	0.30	0.69	0.00	0.00	0.00	0.00	0.00	0.00	0.22
Volume/Cap:	0.00	0.59	0.59	0.59	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.59
Delay/Veh:	0.0	25.6	25.6	33.1	6.6	0.0	0.0	0.0	0.0	0.0	0.0	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.6	25.6	33.1	6.6	0.0	0.0	0.0	0.0	0.0	0.0	38.7
LOS by Move:	A	C	C	C-	A	A	A	A	A	A	A	D+
HCM2kAvgQ:	0	271	271	241	138	0	0	0	0	0	0	196

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #5: Shoreline / Villa



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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	20	933	31	214	848	265	125	33	38	37	26	252
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:	20	933	31	214	848	265	125	33	38	37	26	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	933	31	214	848	265	125	33	38	37	26	252
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:	20	933	31	214	848	265	125	33	38	37	26	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	933	31	214	848	265	125	33	38	37	26	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	933	31	214	848	265	125	33	38	37	26	252

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.90	0.10	1.00	2.24	0.76	1.00	1.00	1.00	1.00	0.09	0.91
Final Sat.:	1750	5502	183	1750	4256	1330	1750	1900	1750	1750	165	1598

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.17	0.17	0.12	0.20	0.20	0.07	0.02	0.02	0.02	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.33	0.33	0.33	0.24	0.58	0.58	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.03	0.51	0.51	0.51	0.35	0.35	0.23	0.06	0.07	0.07	0.51	0.51
Delay/Veh:	23.6	28.3	28.3	35.5	11.9	11.9	27.1	25.4	25.6	25.5	30.4	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	28.3	28.3	35.5	11.9	11.9	27.1	25.4	25.6	25.5	30.4	30.4
LOS by Move:	C	C	C	D+	B+	B+	C	C	C	C	C	C
HCM2kAvgQ:	11	202	202	158	157	157	81	18	23	22	204	204

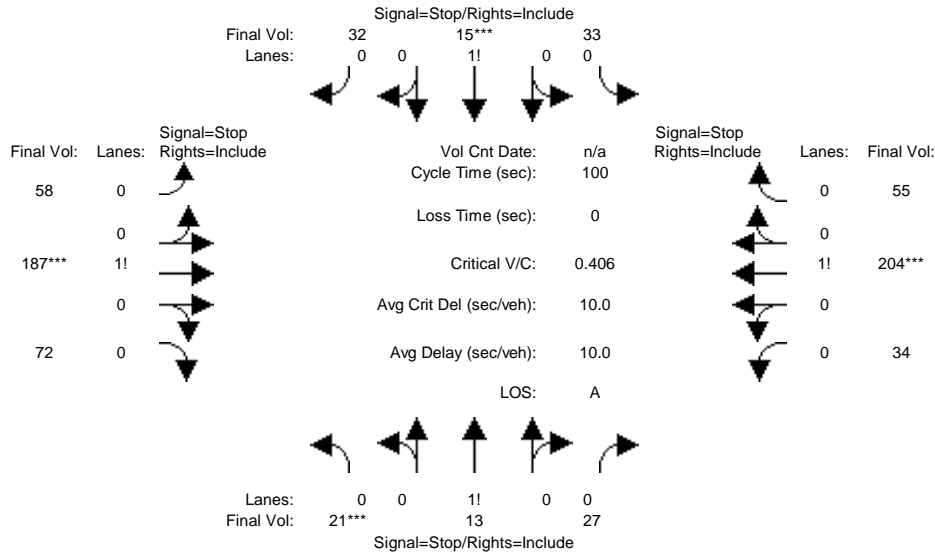
Note: Queue reported is the distance per lane in feet.



City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #9: Franklin St & Vista St



Street Name:	Franklin St						Vista St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	21	13	27	33	15	32	58	187	72	34	204	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	13	27	33	15	32	58	187	72	34	204	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	13	27	33	15	32	58	187	72	34	204	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	13	27	33	15	32	58	187	72	34	204	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	13	27	33	15	32	58	187	72	34	204	55
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:	21	13	27	33	15	32	58	187	72	34	204	55
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.21	0.45	0.41	0.19	0.40	0.18	0.59	0.23	0.11	0.70	0.19
Final Sat.:	216	134	278	260	118	252	143	461	177	90	539	145
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.13	0.13	0.41	0.41	0.41	0.38	0.38	0.38
Crit Moves:	****				****			****			****	
Delay/Veh:	8.6	8.6	8.6	8.8	8.8	8.8	10.4	10.4	10.4	10.1	10.1	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.8	8.8	8.8	10.4	10.4	10.4	10.1	10.1	10.1
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:		8.6			8.8			10.4			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			8.8			10.4			10.1	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	2.1	2.1	2.1	2.9	2.9	2.9	15.7	15.7	15.7	14.0	14.0	14.0

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #9 Franklin St & Vista St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	21	13	27			33	15	32			58	187	72			34	204	55		
Major Street Volume:				610																
Minor Approach Volume:				80																
Minor Approach Volume Threshold:				351																

SIGNAL WARRANT DISCLAIMER

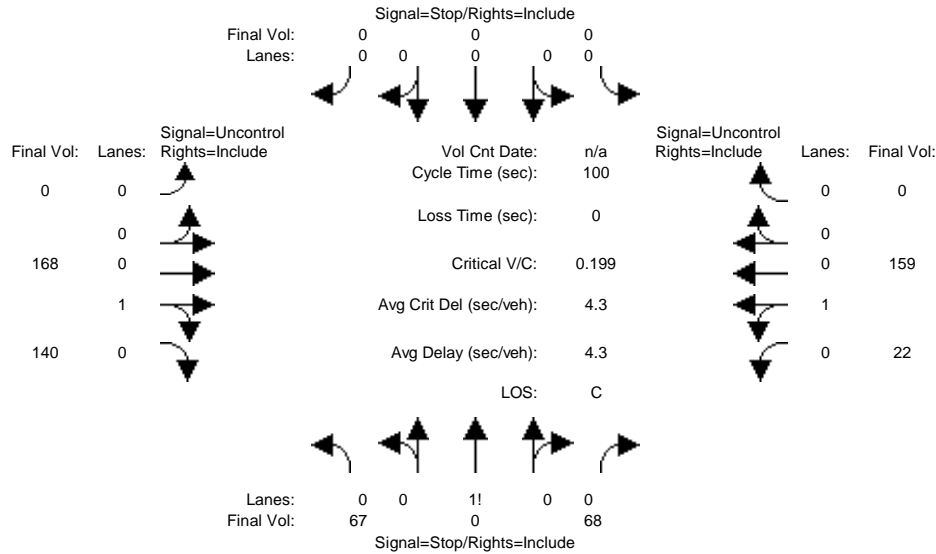
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

City of Mountain View  
Castro Pedestrian Mall Feasibility Study  
Option 1

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Cumulative (2030) + Project Mid

Intersection #11: Bryant St & Evelyn Ave



Street Name:	Bryant St						Evelyn 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	67	0	68	0	0	0	0	168	140	22	159	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:	67	0	68	0	0	0	0	168	140	22	159	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	0	68	0	0	0	0	168	140	22	159	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:	67	0	68	0	0	0	0	168	140	22	159	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	67	0	68	0	0	0	0	168	140	22	159	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	675	449	472	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	316	xxxx	xxxxxx
Potent Cap.:	422	508	596	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1256	xxxx	xxxxxx
Move Cap.:	336	496	481	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1247	xxxx	xxxxxx
Volume/Cap:	0.20	0.00	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1.3	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.9	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	396	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.5	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	18.7	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.9	xxxx	xxxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	A	*	*
ApproachDel:		18.7		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		C			*			*			*	

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #11 Bryant St & Evelyn Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 0 1 0	0 1 0 0 0
Initial Vol:	67 0 68	0 0 0	0 168 140	22 159 0
ApproachDel:	18.7	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=135]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=624]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #11 Bryant St & Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 0 1 0	0 1 0 0 0
Initial Vol:	67 0 68	0 0 0	0 168 140	22 159 0

Major Street Volume: 489  
Minor Approach Volume: 135  
Minor Approach Volume Threshold: 410

SIGNAL WARRANT DISCLAIMER

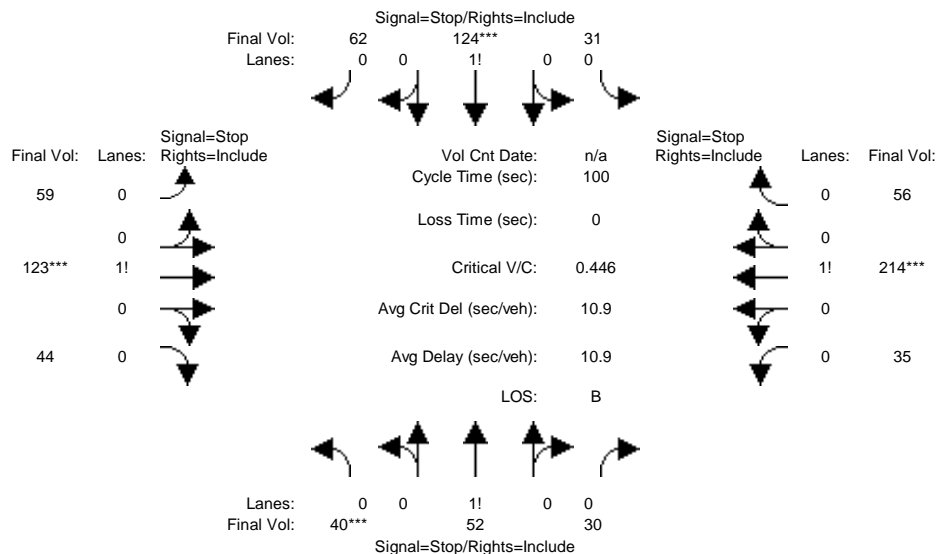
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #12: Bryant St & Villa St



Street Name:	Bryant St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	40	52	30	31	124	62	59	123	44	35	214	56
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:	40	52	30	31	124	62	59	123	44	35	214	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	52	30	31	124	62	59	123	44	35	214	56
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:	40	52	30	31	124	62	59	123	44	35	214	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	52	30	31	124	62	59	123	44	35	214	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	52	30	31	124	62	59	123	44	35	214	56
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.43	0.24	0.14	0.57	0.29	0.26	0.55	0.19	0.11	0.71	0.18
Final Sat.:	195	253	146	91	363	181	172	358	128	78	480	126
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.34	0.34	0.34	0.34	0.34	0.34	0.45	0.45	0.45
Crit Moves:	****				****			****			****	
Delay/Veh:	9.7	9.7	9.7	10.7	10.7	10.7	10.6	10.6	10.6	11.7	11.7	11.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	10.7	10.7	10.7	10.6	10.6	10.6	11.7	11.7	11.7
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:		9.7			10.7			10.6			11.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			10.7			10.6			11.7	
LOS by Appr:		A			B			B			B	
AllWayAvgQ:	5.1	5.1	5.1	10.6	10.6	10.6	11.1	11.1	11.1	17.4	17.4	17.4

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #12 Bryant St & Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	40		52		30	31		124		62	59		123		44	35		214		56
Major Street Volume:						531														
Minor Approach Volume:						217														
Minor Approach Volume Threshold:	388																			

SIGNAL WARRANT DISCLAIMER

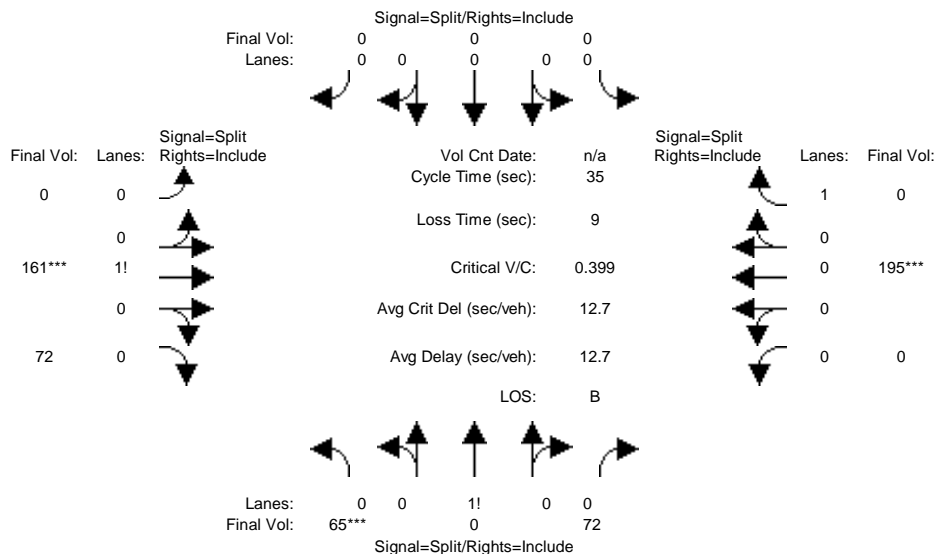
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #16: Castro St & Evelyn Ave (north)



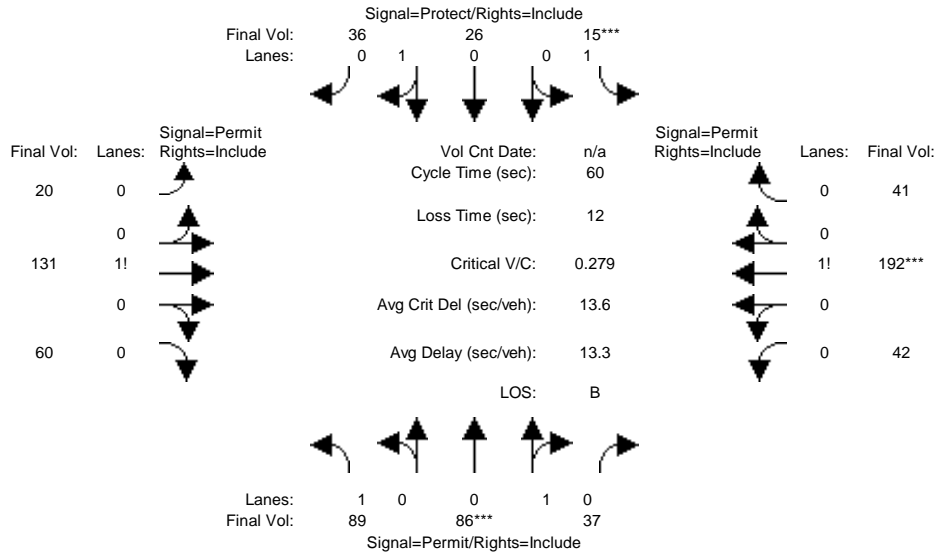
Street Name:	Castro St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	65	0	72	0	0	0	0	161	72	0	195	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:	65	0	72	0	0	0	0	161	72	0	195	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	0	72	0	0	0	0	161	72	0	195	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:	65	0	72	0	0	0	0	161	72	0	195	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	0	72	0	0	0	0	161	72	0	195	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:	65	0	72	0	0	0	0	161	72	0	195	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.47	0.00	0.53	0.00	0.00	0.00	0.00	0.67	0.33	0.00	1.00	0.00
Final Sat.:	830	0	920	0	0	0	0	1279	572	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.13	0.13	0.00	0.10	0.00
Crit Moves:	****							****			****	
Green/Cycle:	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.26	0.00
Volume/Cap:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.49	0.49	0.00	0.40	0.00
Delay/Veh:	12.1	0.0	12.1	0.0	0.0	0.0	0.0	13.1	13.1	0.0	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.1	0.0	12.1	0.0	0.0	0.0	0.0	13.1	13.1	0.0	12.6	0.0
LOS by Move:	B	A	B	A	A	A	A	B	B	A	B	A
HCM2kAvgQ:	35	0	35	0	0	0	0	79	79	0	48	0

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #17: Castro St & Villa St



Street Name:	Castro St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	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:	89	86	37	15	26	36	20	131	60	42	192	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	86	37	15	26	36	20	131	60	42	192	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	86	37	15	26	36	20	131	60	42	192	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	86	37	15	26	36	20	131	60	42	192	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	86	37	15	26	36	20	131	60	42	192	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	86	37	15	26	36	20	131	60	42	192	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.68	0.32	1.00	0.40	0.60	0.10	0.60	0.30	0.16	0.68	0.16
Final Sat.:	1750	1295	557	1750	759	1051	174	1142	523	283	1293	276
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.01	0.03	0.03	0.11	0.11	0.11	0.15	0.15	0.15
Crit Moves:	****			****						****		
Green/Cycle:	0.21	0.21	0.21	0.12	0.33	0.33	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.24	0.31	0.31	0.07	0.10	0.10	0.24	0.24	0.24	0.31	0.31	0.31
Delay/Veh:	20.0	20.5	20.5	23.8	14.1	14.1	9.6	9.6	9.6	10.0	10.0	10.0
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:	20.0	20.5	20.5	23.8	14.1	14.1	9.6	9.6	9.6	10.0	10.0	10.0
LOS by Move:	C+	C+	C+	C	B	B	A	A	A	B+	B+	B+
HCM2kAvgQ:	41	56	56	6	20	20	62	62	62	84	84	84

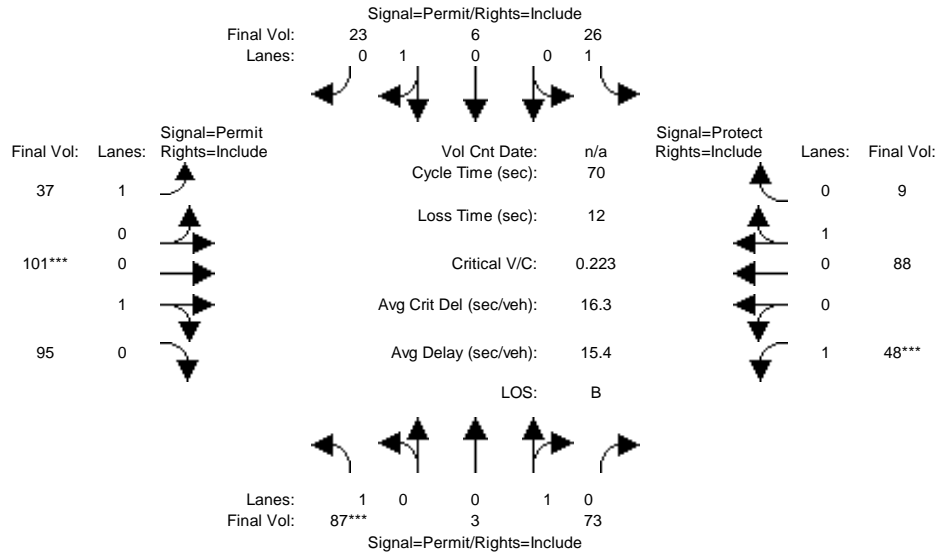
Note: Queue reported is the distance per lane in feet.



City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #20: Hope St & Evelyn Ave



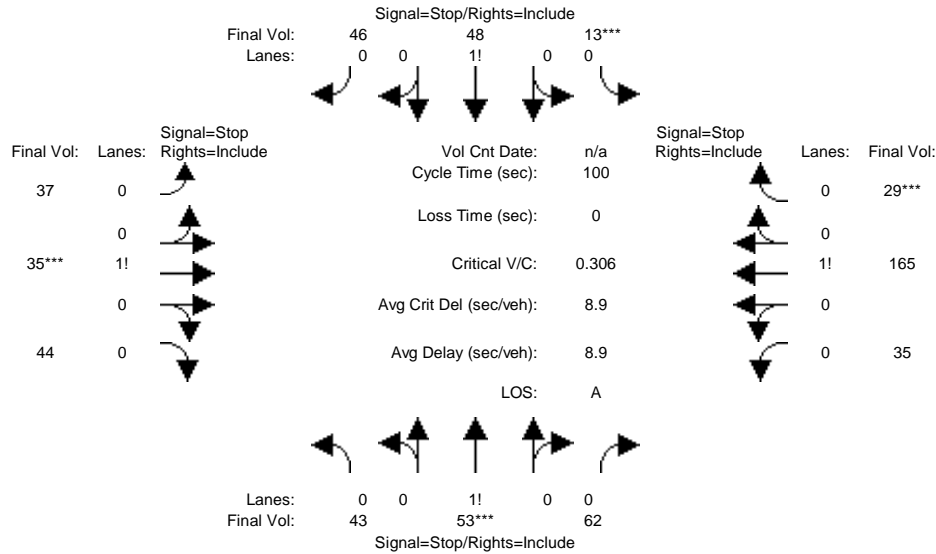
Street Name:	Hope St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	87	3	73	26	6	23	37	101	95	48	88	9
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:	87	3	73	26	6	23	37	101	95	48	88	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	3	73	26	6	23	37	101	95	48	88	9
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:	87	3	73	26	6	23	37	101	95	48	88	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	3	73	26	6	23	37	101	95	48	88	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	87	3	73	26	6	23	37	101	95	48	88	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	1.00	0.19	0.81	1.00	0.49	0.51	1.00	0.90	0.10
Final Sat.:	1750	69	1686	1750	368	1411	1750	940	884	1750	1710	175
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.04	0.01	0.02	0.02	0.02	0.11	0.11	0.03	0.05	0.05
Crit Moves:	****							****		****		
Green/Cycle:	0.22	0.22	0.22	0.22	0.22	0.22	0.48	0.48	0.48	0.12	0.61	0.61
Volume/Cap:	0.22	0.19	0.19	0.07	0.07	0.07	0.04	0.22	0.22	0.22	0.08	0.08
Delay/Veh:	22.5	22.3	22.3	21.5	21.6	21.6	9.6	10.6	10.6	28.2	5.8	5.8
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:	22.5	22.3	22.3	21.5	21.6	21.6	9.6	10.6	10.6	28.2	5.8	5.8
LOS by Move:	C+	C+	C+	C+	C+	C+	A	B+	B+	C	A	A
HCM2kAvgQ:	45	38	38	13	14	14	11	61	61	30	22	22

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #21: Hope St & Villa St



Street Name:	Hope St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	43	53	62	13	48	46	37	35	44	35	165	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	53	62	13	48	46	37	35	44	35	165	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	53	62	13	48	46	37	35	44	35	165	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	53	62	13	48	46	37	35	44	35	165	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	53	62	13	48	46	37	35	44	35	165	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	53	62	13	48	46	37	35	44	35	165	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.34	0.39	0.12	0.45	0.43	0.32	0.30	0.38	0.15	0.72	0.13
Final Sat.:	199	245	286	88	324	310	234	222	279	114	539	95
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.15	0.15	0.15	0.16	0.16	0.16	0.31	0.31	0.31
Crit Moves:	****			****			****			****		
Delay/Veh:	8.8	8.8	8.8	8.4	8.4	8.4	8.4	8.4	8.4	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	8.4	8.4	8.4	8.4	8.4	8.4	9.5	9.5	9.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.8			8.4			8.4			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.8			8.4			8.4			9.5		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	6.0	6.0	6.0	3.7	3.7	3.7	4.1	4.1	4.1	9.8	9.8	9.8

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #21 Hope St & Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0
Initial Vol:	43	53	62	13	48	46	37	35	44	35	165	29
Major Street Volume:	345											
Minor Approach Volume:	158											
Minor Approach Volume Threshold:	503											

SIGNAL WARRANT DISCLAIMER

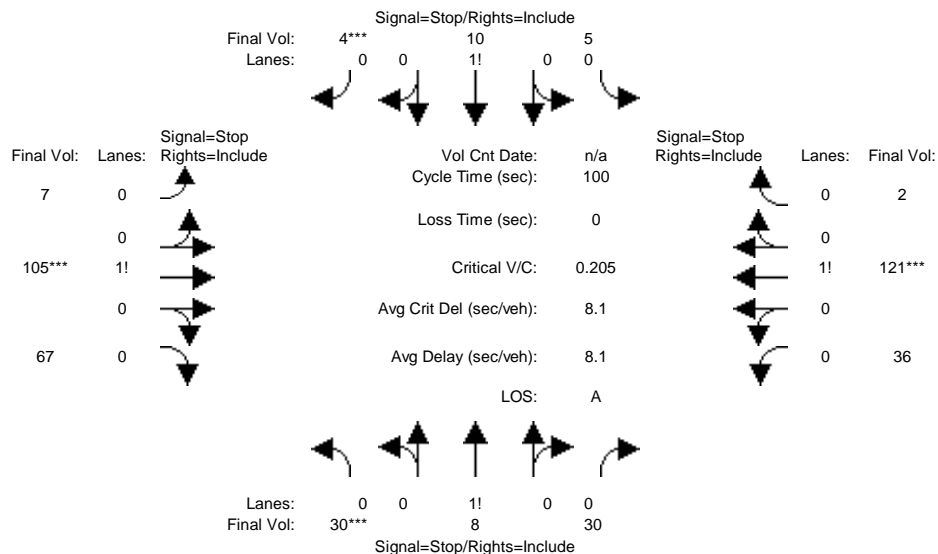
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #22: View St & Evelyn Ave



Street Name:	View St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	8	30	5	10	4	7	105	67	36	121	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	8	30	5	10	4	7	105	67	36	121	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	8	30	5	10	4	7	105	67	36	121	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	8	30	5	10	4	7	105	67	36	121	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	8	30	5	10	4	7	105	67	36	121	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	8	30	5	10	4	7	105	67	36	121	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.12	0.44	0.26	0.53	0.21	0.04	0.59	0.37	0.23	0.76	0.01
Final Sat.:	335	89	335	192	384	153	34	511	326	185	623	10
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.03	0.03	0.03	0.21	0.21	0.21	0.19	0.19	0.19
Crit Moves:	****					****	****			****		
Delay/Veh:	7.8	7.8	7.8	7.7	7.7	7.7	8.1	8.1	8.1	8.3	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.8	7.8	7.7	7.7	7.7	8.1	8.1	8.1	8.3	8.3	8.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			7.7			8.1			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			7.7			8.1			8.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	2.1	2.1	2.1	0.6	0.6	0.6	6.1	6.1	6.1	5.7	5.7	5.7

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #22 View St & Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	30		8		30	5		10		4	7		105		67	36		121		2
Major Street Volume:				338																
Minor Approach Volume:				68																
Minor Approach Volume Threshold:				509																

SIGNAL WARRANT DISCLAIMER

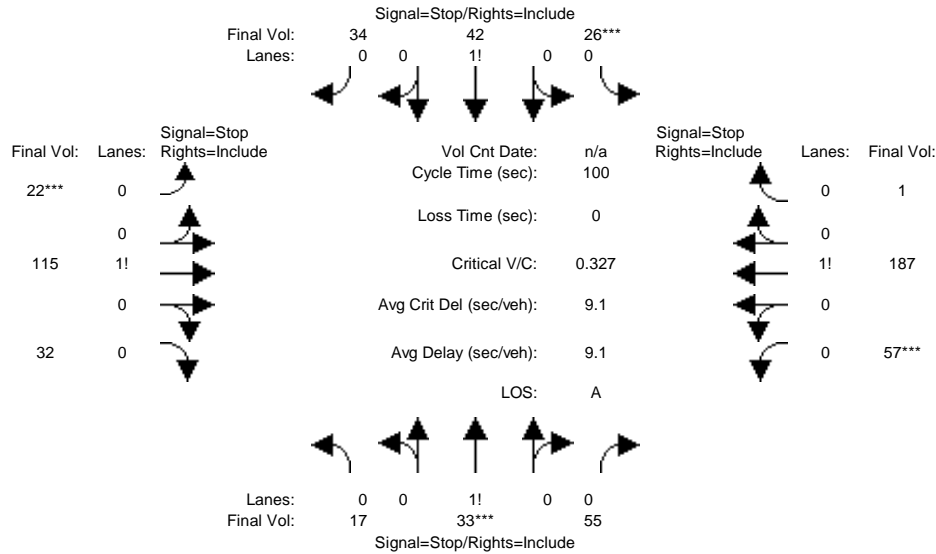
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 1

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #23: View St & Villa St



Street Name:	View St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	17	33	55	26	42	34	22	115	32	57	187	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	33	55	26	42	34	22	115	32	57	187	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	33	55	26	42	34	22	115	32	57	187	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	33	55	26	42	34	22	115	32	57	187	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	33	55	26	42	34	22	115	32	57	187	1
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:	17	33	55	26	42	34	22	115	32	57	187	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.31	0.53	0.25	0.42	0.33	0.13	0.68	0.19	0.23	0.76	0.01
Final Sat.:	115	223	371	176	284	230	98	511	142	175	572	3
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.15	0.15	0.15	0.23	0.23	0.23	0.33	0.33	0.33
Crit Moves:	****			****			****			****		
Delay/Veh:	8.4	8.4	8.4	8.6	8.6	8.6	8.8	8.8	8.8	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.6	8.6	8.6	8.8	8.8	8.8	9.7	9.7	9.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.4			8.6			8.8			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			8.6			8.8			9.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	3.6	3.6	3.6	3.6	3.6	3.6	6.5	6.5	6.5	11.0	11.0	11.0

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #23 View St & Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Initial Vol:	17	33	55	26	42	34	22	115	32	57	187	1
Major Street Volume:	414											
Minor Approach Volume:	105											
Minor Approach Volume Threshold:	455											

SIGNAL WARRANT DISCLAIMER

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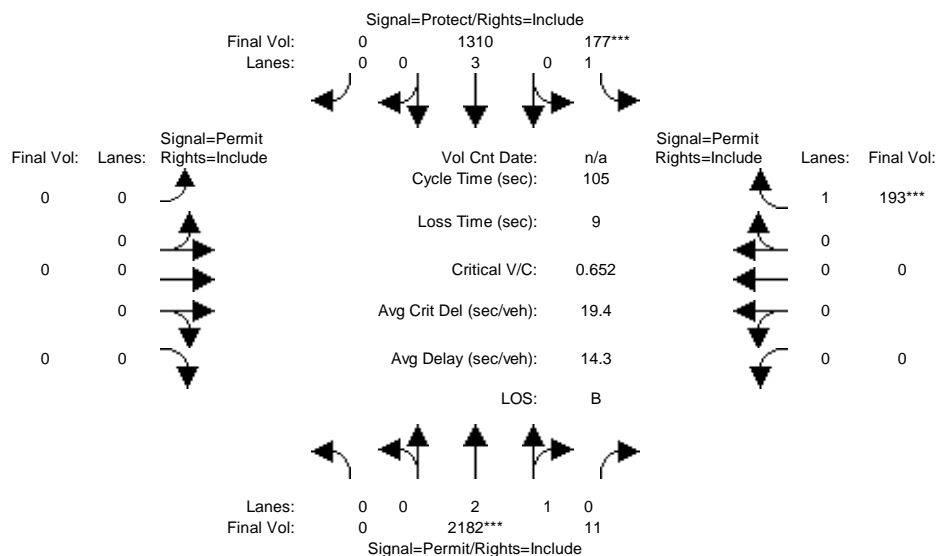




City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #4: Shoreline Blvd & Evelyn Ave



Street Name:	Shoreline Blvd						Evelyn Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	2182	11	177	1310	0	0	0	0	0	0	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2182	11	177	1310	0	0	0	0	0	0	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2182	11	177	1310	0	0	0	0	0	0	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2182	11	177	1310	0	0	0	0	0	0	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2182	11	177	1310	0	0	0	0	0	0	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2182	11	177	1310	0	0	0	0	0	0	193

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.98	0.02	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	5669	29	1750	5700	0	0	0	0	0	0	1750

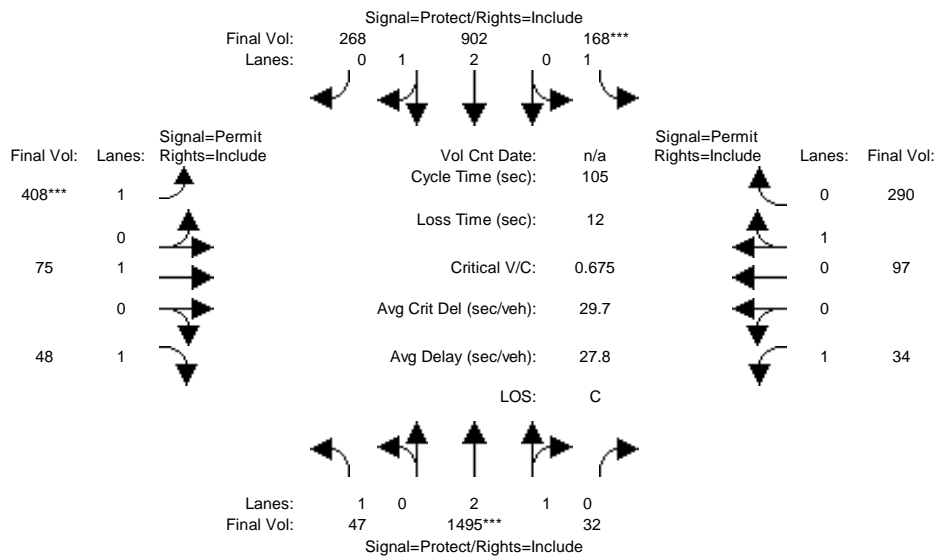
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.10	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.11
Crit Moves:		****		****								****
Green/Cycle:	0.00	0.59	0.59	0.16	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.17
Volume/Cap:	0.00	0.65	0.65	0.65	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.65
Delay/Veh:	0.0	14.8	14.8	47.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.8	14.8	47.3	4.5	0.0	0.0	0.0	0.0	0.0	0.0	45.9
LOS by Move:	A	B	B	D	A	A	A	A	A	A	A	D
HCM2kAvgQ:	0	381	381	173	116	0	0	0	0	0	0	185

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #5: Shoreline / Villa



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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	47	1495	32	168	902	268	408	75	48	34	97	290
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:	47	1495	32	168	902	268	408	75	48	34	97	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	1495	32	168	902	268	408	75	48	34	97	290
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:	47	1495	32	168	902	268	408	75	48	34	97	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1495	32	168	902	268	408	75	48	34	97	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	1495	32	168	902	268	408	75	48	34	97	290

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.93	0.07	1.00	2.27	0.73	1.00	1.00	1.00	1.00	0.24	0.76
Final Sat.:	1750	5571	119	1750	4310	1281	1750	1900	1750	1750	447	1338

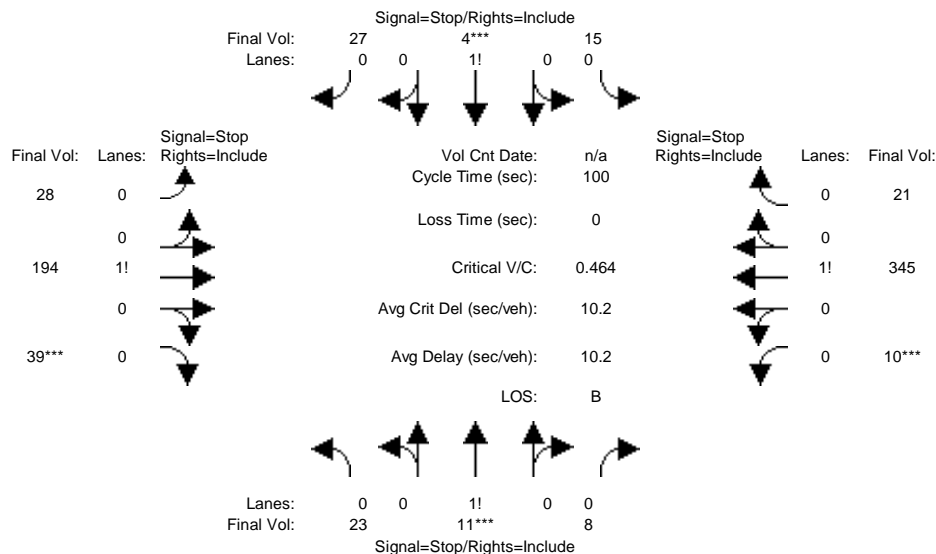
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.27	0.27	0.10	0.21	0.21	0.23	0.04	0.03	0.02	0.22	0.22
Crit Moves:	****			****			****					
Green/Cycle:	0.13	0.40	0.40	0.14	0.41	0.41	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.21	0.67	0.67	0.67	0.51	0.51	0.67	0.11	0.08	0.06	0.63	0.63
Delay/Veh:	41.2	26.8	26.8	49.9	23.3	23.3	32.3	23.5	23.2	23.0	30.8	30.8
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:	41.2	26.8	26.8	49.9	23.3	23.3	32.3	23.5	23.2	23.0	30.8	30.8
LOS by Move:	D	C	C	D	C	C	C-	C	C	C+	C	C
HCM2kAvgQ:	35	331	331	142	233	233	324	40	28	19	291	291

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #9: Franklin St & Vista St



Street Name:	Franklin St						Vista St								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:															
Base Vol:	23	11	8	15	4	27	28	194	39	10	345	21			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	11	8	15	4	27	28	194	39	10	345	21			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	23	11	8	15	4	27	28	194	39	10	345	21			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	11	8	15	4	27	28	194	39	10	345	21			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	23	11	8	15	4	27	28	194	39	10	345	21			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	11	8	15	4	27	28	194	39	10	345	21			
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.55	0.26	0.19	0.32	0.09	0.59	0.11	0.74	0.15	0.03	0.92	0.05			
Final Sat.:	334	160	116	209	56	377	85	588	118	22	743	45			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.07	0.07	0.07	0.07	0.07	0.33	0.33	0.33	0.46	0.46	0.46			
Crit Moves:	****			****			****			****					
Delay/Veh:	8.6	8.6	8.6	8.4	8.4	8.4	9.5	9.5	9.5	11.0	11.0	11.0			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	8.6	8.6	8.6	8.4	8.4	8.4	9.5	9.5	9.5	11.0	11.0	11.0			
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B			
ApproachDel:	8.6			8.4			9.5			11.0					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	8.6			8.4			9.5			11.0					
LOS by Appr:	A			A			A			B					
AllWayAvgQ:	1.5	1.5	1.5	1.5	1.5	1.5	11.5	11.5	11.5	20.3	20.3	20.3			

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #9 Franklin St & Vista St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	23		11		8	15		4		27	28		194		39	10		345		21
Major Street Volume:				637																
Minor Approach Volume:				46																
Minor Approach Volume Threshold:				340																

SIGNAL WARRANT DISCLAIMER

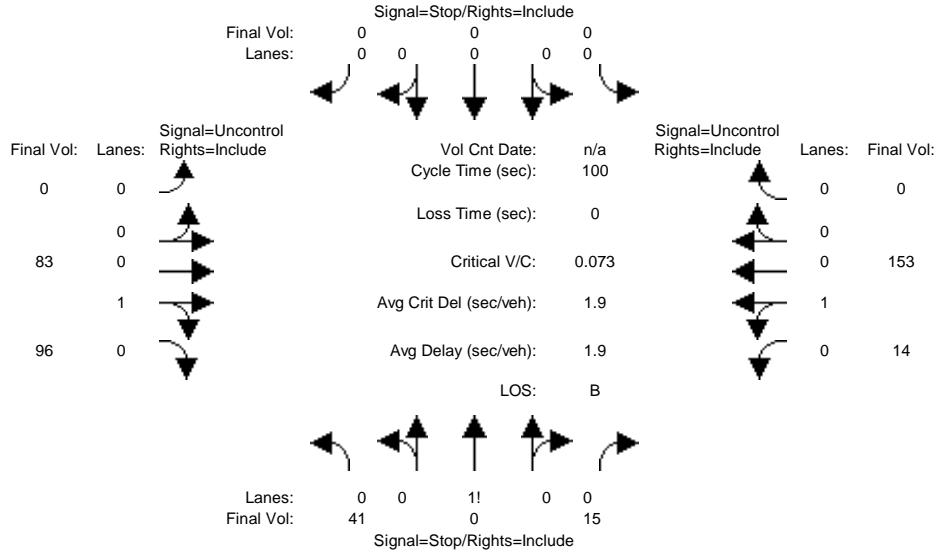
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

City of Mountain View  
Castro Pedestrian Mall Feasibility Study  
Option 3 & 4

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Cumulative (2030) + Project AM

Intersection #11: Bryant St & Evelyn Ave



Street Name:	Bryant St						Evelyn 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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	41	0	15	0	0	0	0	83	96	14	153	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	0	15	0	0	0	0	83	96	14	153	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	41	0	15	0	0	0	0	83	96	14	153	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	0	15	0	0	0	0	83	96	14	153	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	0	15	0	0	0	0	83	96	14	153	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	400	316	219	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	183	xxxx	xxxxxx
Potent Cap.:	610	603	826	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1404	xxxx	xxxxxx
Move Cap.:	561	595	765	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1400	xxxx	xxxxxx
Volume/Cap:	0.07	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx

Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.8	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.6	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	604	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	11.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.6	xxxx	xxxxxx
Shared LOS:	*	B	*	*	*	*	*	*	*	A	*	*
ApproachDel:		11.6		xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:		B			*			*			*	

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #11 Bryant St & Evelyn Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 0 1 0	0 1 0 0 0
Initial Vol:	41 0 15	0 0 0	0 83 96	14 153 0
ApproachDel:	11.6	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=56]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=402]

FAIL - Total volume less than 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #11 Bryant St & Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 0 1 0	0 1 0 0 0
Initial Vol:	41 0 15	0 0 0	0 83 96	14 153 0

Major Street Volume: 346

Minor Approach Volume: 56

Minor Approach Volume Threshold: 502

SIGNAL WARRANT DISCLAIMER

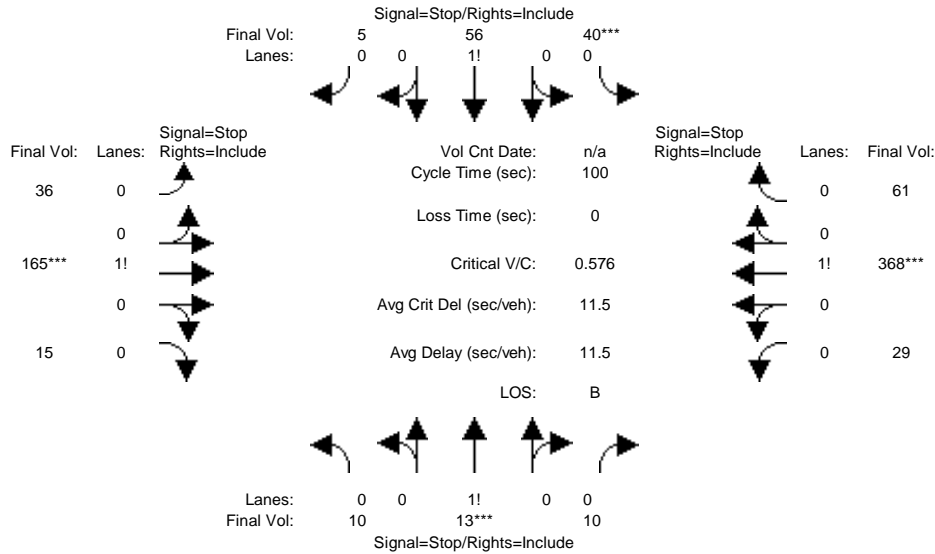
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #12: Bryant St & Villa St



Street Name:	Bryant St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	10	13	10	40	56	5	36	165	15	29	368	61
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:	10	13	10	40	56	5	36	165	15	29	368	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	13	10	40	56	5	36	165	15	29	368	61
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:	10	13	10	40	56	5	36	165	15	29	368	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	13	10	40	56	5	36	165	15	29	368	61
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:	10	13	10	40	56	5	36	165	15	29	368	61
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.40	0.30	0.40	0.55	0.05	0.17	0.76	0.07	0.06	0.81	0.13
Final Sat.:	178	231	178	237	332	30	122	560	51	50	639	106
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.17	0.17	0.17	0.29	0.29	0.29	0.58	0.58	0.58
Crit Moves:	****			****			****			****		
Delay/Veh:	8.7	8.7	8.7	9.4	9.4	9.4	9.6	9.6	9.6	13.1	13.1	13.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	9.4	9.4	9.4	9.6	9.6	9.6	13.1	13.1	13.1
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:	8.7			9.4			9.6			13.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			9.4			9.6			13.1		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	1.2	1.2	1.2	4.1	4.1	4.1	9.6	9.6	9.6	31.1	31.1	31.1

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #12 Bryant St & Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	10		13		10	40		56		5	36		165		15	29		368		61
Major Street Volume:				674																
Minor Approach Volume:				101																
Minor Approach Volume Threshold:				325																

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).

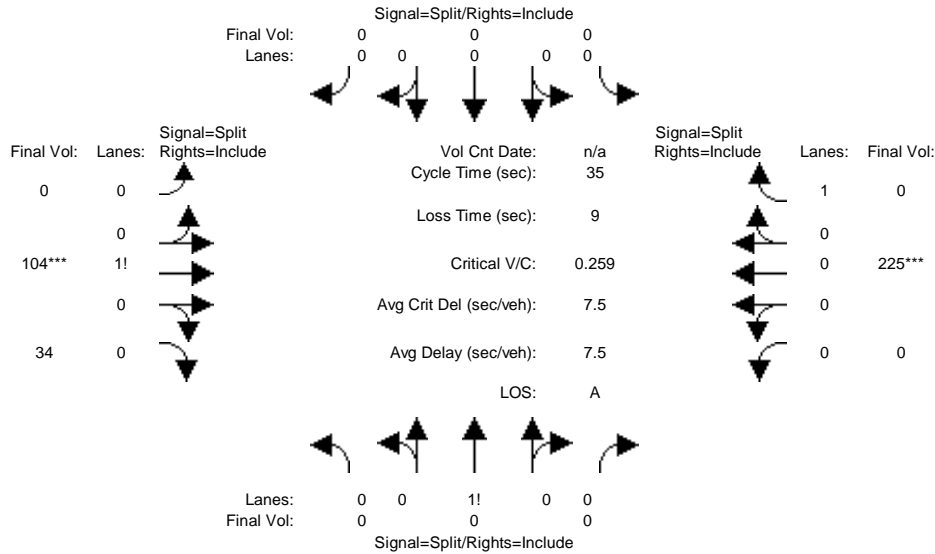
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.



City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #16: Castro St & Evelyn Ave (north)



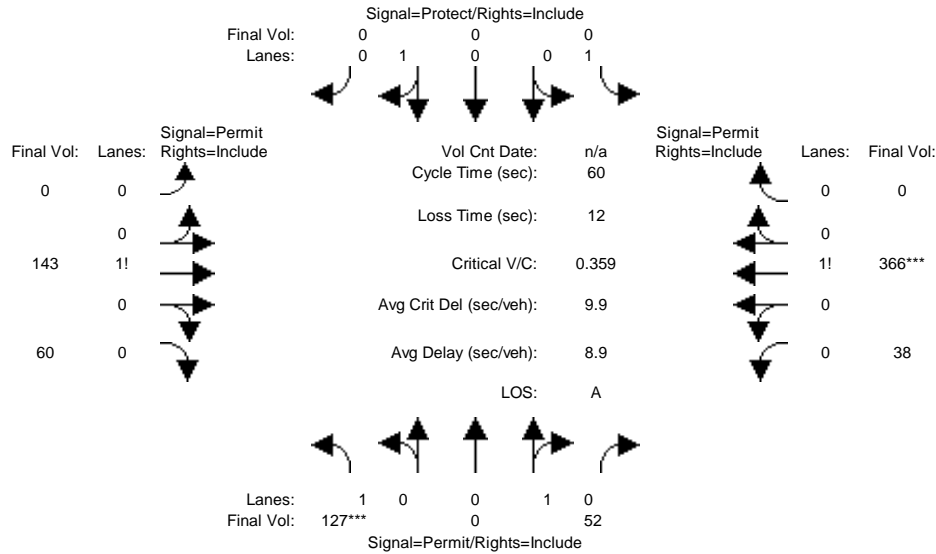
Street Name:	Castro St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	104	34	0	225	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	104	34	0	225	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	104	34	0	225	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	104	34	0	225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	104	34	0	225	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:	0	0	0	0	0	0	0	104	34	0	225	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.74	0.26	0.00	1.00	0.00
Final Sat.:	0	1900	0	0	0	0	0	1402	458	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.07	0.00	0.12	0.00
Crit Moves:								****			****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.29	0.00	0.46	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9	9.9	0.0	6.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.9	9.9	0.0	6.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	35	35	0	37	0

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #17: Castro St & Villa St



Street Name:	Castro St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	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:	Castro St NB			Castro St SB			Villa St EB			Villa St WB		
Base Vol:	127	0	52	0	0	0	0	143	60	38	366	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:	127	0	52	0	0	0	0	143	60	38	366	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	0	52	0	0	0	0	143	60	38	366	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:	127	0	52	0	0	0	0	143	60	38	366	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	0	52	0	0	0	0	143	60	38	366	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	0	52	0	0	0	0	143	60	38	366	0

Saturation Flow Module:	Castro St NB			Castro St SB			Villa St EB			Villa St WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.69	0.31	0.10	0.90	0.00
Final Sat.:	1750	0	1750	1750	1900	0	0	1305	548	177	1708	0

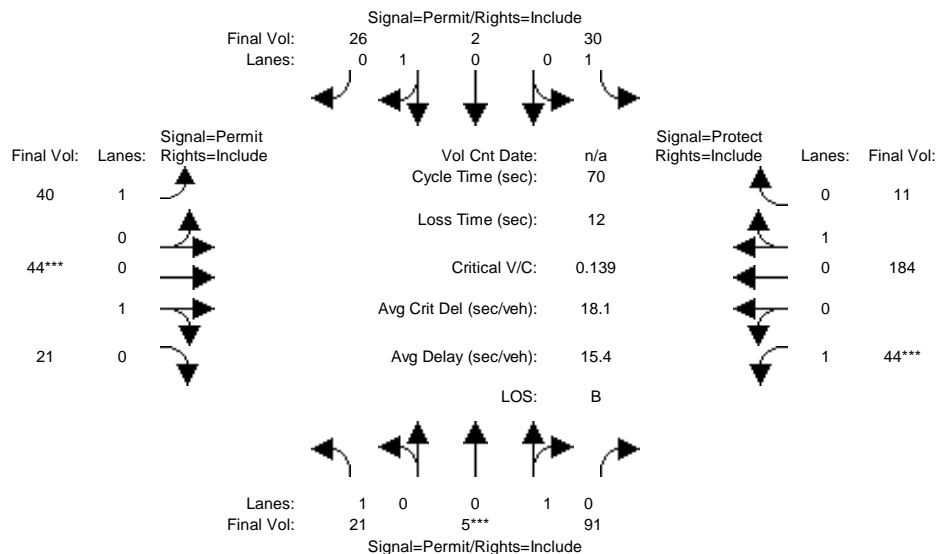
Capacity Analysis Module:	Castro St NB			Castro St SB			Villa St EB			Villa St WB		
Vol/Sat:	0.07	0.00	0.03	0.00	0.00	0.00	0.00	0.11	0.11	0.21	0.21	0.00
Crit Moves:	****						****					
Green/Cycle:	0.20	0.00	0.40	0.00	0.00	0.00	0.00	0.60	0.60	0.60	0.60	0.00
Volume/Cap:	0.36	0.00	0.07	0.00	0.00	0.00	0.00	0.18	0.18	0.36	0.36	0.00
Delay/Veh:	21.2	0.0	11.0	0.0	0.0	0.0	0.0	5.5	5.5	6.4	6.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	0.0	11.0	0.0	0.0	0.0	0.0	5.5	5.5	6.4	6.4	0.0
LOS by Move:	C+	A	B+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	63	0	16	0	0	0	0	45	45	101	101	0

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #20: Hope St & Evelyn Ave



Street Name:	Hope St						Evelyn Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	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:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	21	5	91	30	2	26	40	44	21	44	184	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	5	91	30	2	26	40	44	21	44	184	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	5	91	30	2	26	40	44	21	44	184	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	5	91	30	2	26	40	44	21	44	184	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	5	91	30	2	26	40	44	21	44	184	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	5	91	30	2	26	40	44	21	44	184	11

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.05	0.95	1.00	0.07	0.93	1.00	0.66	0.34	1.00	0.94	0.06
Final Sat.:	1750	92	1666	1750	126	1634	1750	1251	597	1750	1784	107

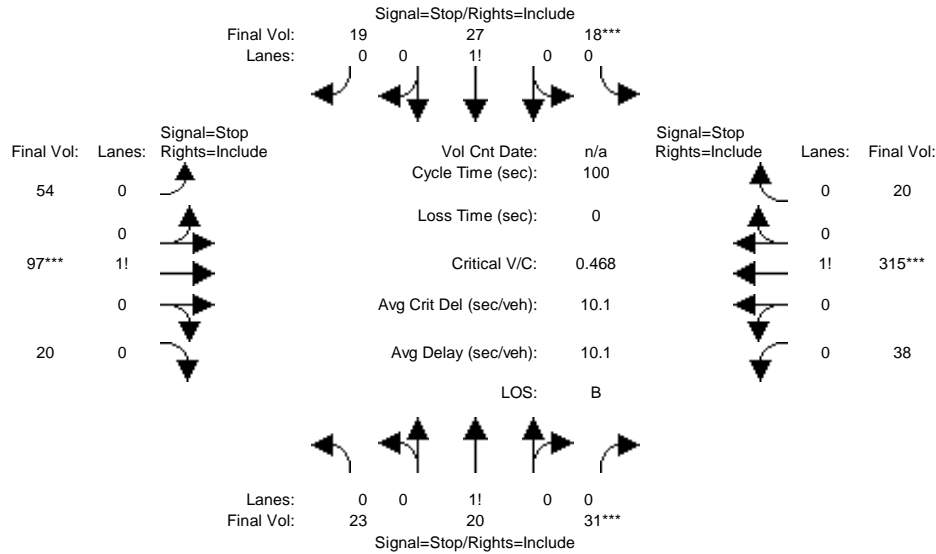
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.01	0.05	0.05	0.02	0.02	0.02	0.02	0.04	0.04	0.03	0.10	0.10
Crit Moves:	****						****			****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.25	0.25	0.25	0.18	0.43	0.43
Volume/Cap:	0.03	0.14	0.14	0.04	0.04	0.04	0.09	0.14	0.14	0.14	0.24	0.24
Delay/Veh:	13.0	13.7	13.7	13.1	13.1	13.1	20.1	20.4	20.4	24.3	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	13.7	13.7	13.1	13.1	13.1	20.1	20.4	20.4	24.3	12.6	12.6
LOS by Move:	B	B	B	B	B	B	C+	C+	C+	C	B	B
HCM2kAvgQ:	8	36	36	11	10	10	17	27	27	24	68	68

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #21: Hope St & Villa St



Street Name:	Hope St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	23	20	31	18	27	19	54	97	20	38	315	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	20	31	18	27	19	54	97	20	38	315	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	20	31	18	27	19	54	97	20	38	315	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	20	31	18	27	19	54	97	20	38	315	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	20	31	18	27	19	54	97	20	38	315	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	20	31	18	27	19	54	97	20	38	315	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.27	0.42	0.28	0.42	0.30	0.31	0.57	0.12	0.10	0.85	0.05
Final Sat.:	204	177	275	181	272	191	236	424	88	81	672	43
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.10	0.10	0.10	0.23	0.23	0.23	0.47	0.47	0.47
Crit Moves:			****	****				****			****	
Delay/Veh:	8.6	8.6	8.6	8.6	8.6	8.6	8.9	8.9	8.9	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.6	8.6	8.6	8.9	8.9	8.9	11.1	11.1	11.1
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:		8.6			8.6			8.9			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.6			8.6			8.9			11.1	
LOS by Appr:		A			A			A			B	
AllWayAvgQ:	2.6	2.6	2.6	2.2	2.2	2.2	6.8	6.8	6.8	20.4	20.4	20.4

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #21 Hope St & Villa St

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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0
Initial Vol:	23	20	31	18	27	19	54	97	20	38	315	20
Major Street Volume:	544											
Minor Approach Volume:	74											
Minor Approach Volume Threshold:	382											

SIGNAL WARRANT DISCLAIMER

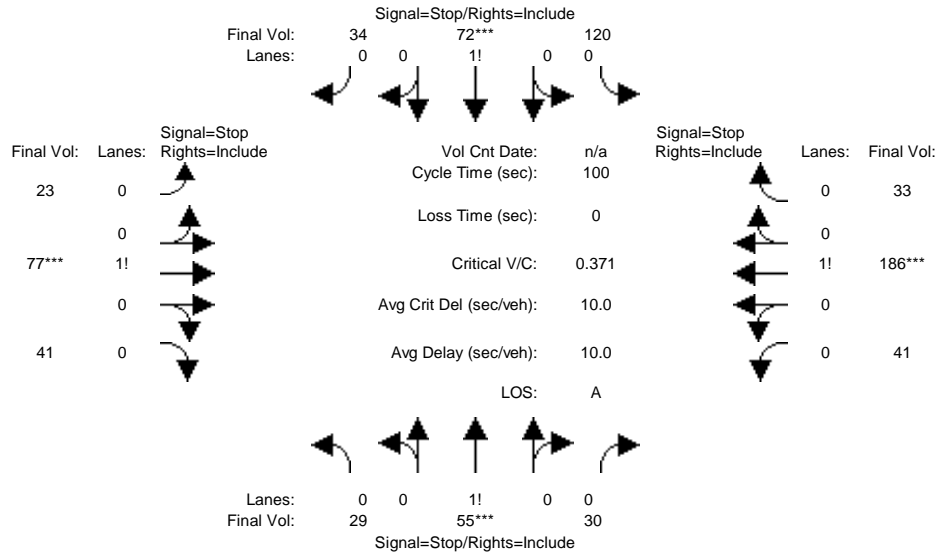
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software,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

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #22: View St & Evelyn Ave



Street Name:	View St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	55	30	120	72	34	23	77	41	41	186	33
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:	29	55	30	120	72	34	23	77	41	41	186	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	55	30	120	72	34	23	77	41	41	186	33
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:	29	55	30	120	72	34	23	77	41	41	186	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	55	30	120	72	34	23	77	41	41	186	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	55	30	120	72	34	23	77	41	41	186	33
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.49	0.26	0.53	0.32	0.15	0.16	0.55	0.29	0.16	0.71	0.13
Final Sat.:	166	315	172	358	215	101	110	370	197	111	501	89
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.34	0.34	0.34	0.21	0.21	0.21	0.37	0.37	0.37
Crit Moves:	****			****			****			****		
Delay/Veh:	9.0	9.0	9.0	10.4	10.4	10.4	9.1	9.1	9.1	10.5	10.5	10.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	10.4	10.4	10.4	9.1	9.1	9.1	10.5	10.5	10.5
LOS by Move:	A	A	A	B	B	B	A	A	A	B	B	B
ApproachDel:	9.0			10.4			9.1			10.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			10.4			9.1			10.5		
LOS by Appr:	A			B			A			B		
AllWayAvgQ:	4.4	4.4	4.4	10.8	10.8	10.8	5.6	5.6	5.6	12.9	12.9	12.9

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #22 View St & Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Initial Vol:	29	55	30	120	72	34	23	77	41	41	186	33
Major Street Volume:							401					
Minor Approach Volume:							226					
Minor Approach Volume Threshold:	463											

SIGNAL WARRANT DISCLAIMER

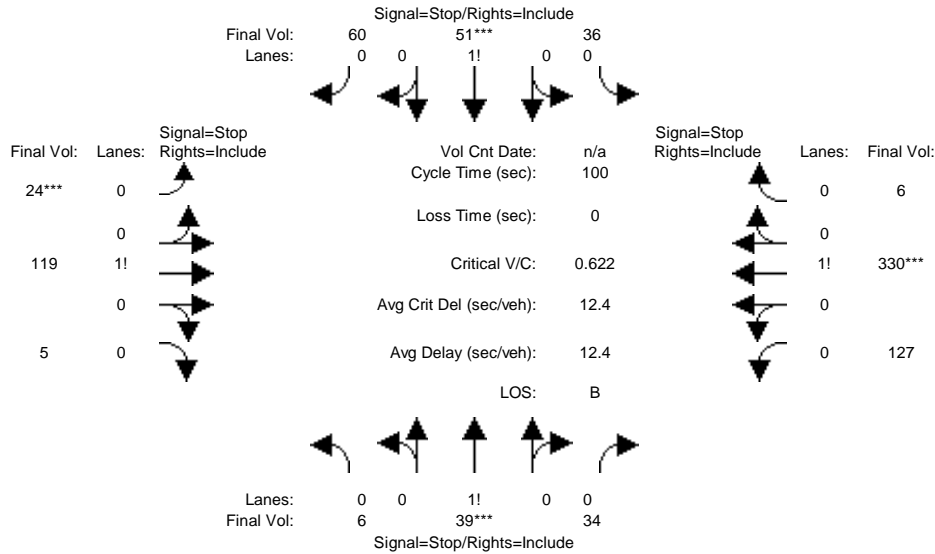
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project AM

Intersection #23: View St & Villa St



Street Name:	View St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	39	34	36	51	60	24	119	5	127	330	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	39	34	36	51	60	24	119	5	127	330	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	39	34	36	51	60	24	119	5	127	330	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	39	34	36	51	60	24	119	5	127	330	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	39	34	36	51	60	24	119	5	127	330	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	39	34	36	51	60	24	119	5	127	330	6
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.49	0.43	0.24	0.35	0.41	0.16	0.81	0.03	0.27	0.72	0.01
Final Sat.:	46	298	260	153	217	255	109	541	23	204	531	10
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.24	0.24	0.24	0.22	0.22	0.22	0.62	0.62	0.62
Crit Moves:	***			****			****			****		
Delay/Veh:	9.0	9.0	9.0	9.7	9.7	9.7	9.4	9.4	9.4	14.8	14.8	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	9.0	9.0	9.7	9.7	9.7	9.4	9.4	9.4	14.8	14.8	14.8
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:	9.0			9.7			9.4			14.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			9.7			9.4			14.8		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	2.9	2.9	2.9	6.2	6.2	6.2	6.2	6.2	6.2	36.6	36.6	36.6

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #23 View St & Villa St



\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	6		39		34	36		51		60	24		119		5	127		330		6
Major Street Volume:				611																
Minor Approach Volume:				147																
Minor Approach Volume Threshold:				351																

SIGNAL WARRANT DISCLAIMER

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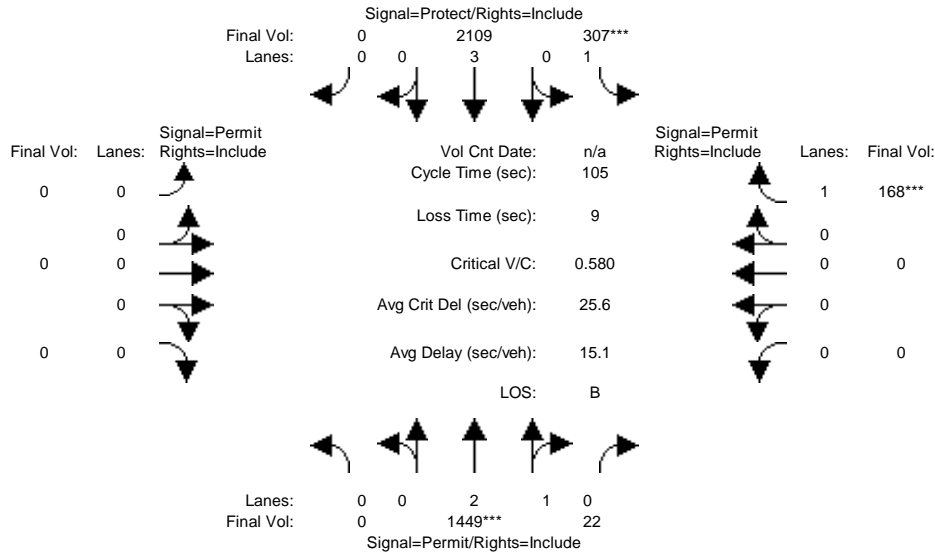
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #4: Shoreline Blvd & Evelyn Ave



Street Name:	Shoreline Blvd						Evelyn Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1449	22	307	2109	0	0	0	0	0	0	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1449	22	307	2109	0	0	0	0	0	0	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1449	22	307	2109	0	0	0	0	0	0	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1449	22	307	2109	0	0	0	0	0	0	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1449	22	307	2109	0	0	0	0	0	0	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1449	22	307	2109	0	0	0	0	0	0	168

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.95	0.05	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	5608	85	1750	5700	0	0	0	0	0	0	1750

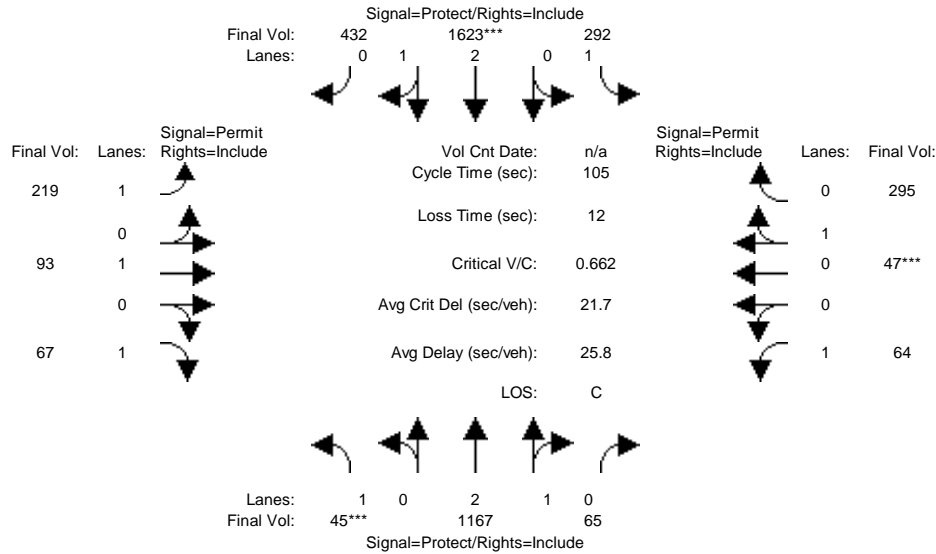
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.26	0.26	0.18	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.45	0.45	0.30	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.17
Volume/Cap:	0.00	0.58	0.58	0.58	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.58
Delay/Veh:	0.0	22.1	22.1	32.6	5.4	0.0	0.0	0.0	0.0	0.0	0.0	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.1	22.1	32.6	5.4	0.0	0.0	0.0	0.0	0.0	0.0	43.4
LOS by Move:	A	C+	C+	C-	A	A	A	A	A	A	A	D
HCM2kAvgQ:	0	284	284	239	229	0	0	0	0	0	0	155

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #5: Shoreline / Villa



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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	45	1167	65	292	1623	432	219	93	67	64	47	295
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	1167	65	292	1623	432	219	93	67	64	47	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1167	65	292	1623	432	219	93	67	64	47	295
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	1167	65	292	1623	432	219	93	67	64	47	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1167	65	292	1623	432	219	93	67	64	47	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	1167	65	292	1623	432	219	93	67	64	47	295

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.83	0.17	1.00	2.33	0.67	1.00	1.00	1.00	1.00	0.13	0.87
Final Sat.:	1750	5375	299	1750	4422	1177	1750	1900	1750	1750	243	1526

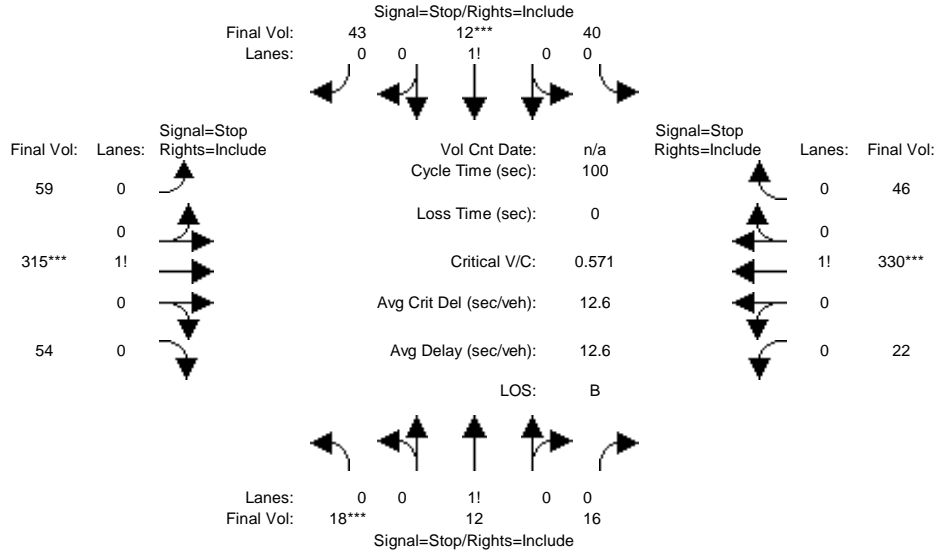
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.22	0.22	0.17	0.37	0.37	0.13	0.05	0.04	0.04	0.19	0.19
Crit Moves:	****			****						****		
Green/Cycle:	0.07	0.34	0.34	0.26	0.54	0.54	0.28	0.28	0.28	0.28	0.28	0.28
Volume/Cap:	0.39	0.64	0.64	0.64	0.68	0.68	0.44	0.17	0.14	0.13	0.68	0.68
Delay/Veh:	49.1	29.8	29.8	37.3	18.5	18.5	31.5	28.6	28.2	28.2	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	29.8	29.8	37.3	18.5	18.5	31.5	28.6	28.2	28.2	37.4	37.4
LOS by Move:	D	C	C	D+	B-	B-	C	C	C	C	D+	D+
HCM2kAvgQ:	37	274	274	223	407	407	162	56	43	41	288	288

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #9: Franklin St & Vista St



Street Name:	Franklin St						Vista St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	18	12	16	40	12	43	59	315	54	22	330	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	12	16	40	12	43	59	315	54	22	330	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	12	16	40	12	43	59	315	54	22	330	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	12	16	40	12	43	59	315	54	22	330	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	12	16	40	12	43	59	315	54	22	330	46
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:	18	12	16	40	12	43	59	315	54	22	330	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.26	0.35	0.42	0.13	0.45	0.14	0.73	0.13	0.05	0.83	0.12
Final Sat.:	212	141	188	240	72	258	103	551	95	41	616	86
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.17	0.17	0.17	0.57	0.57	0.57	0.54	0.54	0.54
Crit Moves:	****				****			****			****	
Delay/Veh:	9.2	9.2	9.2	9.6	9.6	9.6	13.5	13.5	13.5	12.8	12.8	12.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.2	9.2	9.2	9.6	9.6	9.6	13.5	13.5	13.5	12.8	12.8	12.8
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:	9.2			9.6			13.5			12.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.2			9.6			13.5			12.8		
LOS by Appr:	A			A			B			B		
AllWayAvgQ:	1.7	1.7	1.7	3.8	3.8	3.8	30.2	30.2	30.2	26.1	26.1	26.1

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #9 Franklin St & Vista St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0
Initial Vol:	18	12	16	40	12	43	59	315	54	22	330	46
Major Street Volume:	826											
Minor Approach Volume:	95											
Minor Approach Volume Threshold:	270											

SIGNAL WARRANT DISCLAIMER

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City of Mountain View
Castro Pedestrian Mall Feasibility Study
Option 3 & 4

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative(2030) + Project PM

Intersection #11: Bryant St & Evelyn Ave

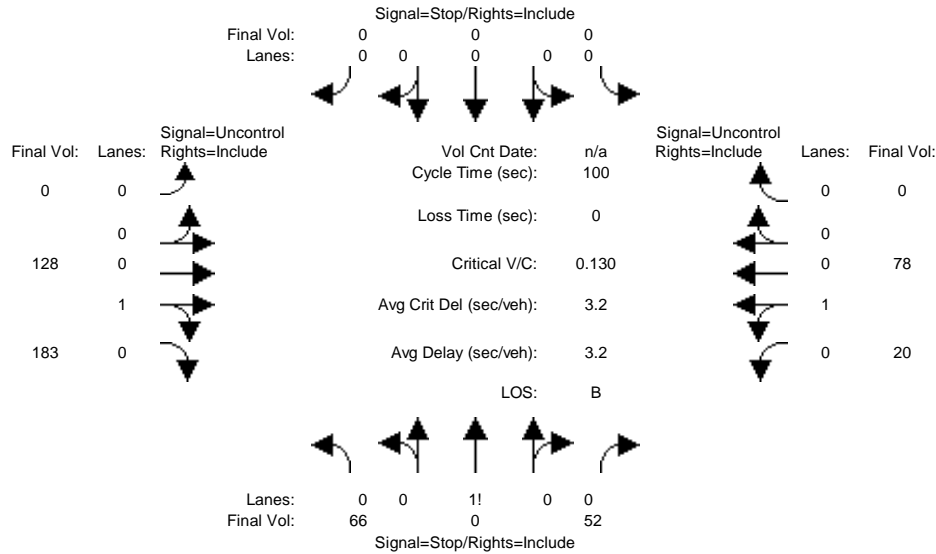


Table with columns for Street Name (Bryant St, Evelyn Ave) and Approach (North Bound, South Bound, East Bound, West Bound). Rows include Movement (L, T, R) and Volume Module data.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume for all movements.

Critical Gap Module table showing Critical Gp and FollowUpTim for all movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for all movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for all movements.

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #11 Bryant St & Evelyn Ave
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 0 1 0	0 1 0 0 0
Initial Vol:	66 0 52	0 0 0	0 128 183	20 78 0
ApproachDel:	13.2	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.4]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=118]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=527]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #11 Bryant St & Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 0 0 0	0 0 0 1 0	0 1 0 0 0
Initial Vol:	66 0 52	0 0 0	0 128 183	20 78 0

Major Street Volume: 409  
Minor Approach Volume: 118  
Minor Approach Volume Threshold: 458

SIGNAL WARRANT DISCLAIMER

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

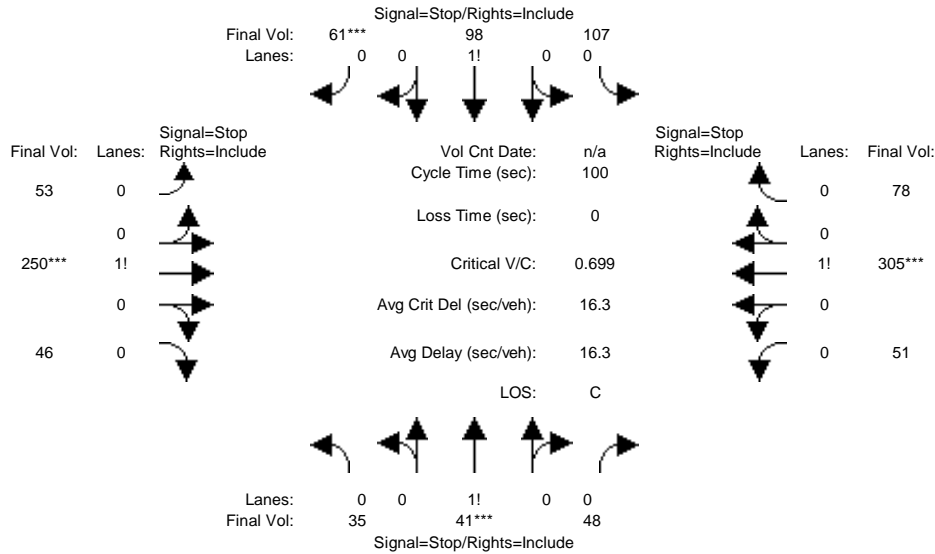
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #12: Bryant St & Villa St



Street Name:	Bryant St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	35	41	48	107	98	61	53	250	46	51	305	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	41	48	107	98	61	53	250	46	51	305	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	41	48	107	98	61	53	250	46	51	305	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	41	48	107	98	61	53	250	46	51	305	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	41	48	107	98	61	53	250	46	51	305	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	41	48	107	98	61	53	250	46	51	305	78
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.33	0.39	0.40	0.37	0.23	0.15	0.72	0.13	0.12	0.70	0.18
Final Sat.:	134	157	184	215	197	123	90	426	78	73	436	112
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.50	0.50	0.50	0.59	0.59	0.59	0.70	0.70	0.70
Crit Moves:	****					****	****			****		
Delay/Veh:	11.2	11.2	11.2	14.2	14.2	14.2	15.8	15.8	15.8	19.4	19.4	19.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.2	11.2	14.2	14.2	14.2	15.8	15.8	15.8	19.4	19.4	19.4
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
ApproachDel:	11.2			14.2			15.8			19.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.2			14.2			15.8			19.4		
LOS by Appr:	B			B			C			C		
AllWayAvgQ:	5.9	5.9	5.9	18.8	18.8	18.8	29.0	29.0	29.0	46.6	46.6	46.6

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #12 Bryant St & Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Initial Vol:	35	41	48	107	98	61	53	250	46	51	305	78
Major Street Volume:	783											
Minor Approach Volume:	266											
Minor Approach Volume Threshold:	285											

SIGNAL WARRANT DISCLAIMER

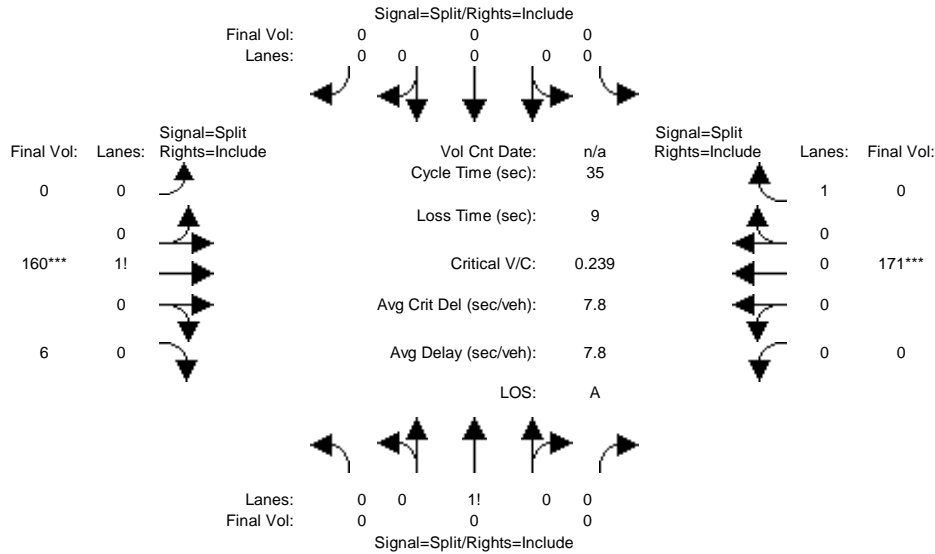
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #16: Castro St & Evelyn Ave (north)



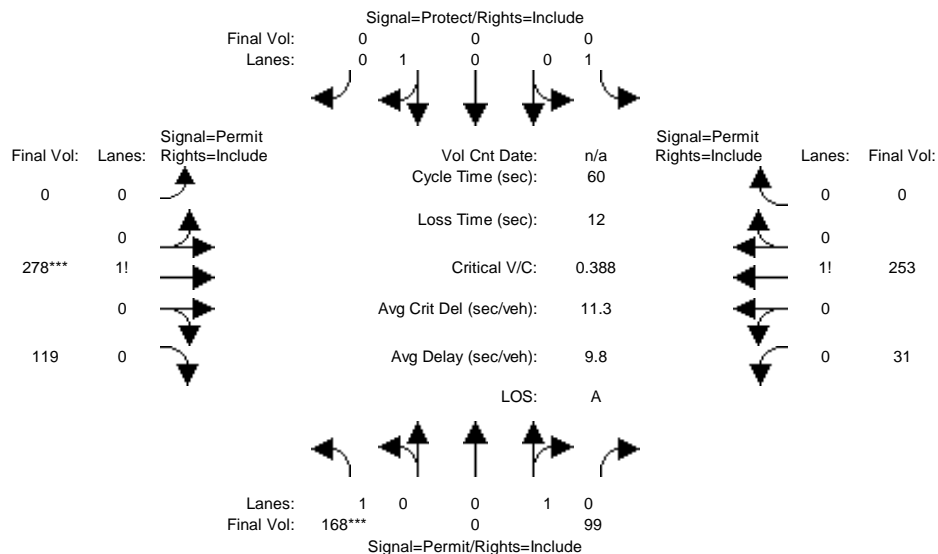
Street Name:	Castro St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	160	6	0	171	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	160	6	0	171	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	160	6	0	171	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	160	6	0	171	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	160	6	0	171	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	0	0	0	0	160	6	0	171	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.96	0.04	0.00	1.00	0.00
Final Sat.:	0	1900	0	0	0	0	0	1826	68	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.09	0.00	0.09	0.00
Crit Moves:								****			****	
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.37	0.37	0.00	0.38	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.24	0.00	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.9	7.9	0.0	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.9	7.9	0.0	7.7	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	36	36	0	31	0

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #17: Castro St & Villa St



Street Name:	Castro St						Villa St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	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:	168	0	99	0	0	0	0	278	119	31	253	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:	168	0	99	0	0	0	0	278	119	31	253	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	0	99	0	0	0	0	278	119	31	253	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:	168	0	99	0	0	0	0	278	119	31	253	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	99	0	0	0	0	278	119	31	253	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	168	0	99	0	0	0	0	278	119	31	253	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.68	0.32	0.12	0.88	0.00
Final Sat.:	1750	0	1750	1750	1900	0	0	1297	555	205	1677	0

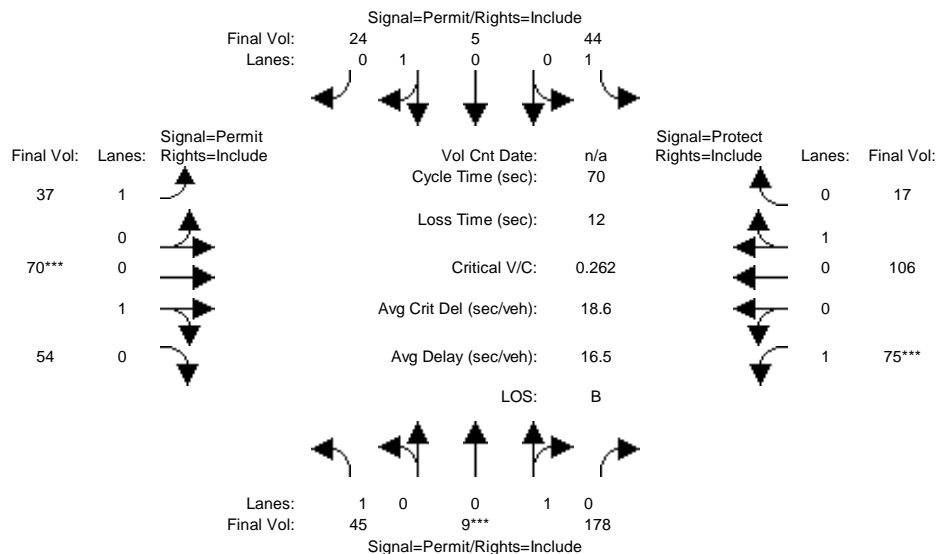
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.06	0.00	0.00	0.00	0.00	0.21	0.21	0.15	0.15	0.00
Crit Moves:	****							****				
Green/Cycle:	0.25	0.00	0.49	0.00	0.00	0.00	0.00	0.55	0.55	0.55	0.55	0.00
Volume/Cap:	0.39	0.00	0.11	0.00	0.00	0.00	0.00	0.39	0.39	0.27	0.27	0.00
Delay/Veh:	19.4	0.0	8.2	0.0	0.0	0.0	0.0	7.9	7.9	7.2	7.2	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:	19.4	0.0	8.2	0.0	0.0	0.0	0.0	7.9	7.9	7.2	7.2	0.0
LOS by Move:	B-	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	79	0	27	0	0	0	0	112	112	72	72	0

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #20: Hope St & Evelyn Ave



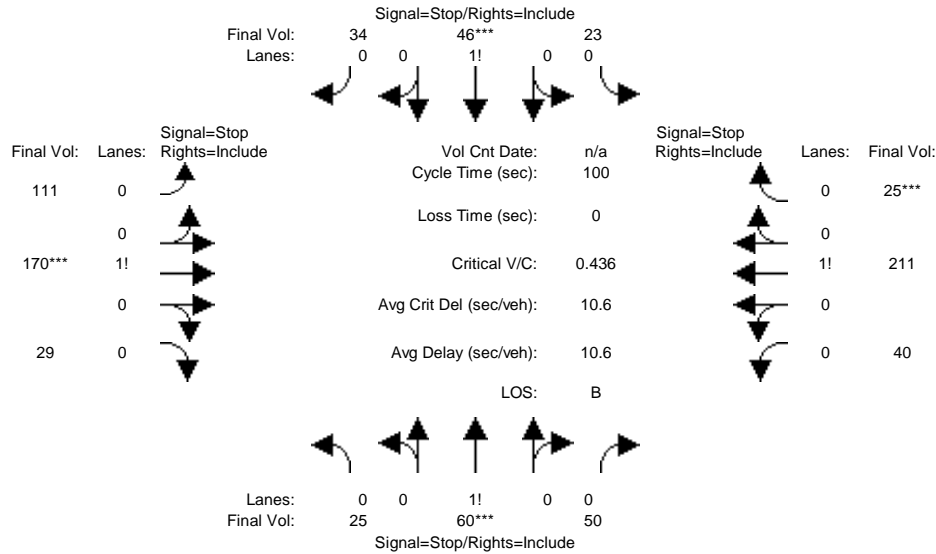
Street Name:	Hope St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	9	178	44	5	24	37	70	54	75	106	17
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	9	178	44	5	24	37	70	54	75	106	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	9	178	44	5	24	37	70	54	75	106	17
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	9	178	44	5	24	37	70	54	75	106	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	9	178	44	5	24	37	70	54	75	106	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	9	178	44	5	24	37	70	54	75	106	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.04	0.96	1.00	0.16	0.84	1.00	0.54	0.46	1.00	0.85	0.15
Final Sat.:	1750	85	1672	1750	306	1468	1750	1034	798	1750	1618	260
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.03	0.02	0.02	0.02	0.07	0.07	0.04	0.07	0.07
Crit Moves:	****						****			****		
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.26	0.26	0.26	0.16	0.42	0.42
Volume/Cap:	0.06	0.26	0.26	0.06	0.04	0.04	0.08	0.26	0.26	0.26	0.16	0.16
Delay/Veh:	12.7	14.0	14.0	12.7	12.6	12.6	19.7	20.9	20.9	26.1	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	14.0	14.0	12.7	12.6	12.6	19.7	20.9	20.9	26.1	12.6	12.6
LOS by Move:	B	B	B	B	B	B	B-	C+	C+	C	B	B
HCM2kAvgQ:	16	74	74	16	10	10	16	53	53	43	42	42

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #21: Hope St & Villa St



Street Name:	Hope St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	25	60	50	23	46	34	111	170	29	40	211	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:	25	60	50	23	46	34	111	170	29	40	211	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	60	50	23	46	34	111	170	29	40	211	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:	25	60	50	23	46	34	111	170	29	40	211	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	60	50	23	46	34	111	170	29	40	211	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	60	50	23	46	34	111	170	29	40	211	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.44	0.37	0.22	0.45	0.33	0.36	0.55	0.09	0.14	0.77	0.09
Final Sat.:	115	277	231	136	271	200	254	390	66	102	540	64
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.17	0.17	0.17	0.44	0.44	0.44	0.39	0.39	0.39
Crit Moves:	****			****			****			****		
Delay/Veh:	9.5	9.5	9.5	9.3	9.3	9.3	11.4	11.4	11.4	10.8	10.8	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.5	9.5	9.5	9.3	9.3	9.3	11.4	11.4	11.4	10.8	10.8	10.8
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:	9.5			9.3			11.4			10.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.5			9.3			11.4			10.8		
LOS by Appr:	A			A			B			B		
AllWayAvgQ:	5.5	5.5	5.5	4.0	4.0	4.0	17.3	17.3	17.3	14.2	14.2	14.2

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #21 Hope St & Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0
Initial Vol:	25	60	50	23	46	34	111	170	29	40	211	25
Major Street Volume:	586											
Minor Approach Volume:	135											
Minor Approach Volume Threshold:	362											

SIGNAL WARRANT DISCLAIMER

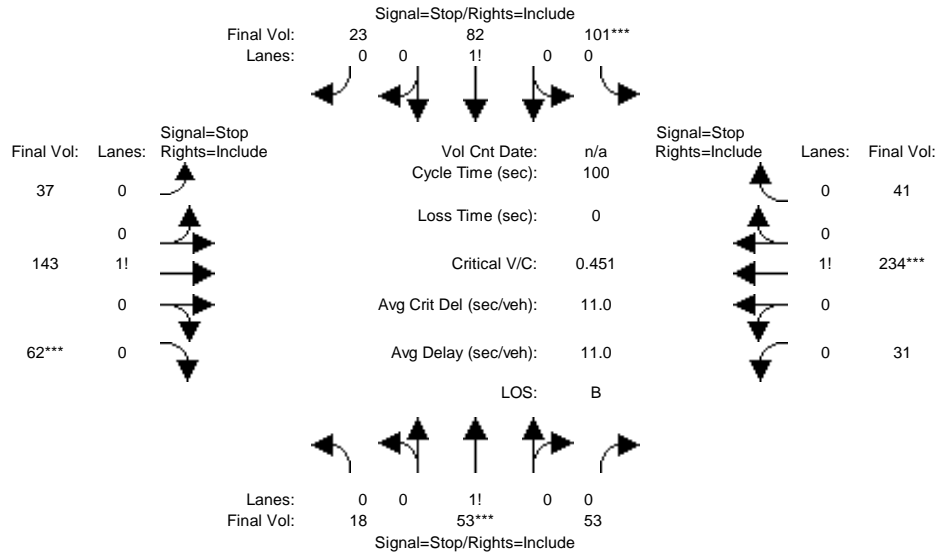
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative(2030) + Project PM

Intersection #22: View St & Evelyn Ave



Street Name:	View St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	18	53	53	101	82	23	37	143	62	31	234	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	53	53	101	82	23	37	143	62	31	234	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	53	53	101	82	23	37	143	62	31	234	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	53	53	101	82	23	37	143	62	31	234	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	53	53	101	82	23	37	143	62	31	234	41
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:	18	53	53	101	82	23	37	143	62	31	234	41
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.43	0.43	0.49	0.40	0.11	0.15	0.59	0.26	0.10	0.77	0.13
Final Sat.:	88	258	258	299	243	68	102	395	171	69	519	91
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.34	0.34	0.34	0.36	0.36	0.36	0.45	0.45	0.45
Crit Moves:	****			****			****			****		
Delay/Veh:	9.6	9.6	9.6	10.9	10.9	10.9	10.7	10.7	10.7	11.8	11.8	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.6	9.6	10.9	10.9	10.9	10.7	10.7	10.7	11.8	11.8	11.8
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:	9.6			10.9			10.7			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			10.9			10.7			11.8		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	5.1	5.1	5.1	10.4	10.4	10.4	12.1	12.1	12.1	17.7	17.7	17.7

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #22 View St & Evelyn Ave



\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Initial Vol:	18	53	53	101	82	23	37	143	62	31	234	41
Major Street Volume:	548											
Minor Approach Volume:	206											
Minor Approach Volume Threshold:	380											

SIGNAL WARRANT DISCLAIMER

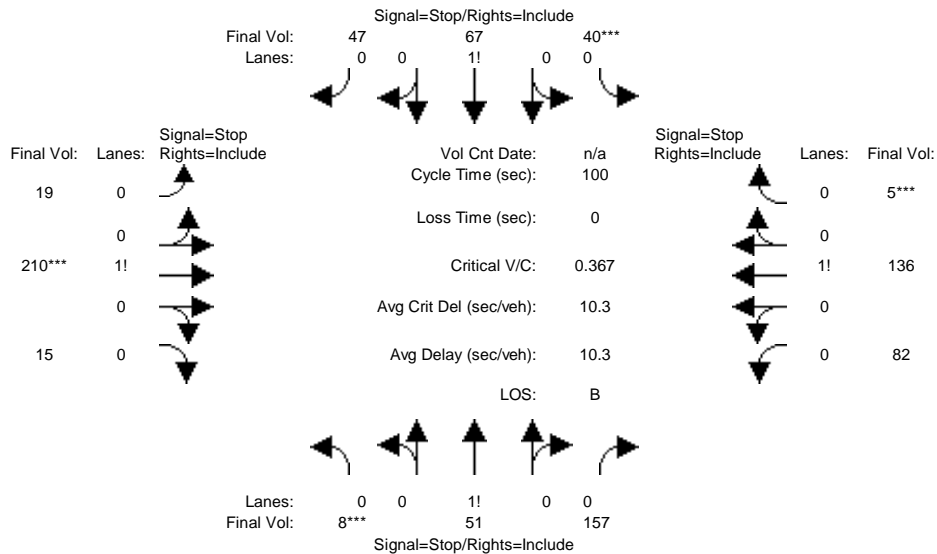
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

City of Mountain View  
Castro Pedestrian Mall Feasibility Study  
Option 3 & 4

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Cumulative(2030) + Project PM

Intersection #23: View St & Villa St



Street Name:	View St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	8	51	157	40	67	47	19	210	15	82	136	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	51	157	40	67	47	19	210	15	82	136	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	51	157	40	67	47	19	210	15	82	136	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	51	157	40	67	47	19	210	15	82	136	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	51	157	40	67	47	19	210	15	82	136	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	51	157	40	67	47	19	210	15	82	136	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.23	0.73	0.26	0.43	0.31	0.08	0.86	0.06	0.37	0.61	0.02
Final Sat.:	25	161	497	163	273	192	52	572	41	238	396	15
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.24	0.24	0.24	0.37	0.37	0.37	0.34	0.34	0.34
Crit Moves:	***			***			***			***		
Delay/Veh:	9.9	9.9	9.9	9.7	9.7	9.7	10.8	10.8	10.8	10.7	10.7	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	9.7	9.7	9.7	10.8	10.8	10.8	10.7	10.7	10.7
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:	9.9			9.7			10.8			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.9			9.7			10.8			10.7		
LOS by Appr:	A			A			B			B		
AllWayAvgQ:	9.5	9.5	9.5	6.6	6.6	6.6	12.4	12.4	12.4	11.1	11.1	11.1

Note: Queue reported is the distance per lane in feet.  
Peak Hour Volume Signal Warrant Report [Urban]

Intersection #23 View St & Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0
Initial Vol:	8	51	157	40	67	47	19	210	15	82	136	5
Major Street Volume:	467											
Minor Approach Volume:	216											
Minor Approach Volume Threshold:	422											

SIGNAL WARRANT DISCLAIMER

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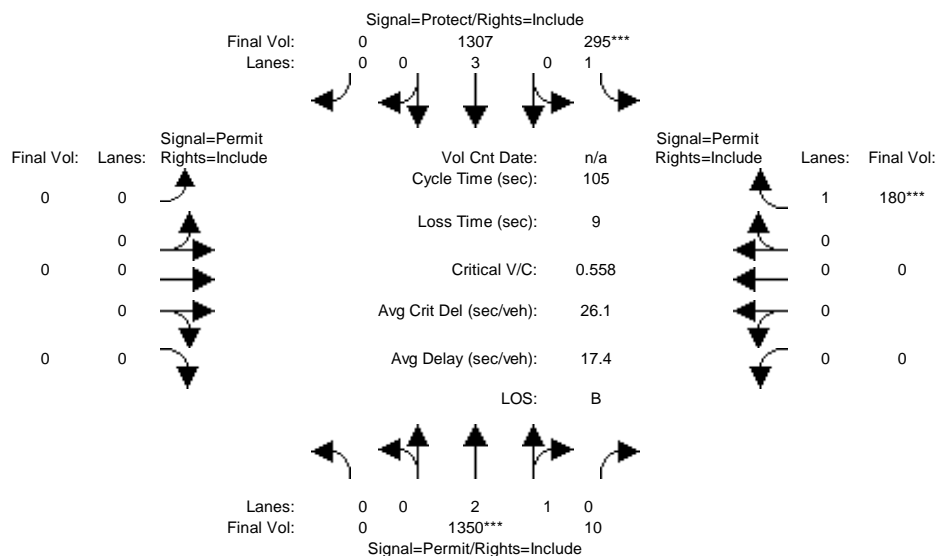
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #4: Shoreline Blvd & Evelyn Ave



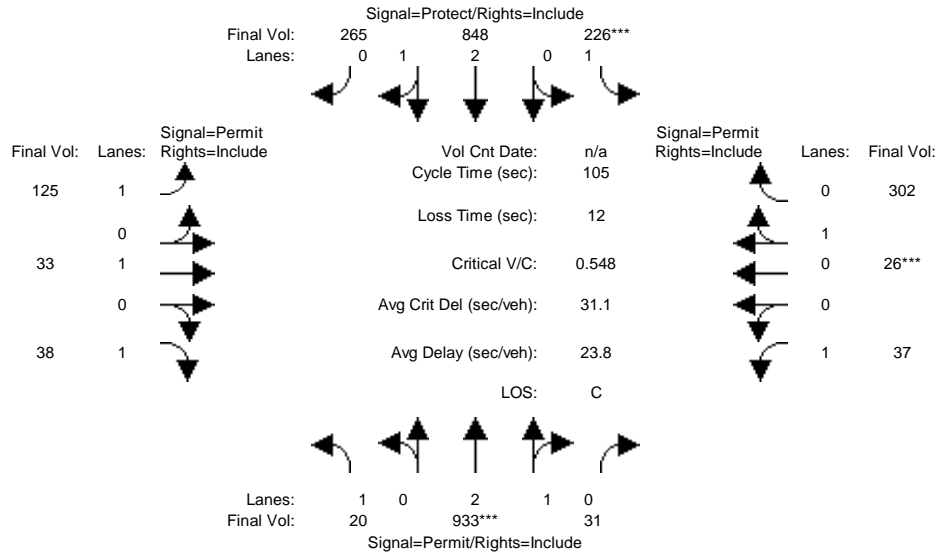
Street Name:	Shoreline Blvd						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1350	10	295	1307	0	0	0	0	0	0	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1350	10	295	1307	0	0	0	0	0	0	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1350	10	295	1307	0	0	0	0	0	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1350	10	295	1307	0	0	0	0	0	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1350	10	295	1307	0	0	0	0	0	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1350	10	295	1307	0	0	0	0	0	0	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	2.98	0.02	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Final Sat.:	0	5655	42	1750	5700	0	0	0	0	0	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.17	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Crit Moves:	****			****								
Green/Cycle:	0.00	0.43	0.43	0.30	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.18
Volume/Cap:	0.00	0.56	0.56	0.56	0.31	0.00	0.00	0.00	0.00	0.00	0.00	0.56
Delay/Veh:	0.0	22.9	22.9	32.1	5.0	0.0	0.0	0.0	0.0	0.0	0.0	41.1
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:	0.0	22.9	22.9	32.1	5.0	0.0	0.0	0.0	0.0	0.0	0.0	41.1
LOS by Move:	A	C+	C+	C-	A	A	A	A	A	A	A	D
HCM2kAvgQ:	0	266	266	226	123	0	0	0	0	0	0	159

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #5: Shoreline / Villa



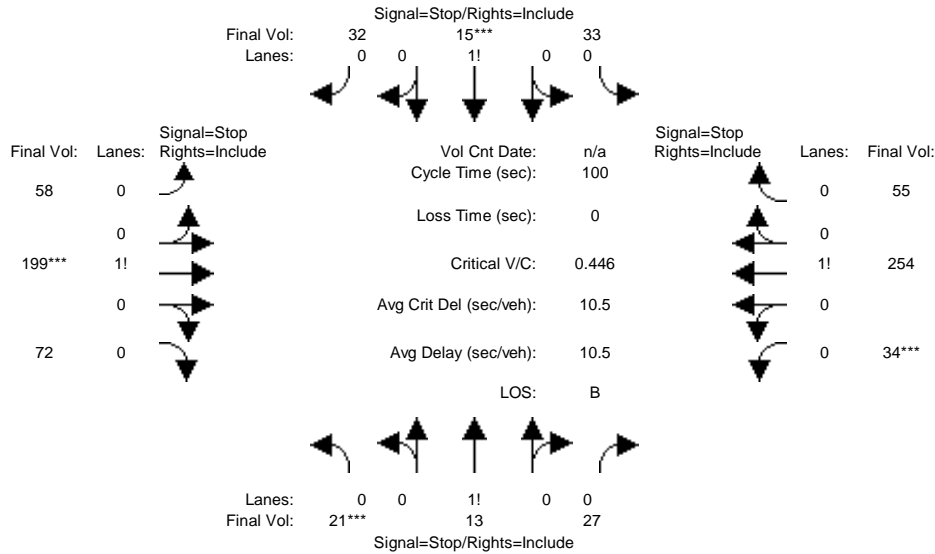
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	20	933	31	226	848	265	125	33	38	37	26	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	933	31	226	848	265	125	33	38	37	26	302
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	933	31	226	848	265	125	33	38	37	26	302
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:	20	933	31	226	848	265	125	33	38	37	26	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	933	31	226	848	265	125	33	38	37	26	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	933	31	226	848	265	125	33	38	37	26	302
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.90	0.10	1.00	2.24	0.76	1.00	1.00	1.00	1.00	0.07	0.93
Final Sat.:	1750	5502	183	1750	4256	1330	1750	1900	1750	1750	140	1621
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.13	0.20	0.20	0.07	0.02	0.02	0.02	0.19	0.19
Crit Moves:	****			****						****		
Green/Cycle:	0.31	0.31	0.31	0.24	0.55	0.55	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.04	0.55	0.55	0.55	0.37	0.37	0.21	0.05	0.06	0.06	0.55	0.55
Delay/Veh:	25.3	30.5	30.5	36.8	13.6	13.6	24.8	23.3	23.4	23.4	29.2	29.2
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:	25.3	30.5	30.5	36.8	13.6	13.6	24.8	23.3	23.4	23.4	29.2	29.2
LOS by Move:	C	C	C	D+	B	B	C	C	C	C	C	C
HCM2kAvgQ:	12	210	210	170	167	167	77	18	22	21	239	239

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #9: Franklin St & Vista St



Street Name:	Franklin St						Vista St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	21	13	27	33	15	32	58	199	72	34	254	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	13	27	33	15	32	58	199	72	34	254	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	13	27	33	15	32	58	199	72	34	254	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	13	27	33	15	32	58	199	72	34	254	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	13	27	33	15	32	58	199	72	34	254	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	13	27	33	15	32	58	199	72	34	254	55
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.34	0.21	0.45	0.41	0.19	0.40	0.18	0.60	0.22	0.10	0.74	0.16
Final Sat.:	208	129	268	251	114	244	136	465	168	76	569	123
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.13	0.13	0.13	0.43	0.43	0.43	0.45	0.45	0.45
Crit Moves:	****				****			****			****	
Delay/Veh:	8.8	8.8	8.8	9.0	9.0	9.0	10.8	10.8	10.8	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	9.0	9.0	9.0	10.8	10.8	10.8	11.0	11.0	11.0
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:		8.8			9.0			10.8			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			9.0			10.8			11.0	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	2.2	2.2	2.2	3.0	3.0	3.0	17.1	17.1	17.1	18.4	18.4	18.4

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #9 Franklin St & Vista St

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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	21	13	27	33	15	32	58	199	72	34	254	55								
Major Street Volume:	672																			
Minor Approach Volume:	80																			
Minor Approach Volume Threshold:	325																			

SIGNAL WARRANT DISCLAIMER

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

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City of Mountain View
Castro Pedestrian Mall Feasibility Study
Option 3 & 4

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative (2030) + Project Mid

Intersection #11: Bryant St & Evelyn Ave

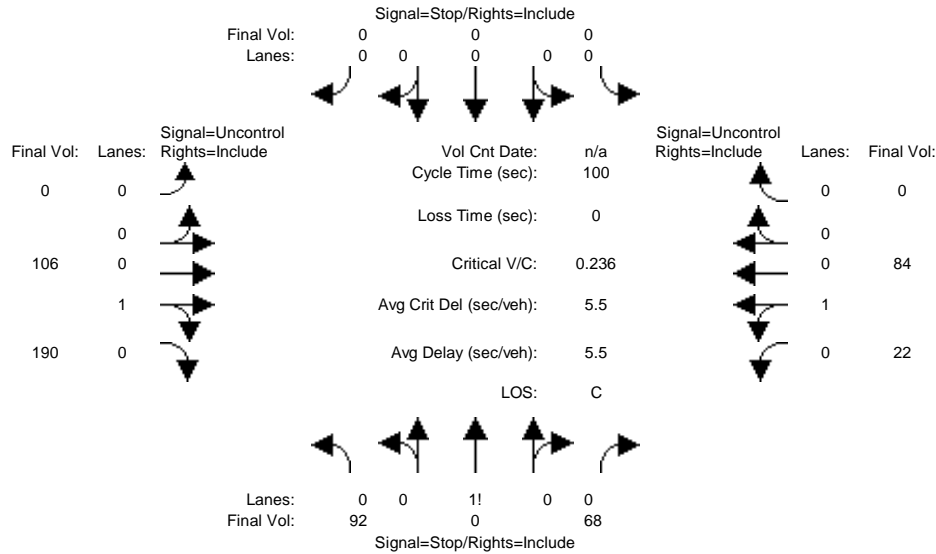


Table with columns for Street Name (Bryant St, Evelyn Ave) and Approach (North Bound, South Bound, East Bound, West Bound). Rows include Movement (L, T, R) and Volume Module data.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and FinalVolume for all movements.

Critical Gap Module table showing Critical Gp and FollowUpTim for all movements.

Capacity Module table showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap for all movements.

Level Of Service Module table showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for all movements.

Note: Queue reported is the distance per lane in feet.

Peak Hour Delay Signal Warrant Report

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Intersection #11 Bryant St & Evelyn Ave
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Initial Vol:	92		0		68	0		0		0	0		106		190	22		84		0
ApproachDel:	18.2				xxxxxx				xxxxxx				xxxxxx							

Approach[northbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.8]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=160]  
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=3][total volume=562]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #11 Bryant St & Evelyn Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Initial Vol:	92		0		68	0		0		0	0		106		190	22		84		0

Major Street Volume: 402  
Minor Approach Volume: 160  
Minor Approach Volume Threshold: 462

SIGNAL WARRANT DISCLAIMER

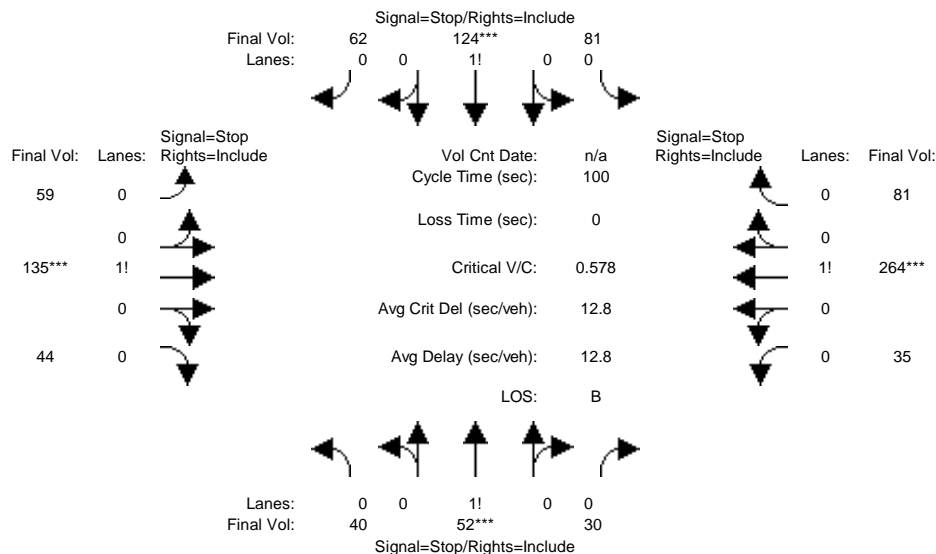
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #12: Bryant St & Villa St



Street Name:	Bryant St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	40	52	30	81	124	62	59	135	44	35	264	81
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:	40	52	30	81	124	62	59	135	44	35	264	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	52	30	81	124	62	59	135	44	35	264	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	52	30	81	124	62	59	135	44	35	264	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	52	30	81	124	62	59	135	44	35	264	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	52	30	81	124	62	59	135	44	35	264	81
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.43	0.24	0.30	0.47	0.23	0.25	0.57	0.18	0.09	0.70	0.21
Final Sat.:	177	230	133	181	277	138	151	346	113	61	457	140
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.45	0.45	0.45	0.39	0.39	0.39	0.58	0.58	0.58
Crit Moves:	***			***			***			***		
Delay/Veh:	10.3	10.3	10.3	12.6	12.6	12.6	11.6	11.6	11.6	14.6	14.6	14.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.3	10.3	10.3	12.6	12.6	12.6	11.6	11.6	11.6	14.6	14.6	14.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	10.3			12.6			11.6			14.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.3			12.6			11.6			14.6		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	5.5	5.5	5.5	16.3	16.3	16.3	13.2	13.2	13.2	28.9	28.9	28.9

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
 \*\*\*\*\*  
 Intersection #12 Bryant St & Villa St

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	40		52		30	81		124		62	59		135		44	35		264		81
Major Street Volume:				618																
Minor Approach Volume:				267																
Minor Approach Volume Threshold:				348																

SIGNAL WARRANT DISCLAIMER

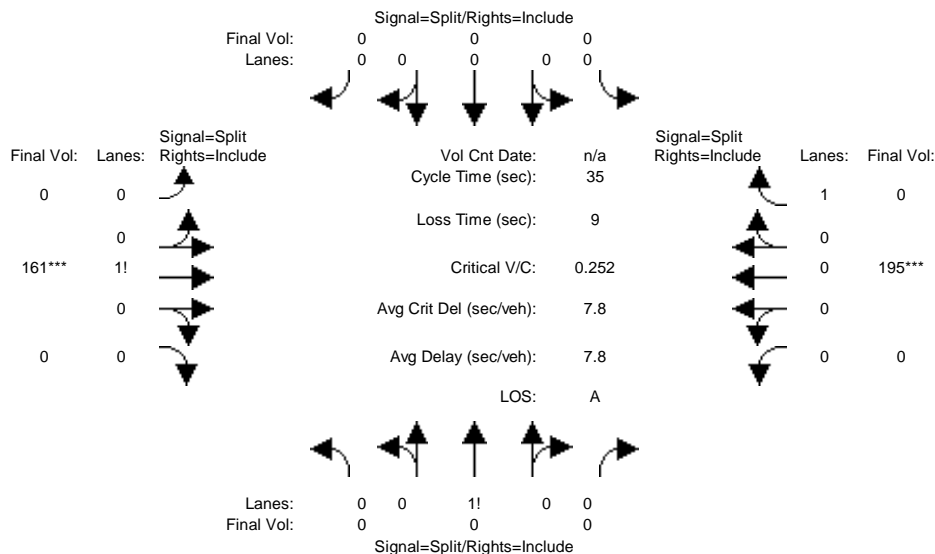
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #16: Castro St & Evelyn Ave (north)



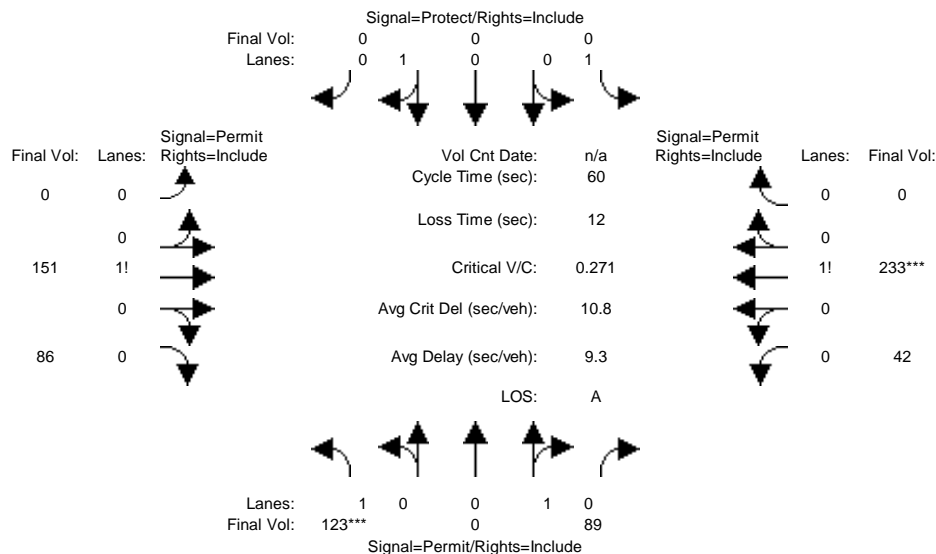
Street Name:	Castro St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	161	0	0	195	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	161	0	0	195	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	161	0	0	195	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	161	0	0	195	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	161	0	0	195	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	0	0	0	0	161	0	0	195	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	1.00	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00
Final Sat.:	0	1900	0	0	0	0	0	1900	0	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.10	0.00
Crit Moves:							****			****		
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.41	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	7.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.6	0.0	0.0	7.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	37	0	0	34	0

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #17: Castro St & Villa St



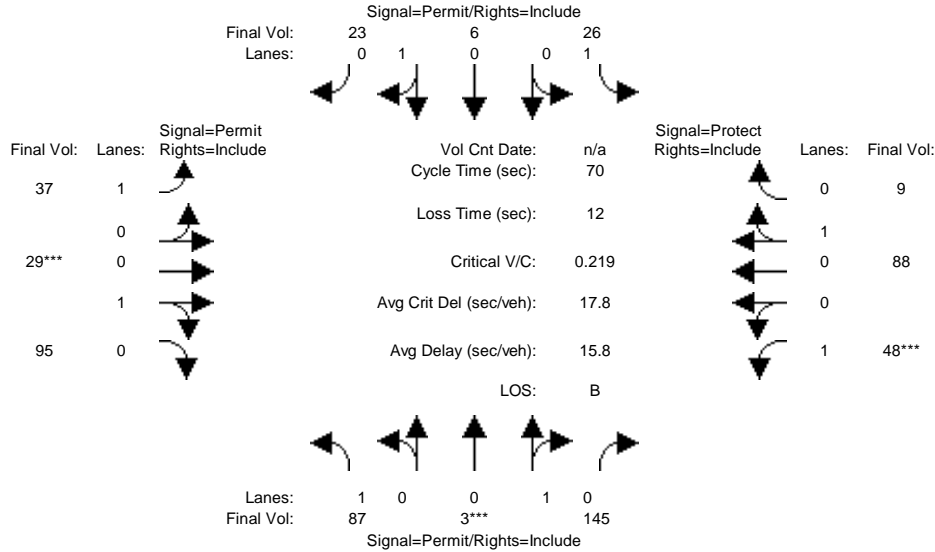
Street Name:	Castro St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	123	0	89	0	0	0	0	151	86	42	233	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:	123	0	89	0	0	0	0	151	86	42	233	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	0	89	0	0	0	0	151	86	42	233	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:	123	0	89	0	0	0	0	151	86	42	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	0	89	0	0	0	0	151	86	42	233	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	0	89	0	0	0	0	151	86	42	233	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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.62	0.38	0.16	0.84	0.00
Final Sat.:	1750	0	1750	1750	1900	0	0	1174	669	286	1589	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.05	0.00	0.00	0.00	0.00	0.13	0.13	0.15	0.15	0.00
Crit Moves:	****										****	
Green/Cycle:	0.26	0.00	0.52	0.00	0.00	0.00	0.00	0.54	0.54	0.54	0.54	0.00
Volume/Cap:	0.27	0.00	0.10	0.00	0.00	0.00	0.00	0.24	0.24	0.27	0.27	0.00
Delay/Veh:	18.0	0.0	7.4	0.0	0.0	0.0	0.0	7.4	7.4	7.6	7.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	0.0	7.4	0.0	0.0	0.0	0.0	7.4	7.4	7.6	7.6	0.0
LOS by Move:	B-	A	A	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	54	0	23	0	0	0	0	61	61	72	72	0

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #20: Hope St & Evelyn Ave



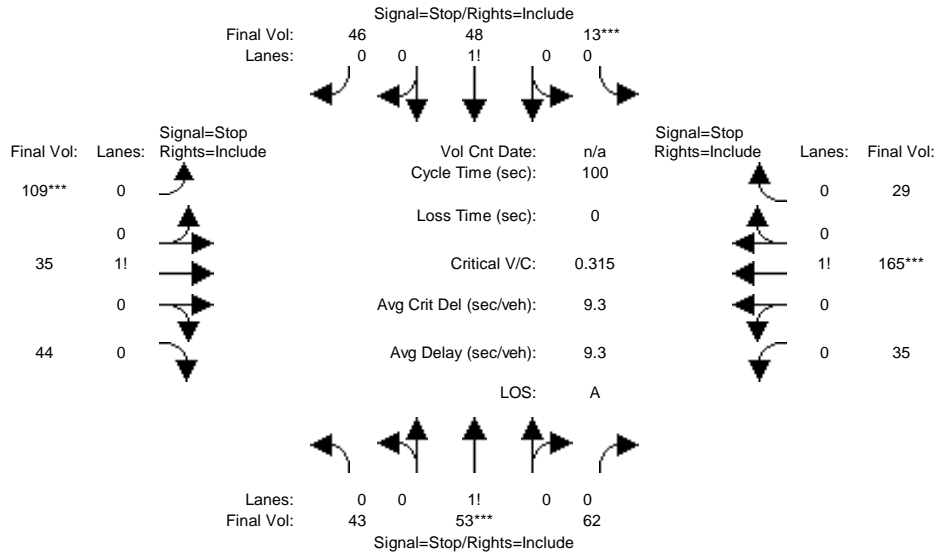
Street Name:	Hope St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	87	3	145	26	6	23	37	29	95	48	88	9
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:	87	3	145	26	6	23	37	29	95	48	88	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	3	145	26	6	23	37	29	95	48	88	9
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:	87	3	145	26	6	23	37	29	95	48	88	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	3	145	26	6	23	37	29	95	48	88	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	87	3	145	26	6	23	37	29	95	48	88	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.02	0.98	1.00	0.19	0.81	1.00	0.22	0.78	1.00	0.90	0.10
Final Sat.:	1750	36	1717	1750	368	1411	1750	417	1366	1750	1710	175
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.01	0.02	0.02	0.02	0.07	0.07	0.03	0.05	0.05
Crit Moves:	****						****			****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.32	0.32	0.32	0.13	0.44	0.44
Volume/Cap:	0.13	0.22	0.22	0.04	0.04	0.04	0.07	0.22	0.22	0.22	0.12	0.12
Delay/Veh:	14.0	14.6	14.6	13.4	13.5	13.5	16.7	17.7	17.7	28.0	11.5	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	14.6	14.6	13.4	13.5	13.5	16.7	17.7	17.7	28.0	11.5	11.5
LOS by Move:	B	B	B	B	B	B	B	B	B	C	B+	B+
HCM2kAvgQ:	33	59	59	10	11	11	14	50	50	30	31	31

Note: Queue reported is the distance per lane in feet.

City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #21: Hope St & Villa St



Street Name:	Hope St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	43	53	62	13	48	46	109	35	44	35	165	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	53	62	13	48	46	109	35	44	35	165	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	53	62	13	48	46	109	35	44	35	165	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	53	62	13	48	46	109	35	44	35	165	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	53	62	13	48	46	109	35	44	35	165	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	53	62	13	48	46	109	35	44	35	165	29
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.34	0.39	0.12	0.45	0.43	0.58	0.19	0.23	0.15	0.72	0.13
Final Sat.:	189	233	272	83	307	294	414	133	167	111	525	92
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.16	0.16	0.16	0.26	0.26	0.26	0.31	0.31	0.31
Crit Moves:	****			****			****			****		
Delay/Veh:	9.1	9.1	9.1	8.7	8.7	8.7	9.4	9.4	9.4	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	8.7	8.7	8.7	9.4	9.4	9.4	9.7	9.7	9.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.1			8.7			9.4			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.1			8.7			9.4			9.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	6.2	6.2	6.2	3.9	3.9	3.9	7.9	7.9	7.9	10.2	10.2	10.2

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]  
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 Intersection #21 Hope St & Villa St



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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0
Initial Vol:	43	53	62	13	48	46	109	35	44	35	165	29
Major Street Volume:	417											
Minor Approach Volume:	158											
Minor Approach Volume Threshold:	453											

SIGNAL WARRANT DISCLAIMER

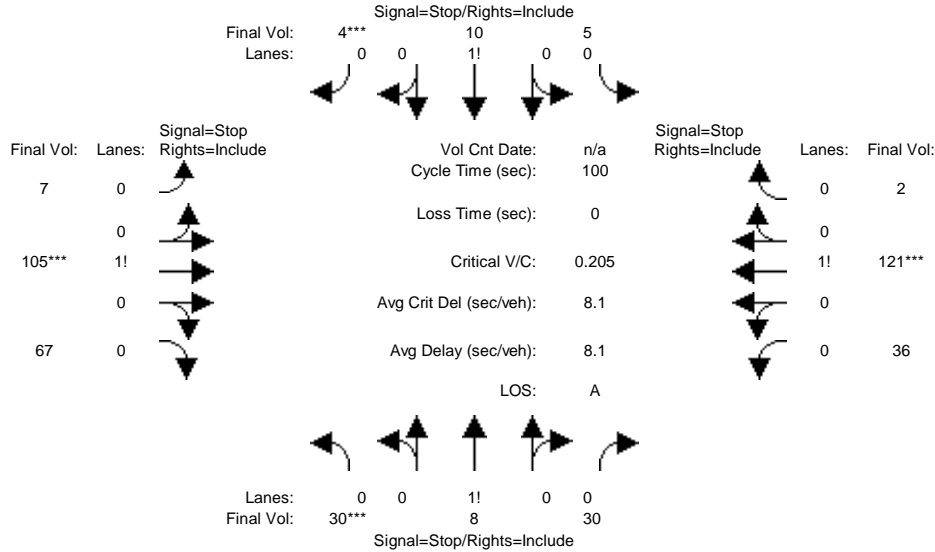
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #22: View St & Evelyn Ave



Street Name:	View St						Evelyn Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	8	30	5	10	4	7	105	67	36	121	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	8	30	5	10	4	7	105	67	36	121	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	8	30	5	10	4	7	105	67	36	121	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	8	30	5	10	4	7	105	67	36	121	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	8	30	5	10	4	7	105	67	36	121	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	8	30	5	10	4	7	105	67	36	121	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.12	0.44	0.26	0.53	0.21	0.04	0.59	0.37	0.23	0.76	0.01
Final Sat.:	335	89	335	192	384	153	34	511	326	185	623	10
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.03	0.03	0.03	0.21	0.21	0.21	0.19	0.19	0.19
Crit Moves:	****					****	****			****		
Delay/Veh:	7.8	7.8	7.8	7.7	7.7	7.7	8.1	8.1	8.1	8.3	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	7.8	7.8	7.7	7.7	7.7	8.1	8.1	8.1	8.3	8.3	8.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.8			7.7			8.1			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.8			7.7			8.1			8.3	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	2.1	2.1	2.1	0.6	0.6	0.6	6.1	6.1	6.1	5.7	5.7	5.7

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]

Intersection #22 View St & Evelyn Ave

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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	T	R	L	T	R	L	T	R	L	T	R								
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign										
Lanes:	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0
Initial Vol:	30	8	30	5	10	4	7	105	67	36	121	2								
Major Street Volume:	338																			
Minor Approach Volume:	68																			
Minor Approach Volume Threshold:	509																			

SIGNAL WARRANT DISCLAIMER

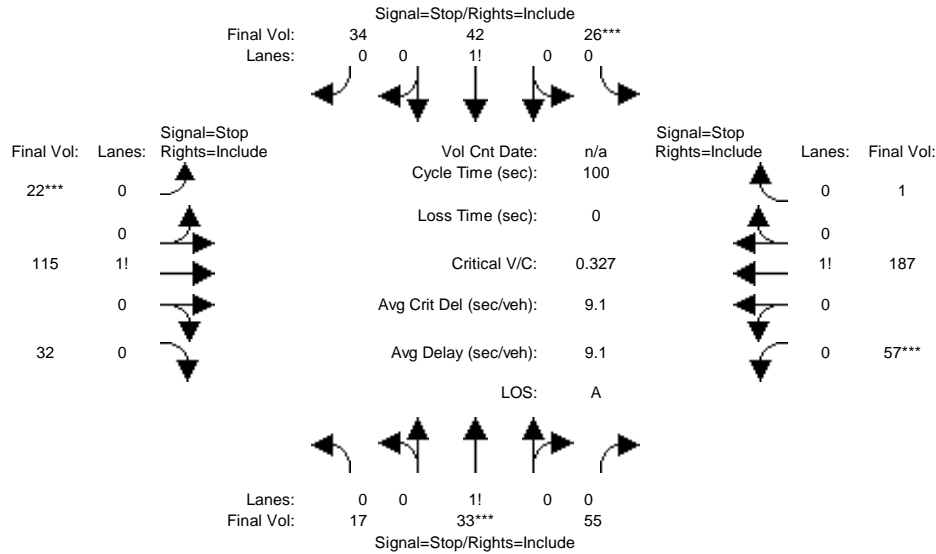
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City of Mountain View  
 Castro Pedestrian Mall Feasibility Study  
 Option 3 & 4

Level Of Service Computation Report  
 2000 HCM 4-Way Stop (Future Volume Alternative)  
 Cumulative (2030) + Project Mid

Intersection #23: View St & Villa St



Street Name:	View St						Villa St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	17	33	55	26	42	34	22	115	32	57	187	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	33	55	26	42	34	22	115	32	57	187	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	33	55	26	42	34	22	115	32	57	187	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	33	55	26	42	34	22	115	32	57	187	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	33	55	26	42	34	22	115	32	57	187	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	33	55	26	42	34	22	115	32	57	187	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.31	0.53	0.25	0.42	0.33	0.13	0.68	0.19	0.23	0.76	0.01
Final Sat.:	115	223	371	176	284	230	98	511	142	175	572	3
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.15	0.15	0.15	0.23	0.23	0.23	0.33	0.33	0.33
Crit Moves:	****			****			****			****		
Delay/Veh:	8.4	8.4	8.4	8.6	8.6	8.6	8.8	8.8	8.8	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.4	8.4	8.4	8.6	8.6	8.6	8.8	8.8	8.8	9.7	9.7	9.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.4			8.6			8.8			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.4			8.6			8.8			9.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	3.6	3.6	3.6	3.6	3.6	3.6	6.5	6.5	6.5	11.0	11.0	11.0

Note: Queue reported is the distance per lane in feet.  
 Peak Hour Volume Signal Warrant Report [Urban]

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 Intersection #23 View St & Villa St

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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0	0	0	1! 0	0	0	1! 0	0	0	1! 0
Initial Vol:	17	33	55	26	42	34	22	115	32	57	187	1
Major Street Volume:	414											
Minor Approach Volume:	105											
Minor Approach Volume Threshold:	455											

SIGNAL WARRANT DISCLAIMER

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