HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: September 23, 2020

To: Ms. Margaret Netto, City of Mountain View

From: Kai-Ling Kuo, Jocelyn Lee

Subject: Transportation Analysis for the Proposed Residential Project at 1920 Gamel Way in Mountain View, California

Hexagon Transportation Consultants, Inc. has completed this transportation analysis for the proposed residential development at 1920 Gamel Way in Mountain View, California (see Figure 1). The proposed project includes 121 dwelling units across four adjacent parcels on an approximately 1.17-acre site. Currently, three out of four parcels are occupied by low-rise multi-family units, and one parcel is vacant. The existing housing units on site would be demolished as part of the proposed project. The site is currently accessed via Gamel Way, which also provides access to the apartment complex (1970 Lathan Street) west of the site. The project would close Gamel Way and include a new full access driveway on Escuela Avenue along the northern edge of the site (see Figure 2). The driveway would provide access to the project's parking garage and the adjacent apartment complex.

This study was conducted for the purpose of identifying the potential transportation impacts related to the proposed development and to satisfy the requirements of the California Environmental Quality Act (CEQA) and the City of Mountain View. Per California Senate Bill 743 (SB743) and CEQA Guidelines, the study includes a vehicle miles traveled (VMT) analysis. The study also evaluates the traffic operational effects of the development on the surrounding roadway network, as well as the effects of the development on site access, circulation, and other safety-related elements in the proximate area of the project.

Scope of Study

Vehicle Miles Traveled (VMT) Analysis

Per California Senate Bill 743, the California Natural Resources Agency, with assistance from the Governor's Office of Planning and Research (OPR), adopted new CEQA guidelines in December 2018. The new guidelines state that automobile delay, as measured by level of service (LOS), will no longer constitute a significant environmental impact under CEQA, and that VMT is considered the most appropriate metric to evaluate a project's transportation impacts. The new guidelines became effective July 1, 2020. The evaluation of VMT for this project is based on the City's VMT Policy adopted on June 30, 2020.

Multimodal Transportation Analysis (MTA)

The potential transportation effects of the project were evaluated following the standards and methodologies set forth by the City of Mountain View and the Santa Clara Valley Transportation Authority (VTA). The multimodal transportation analysis (MTA) includes an analysis of the traffic operational effects of the project on the key intersections in the vicinity of the site during the weekday AM and PM peak hours of commute traffic, an evaluation of the transit, bicycle, and pedestrian access and circulation, and a review of site access and on-site circulation.

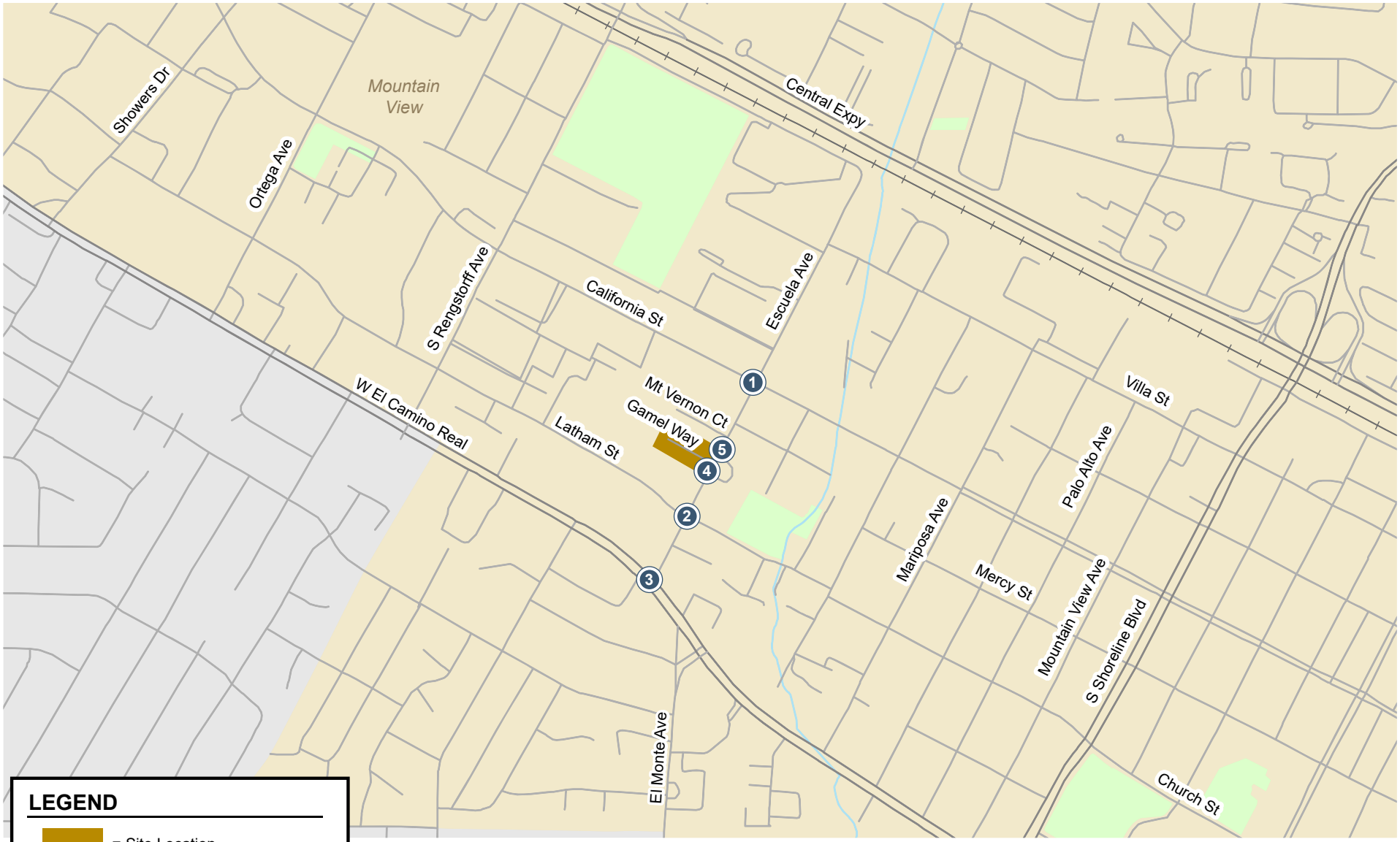


Figure 1
Site Location and Study Intersections

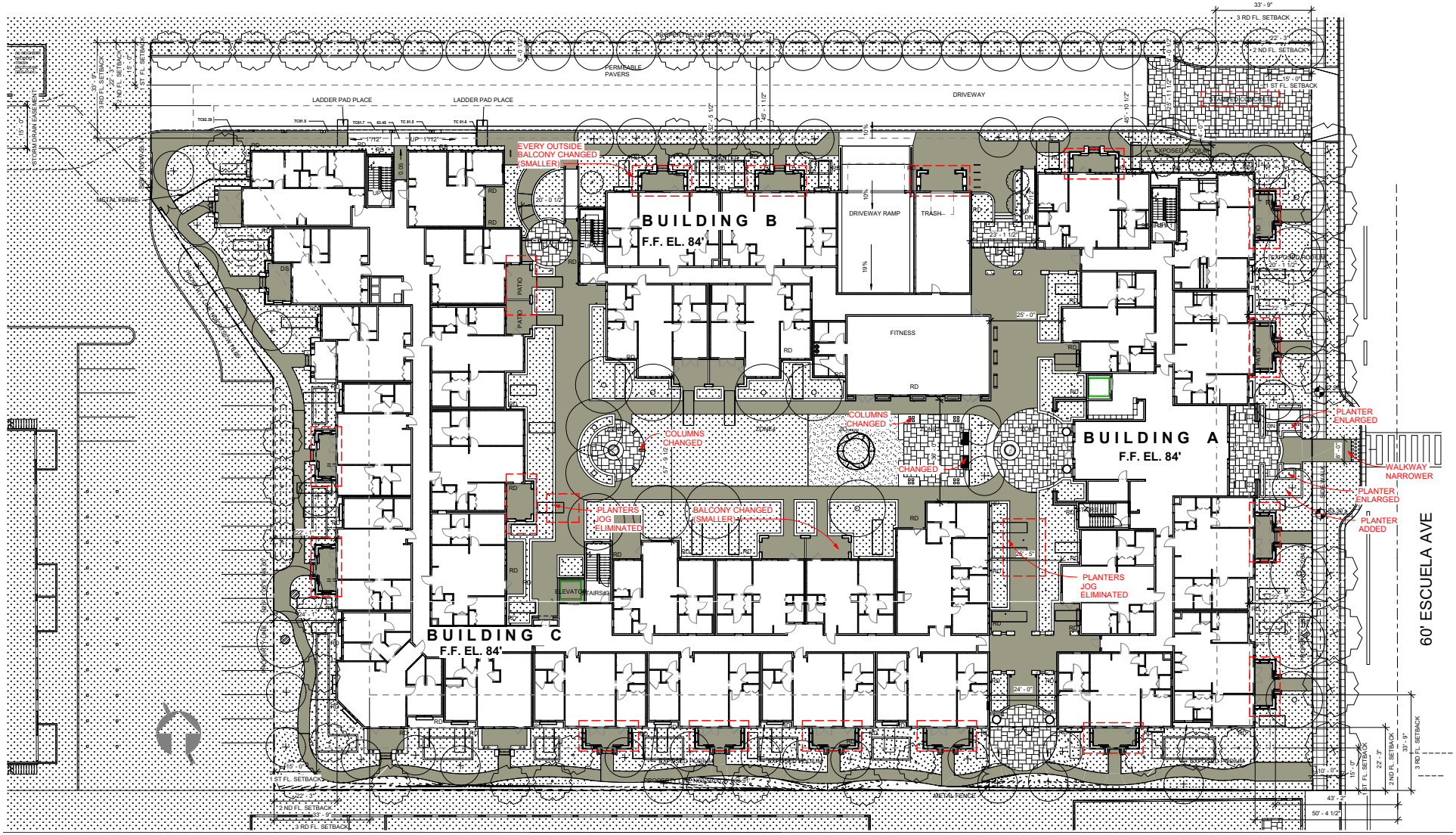


Figure 2
Site Plan

HEXAGON

NORTH
Not to Scale

The study intersections (see Figure 1) were selected in accordance with VTA's *Transportation Impact Analysis Guidelines* (October 2014) and in consultation with Mountain View staff. Traffic operating conditions were evaluated for the following three local intersections (#1 to #3) and two driveway locations (#4 and #5):

1. Escuela Avenue and California Street
2. Escuela Avenue and Latham Street (Unsignalized)
3. Escuela Avenue and El Camino Real
4. Escuela Avenue and Gamel Way/School Driveway (Unsignalized)
5. Escuela Avenue and Project Driveway/School Driveway/ (Unsignalized)

Traffic conditions at the study intersections were analyzed for the weekday AM (7:00 AM to 9:00 AM) and PM (4:00 PM to 6:00 PM) peak hour of commute traffic, which represent the peak hours of traffic for the roadway network and the peak period of trip generation for the proposed project.

Intersection traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing traffic volumes at study intersections were estimated based on available traffic counts conducted for local traffic studies. Due to Covid-19 and regional shelter-in-place orders, new traffic counts could not be collected for the study. Therefore, a growth rate of 2.5% per year was applied to the traffic counts that are more than two years old to estimate the traffic volumes for existing conditions. Traffic volumes for the study intersections without available count data were estimated from the traffic volumes of the adjacent study intersections. The adjustments applied to the study intersections are described below under Existing Traffic Volumes.
- ***Existing Plus Project Conditions.*** Existing traffic volumes with the project were estimated by adding to existing traffic volumes the additional traffic generated by the project. Existing plus project conditions were evaluated relative to existing conditions in order to determine the effects the project would have on the existing roadway network.
- ***Background Conditions*.** Background traffic volumes were estimated by adding to existing traffic volumes the projected volumes from approved but not yet constructed developments in the vicinity of the project. Lists of approved but not yet constructed developments were provided by the Cities of Mountain View and Los Altos. The roadway network under background conditions is assumed to be the same as the existing conditions.
- ***Background Plus Project Conditions.*** Background plus project traffic volumes were estimated by adding the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Because the project would generate a small number of net new trips (37 new AM peak-hour trips and 41 new PM peak-hour trips), a full transportation impact analysis (TIA) is typically not required according to the VTA *Transportation Impact Analysis Guidelines.* The guidelines require a full TIA for developments that would generate 100 or more new peak-hour trips. Therefore, a freeway segment analysis is not required for the study.

Methodology

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

Data Requirements

The data required for the analysis were obtained from the Cities of Mountain View and Los Altos, local traffic studies, and Google Earth. The following data were collected from these sources:

- Intersection traffic volumes,
- Lane geometries,
- Signal timing and phasing,
- List of approved developments.

Intersection Level of Service Analysis Methodologies

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

Signalized Intersections

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

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

According to the 2030 General Plan Action Items (MOB 8.1.3), until adoption of new significance thresholds of performance indicators occurs, the City of Mountain View has interim level of service (LOS) standards based on the 1992 General Plan. The interim standard for signalized intersections is LOS D, except for CMP intersections and intersections in the Downtown and San Antonio Center planning areas, where the standard is LOS E. All study intersections are City-controlled intersections.

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

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B+ B B-	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 12.0 12.1 to 18.0 18.1 to 20.0
C+ C C-	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	20.1 to 23.0 23.1 to 32.0 32.1 to 35.0
D+ D D-	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lenghts, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 39.0 39.1 to 51.0 51.1 to 55.0
E+ E E-	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 60.0 60.1 to 75.0 75.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.
VTA Traffic Level of Service Analysis Guidelines (June 2003), Table 2.

Unsignalized Intersection Level of Service

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

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

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

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

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

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

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

CEQA Significant Impact Criteria

Vehicle Miles of Travel

The Mountain View VMT Policy establishes screening criteria for projects that are expected to cause a less-than-significant transportation impact under CEQA based on the land use and/or location. Projects that meet the screening criteria are not required to prepare further VMT analysis. For a project that does meet the screening criteria, a project's VMT impact is determined by comparing the project VMT to the appropriate thresholds of significance based on the type of development.

Transit Services

Significant impacts to transit service would occur if the project:

- Creates demand for public transit services above the capacity that is provided or planned; or
- Disrupts existing transit services or facilities; or
- Conflicts with an existing or planned transit facility; or
- Conflicts with transit policies adopted by the City of Mountain View, VTA, or Caltrans for their respective facilities in the study area.

Pedestrian and Bicycle Facilities

The Mountain View 2030 General Plan (July 2012) describes related policies necessary to ensure pedestrian and bicycle facilities are safe and effective for City residents. Using the General Plan as a guide, significant impacts to these facilities would occur when a project or an element of the project:

- Creates a hazardous condition that does not currently exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
- Conflicts with an existing or planned pedestrian or bicycle facility; or
- Conflicts with policies related to bicycle and pedestrian activity adopted by the City of Mountain View, VTA, or Caltrans for their respective facilities in the study area.

Definition of Adverse Intersection Operations Effects

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

Signalized Intersections

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

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

The exception to criterion 2 above applies when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

An adverse operations effect is said to be satisfactorily addressed when measures are implemented that would restore intersection conditions to its acceptable level of service or to an average delay that is better than no-project conditions.

Unsignalized Intersections

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

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

Existing Conditions

Roadway Network

Regional access to the project site is provided by El Camino Real (SR 82). Local access to the project site is provided via California Street, Escuela Avenue, and Latham Street.

El Camino Real (SR 82) is a six-lane arterial that extends from Santa Clara County northerly to San Mateo County. El Camino Real is oriented in an approximately east-west direction in the project vicinity. Near the project site, El Camino Real has a raised, landscaped median with left-turn pockets provided at intersections. On-street parking is permitted on both sides of the street in the project vicinity. The speed limit is 35 miles per hour (mph). El Camino Real has sidewalks on both side of the street, but there are no bike lanes the street. Only a short segment of El Camino Real between Escuela Avenue and El Monte Avenue is designated as a bike route. El Camino Real provides access to and from the project site via Escuela Avenue.

California Street is an east-west four-lane arterial that runs parallel to El Camino Real. It begins at the intersection of Bush Street in Mountain View and traverses westward to Del Medio Avenue. Parking is permitted along both sides of the street except when approaching an intersection. The speed limit is 35 mph. California Street has sidewalks and bike lanes on both sides of the street. Site access would be provided via its intersection with Escuela Avenue.

Escuela Avenue is a north-south two-lane local roadway that extends northward from El Camino Real before turning westward and transitioning into Crisanto Avenue. On-street parking is permitted along both sides of the street. The speed limit is 25 mph. Escuela Avenue has sidewalks on both side of the street and is designated as a bike route between California Street and El Camino Real. Escuela Avenue provides direct access to the project site.

Latham Street is an east-west two-lane local roadway between Showers Drive in the west and Chiquita Avenue in the east. On-street parking is permitted along both sides of the street. The speed limit is 25 mph. Latham Street has sidewalks on both side of the street and is designated as a bike route between Showers Drive and Escuela Avenue. Latham Street provides access to the project site via its intersection with Escuela Avenue.

Pedestrian Facilities

Pedestrian facilities consist of sidewalks and crosswalks, which are present along all study area roadways and at signalized and unsignalized study intersections. Pedestrian signal heads and push buttons are present at the signalized study intersections. Crosswalks are present at the all-way stop intersection of Escuela Avenue and Latham Street. A midblock crosswalk exists on Escuela Avenue, south of Gamel Way. The crosswalk is a raised crosswalk with LED enhanced signage and push buttons and directly connects to the Gabriela Mistral Elementary School on the east side of Escuela Avenue.

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

The pedestrian counts indicate that pedestrian traffic is high (119 pedestrians per hour) for the midblock crosswalk on Escuela Avenue south of Gamel Way during the AM peak hour as parents and students were utilizing the crosswalk to access the school on Escuela Avenue and other nearby schools. Pedestrian traffic is moderate along Escuela Avenue and at the Escuela Avenue/El Camino Real intersection during the peak hours. There were 66 and 45 pedestrians crossing Gamel Way along the project frontage in the AM and PM peak hours, respectively.

Pedestrian traffic is relatively high at the Escuela Avenue/California Street intersection in the AM peak hour. There were 252 pedestrians crossing California Street at the intersection.

Bicycle Facilities

The bicycle facilities that exist within one mile of the project site (see Figure 3) include striped bike lanes (Class II bikeway) and signed bike routes (Class III bikeway). Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Striped bike lanes are present on both sides of Rengstorff Avenue, California Street, Showers Drive, Shoreline Boulevard, and El Monte Avenue south of Marich Way.

Bike routes are typically designated only with signage or with painted shared lane markings (Sharrows) on a road that indicate to motorists that bicyclists may use the full travel lane. Signed bike routes are present on both sides of Latham Street between Showers Drive and Escuela Avenue and on Escuela Avenue, south of California Street. The bike route on Escuela Avenue continues onto a short segment of El Camino Real between Escuela Avenue and El Monte Way, and a segment on El Monte Avenue from El Camino Real to Marich Way, where it transitions into a bike lane.

Transit Services

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

The VTA bus routes and MV community shuttle route in the project vicinity pre-Covid-19 and the bus/shuttle stops near the project site are summarized in Table 3 and shown on Figure 4. The bus stops closest to the project site are along California Street at Escuela Avenue for Route 21 and along El Camino Real at Escuela Avenue for Route 22. These nearest bus stops are approximately 640 feet from the site.

Route 21 also stops at the Mountain View Transit Center and San Antonio Caltrain Station, both are 1.3 miles from the site. The Mountain View Transit Center provides connections to Caltrain, VTA light-rail transit (LRT), several VTA bus routes (21, 40, and 52), MV community shuttle, and MVGo shuttle routes.

Existing Lane Configurations and Traffic Volumes

The existing lane configurations (see Figure 5) at the study intersections were obtained from Google Earth. Existing peak-hour traffic volumes (see Figure 5) at study intersections were estimated based on available traffic counts conducted for local traffic studies. Peak-hour traffic counts for the Escuela Avenue/Gamel Way intersection were collected within two years, which is typically considered recent enough for use directly for a traffic study. Three of the study intersections do not have recent traffic counts. Due to Covid-19 and regional shelter-in-place orders, new traffic counts could not be collected for these intersections. Therefore, a growth rate of 2.5% per year was applied to the following three intersections with older traffic counts to estimate the existing traffic volumes.

- Escuela Avenue and California Street: 2.5% per year for 4 years in the AM peak hour, 2.5% per year for 3 years in the PM peak hour
- Escuela Avenue and Latham Street: 2.5% per year for 7 years in the AM peak hour
- Escuela Avenue and El Camino Real: 2.5% per year for 4 years in both the AM and PM peak hours

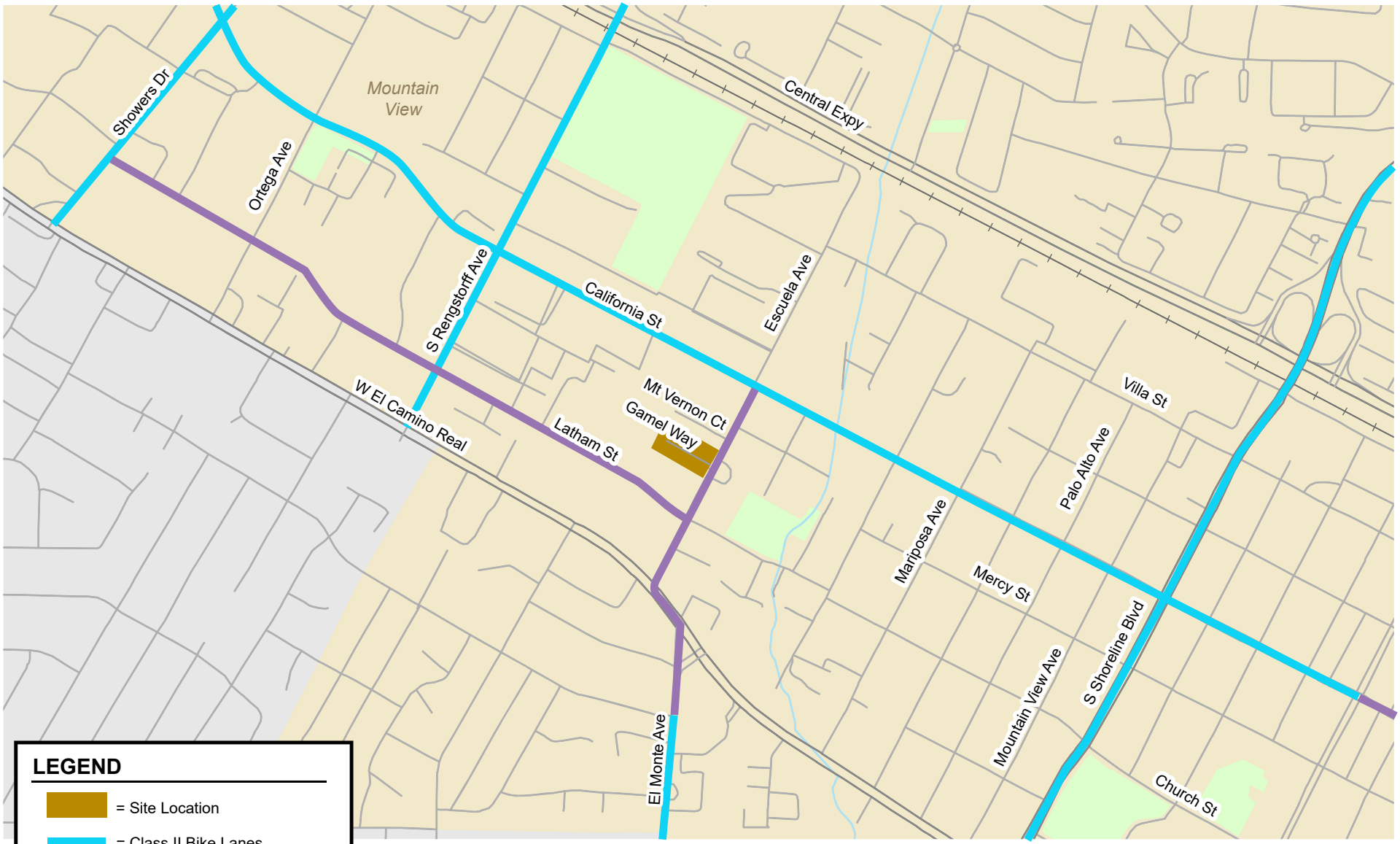


Figure 3
Existing Bicycle Facilities

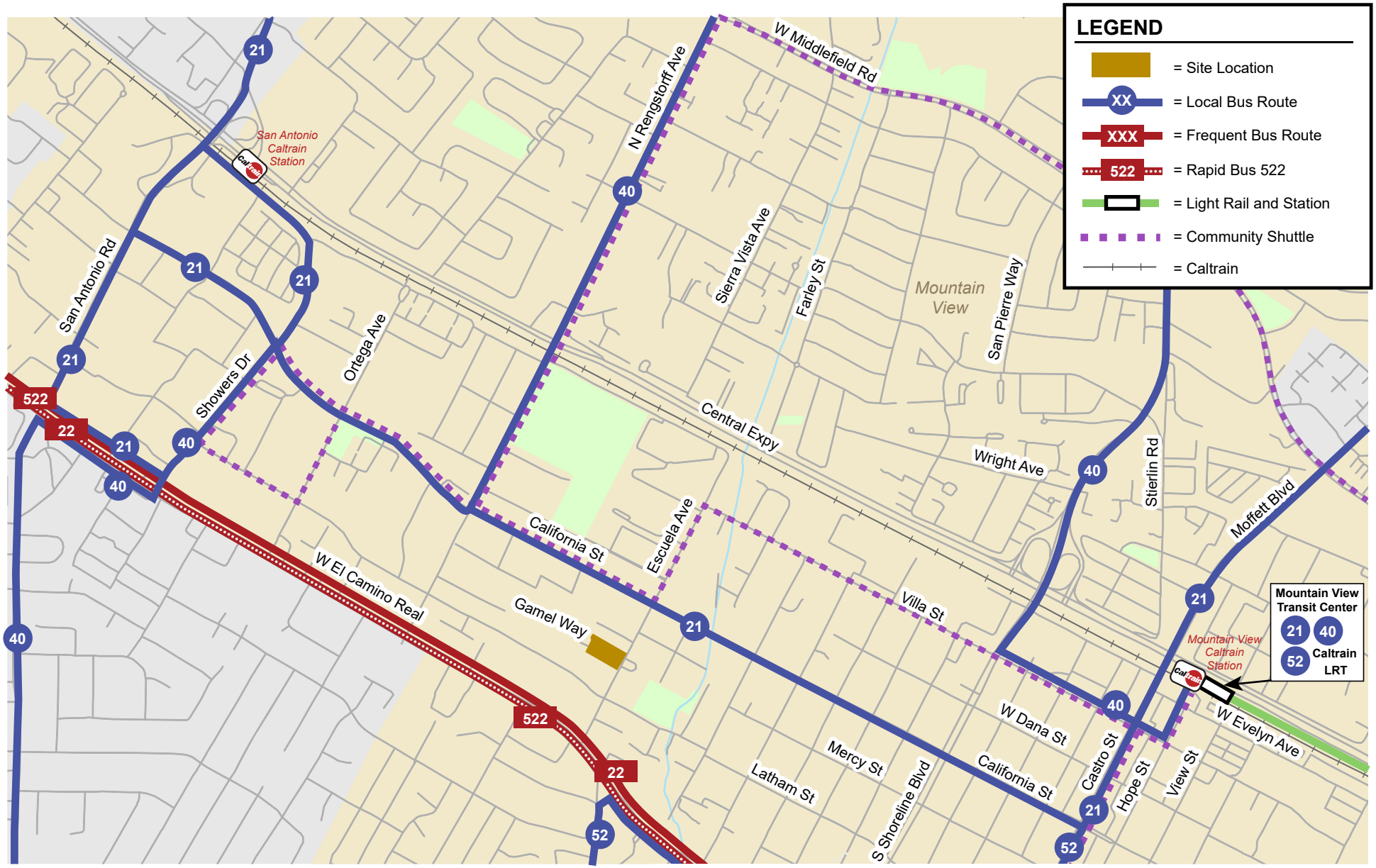


Figure 4
Existing Transit Services

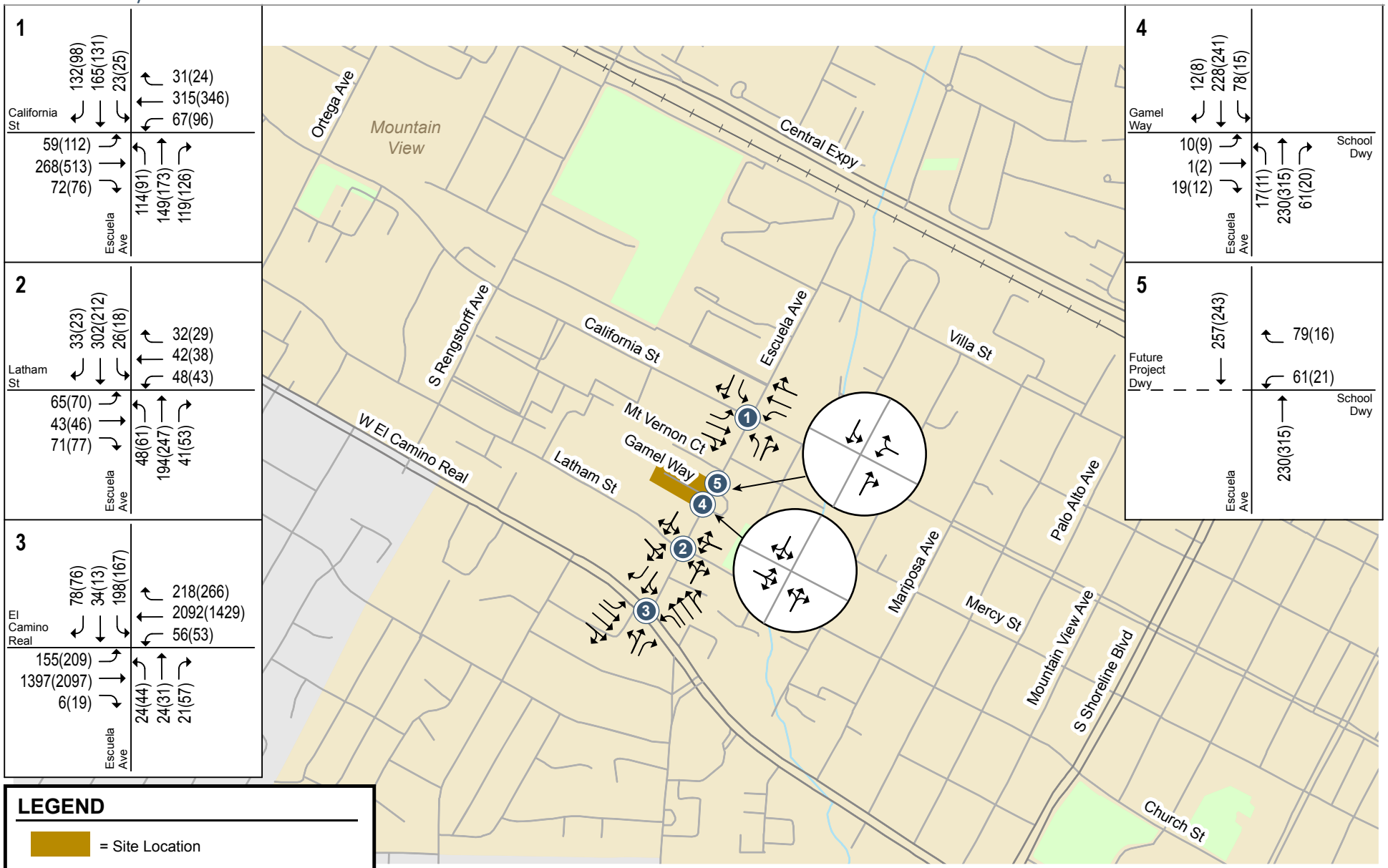


Figure 5
Existing Intersection Lane Configurations and Traffic Volumes

Table 3
Existing Transit Services

Route	Route Description	Weekday Hours of Operation	Headways[1] (minutes)	Nearby Bus Stops	Walking Distance from Nearest Stop to Project Site (feet)
VTA Bus Routes					
Local Route 21	Palo Alto Transit Center - Santa Clara Transit Center	5:30 AM - 10:00 PM	30	California Street at Escuela Avenue	635
Frequent Route 22	Palo Alto Transit Center - Eastridge Transit Center	12:00 AM - 11:59 PM	15	El Camino Real at Escuela Avenue	640
Local Route 40	Foothill College - Mountain View Transit Center	6:30 AM - 10:00 PM	30	California Street at Rengstorff Avenue	2,550
Local Route 52	Foothill College - Mountain View Transit Center	7:00 AM - 9:00 PM	30	El Camino Real at El Monte Avenue	1,500
Rapid Route 522	Eastridge Transit Center - Palo Alto Transit Center	5:00 AM - 11:00 PM	12	El Camino Real at Showers Drive and Castro Street	5,240
Mountain View Community Shuttle					
MV Community Shuttle[2]	Throughout Mountain View (via California St and Escuela Ave)	10:00 AM - 6:00 PM	30	Escuela Avenue s/o Villa Street	1,290

Notes:
Based on transit services as of March 2020.
1. Headways during weekday peak periods in the project area.
2. Operated by Mountain View and Google. It provides free transportation connections between many residential neighborhoods, senior residences and services, city offices, library, park and recreational facilities, medical offices, shopping centers, and entertainment venues throughout Mountain View.

There are no traffic count data available for the Escuela Avenue and Latham Street intersection in the PM peak hour. Therefore, the existing PM peak-hour traffic volume at the intersection was estimated based on the traffic volumes of the adjacent intersections of Escuela Avenue/Gamel Way, Escuela Avenue/El Camino Real, and Rengstorff Avenue/Latham. The following assumptions were made:

- The southbound approach volume was assumed to be the same as the southbound departure volume of the Escuela Avenue and Gamel Way/School Driveway intersection.
- The eastbound approach and westbound departure volumes were assumed to be the same as the eastbound departure and westbound approach volumes of the Rengstorff Avenue/Latham Street intersection, respectively.
- There is a strip mall located on the west side of Escuela Avenue between Latham Street and El Camino Real. Therefore, northbound traffic decreased from El Camino Real to Latham Street as vehicles accessed the mall, according to the AM volumes at these two intersections. The volume decrease ratio was applied to the northbound departure volume of the Escuela Avenue/El Camino Real intersection to derive the northbound approach volume of the intersection.
- All approaches were assumed to have the same turning movement splits as the AM counts.

The proposed project driveway on Escuela Avenue would line up with the outbound driveway of the Gabriela Mistral Elementary School. There are no traffic count data available for the outbound driveway. Therefore, the existing traffic volumes at the driveway location were estimated based on

the traffic volumes of the adjacent study intersection of Escuela Avenue and Gamel Way/School inbound driveway. The following assumptions were made:

- All vehicles that entered the school driveway were assumed to exit the outbound driveway to travel back towards the direction they came from. Therefore, the northbound right-turn traffic at the School inbound driveway was assumed to make westbound left turns at the outbound driveway, and the southbound left-turn traffic at the School inbound driveway was assumed to make westbound right turns at the outbound driveway.
- Northbound through traffic on Escuela Avenue was carried through the outbound driveway intersection. Southbound through traffic at the outbound driveway was calculated by subtracting the westbound left-turn traffic at the outbound driveway from the southbound approach volume at Escuela Avenue and Gamel Way/School inbound driveway.

Raw traffic count data and the adjustment applied to the study intersections are summarized in Appendix A.

Existing Intersection Levels of Service

The results of the Intersection levels of service (see Table 4) show that all study intersections operate at an acceptable LOS during both the AM and PM peak hours. The intersection level of service calculation sheets are included in Appendix B.

Table 4
Existing Intersection Level of Service Summary

Intersection	Control	Peak Hour	Count Date	Avg. Delay (sec)	LOS
1 Escuela Ave and California St	Signal	AM	10/05/16	38.7	D+
		PM	09/06/17	25.8	C
2 Escuela Ave and Latham St	AWSC	AM	10/10/13	11.9	B
		PM	Estimated	11.6	B
3 Escuela Ave and El Camino Real	Signal	AM	10/04/16	26.0	C
		PM	10/04/16	22.1	C+
4 Escuela Ave and Gamel Wy/School Drwy	TWSC[1]	AM	04/23/19	11.6	B
		PM	04/23/19	11.6	B
5 Escuela Ave and Project Drwy/School Drwy	TWSC[1]	AM	Estimated	11.8	B
		PM	Estimated	11.7	B

Notes:
TWSC = Two-Way Stop Control, AWSC = All-Way Stop Control
[1] Average delay for the worst stop-controlled approach is reported for TWSC intersections.

Observed Traffic Conditions

Due to school closures and online learning, field observations were not conducted for the study intersections, as traffic is not expected to operate at normal conditions. Observations on Gamel Way were conducted in May 2019 to identify the in and out traffic patterns for the closure of Gamel Way. Traffic was observed to be light on Gamel Way during both the AM and PM peak periods.

During both the AM and PM peak periods, the majority of vehicles that traveled on Gamel Way went to and from the 1970 Latham Street apartments or the homes along Gamel Way. There were

very few vehicles that used Gamel Way as a drop-off/pick-up area for the school on Escuela Avenue. Vehicles traveling southbound on Escuela Avenue occasionally entered Gamel Way, made a U-turn, and made a left-turn out of Gamel Way to stop in front of the school in order to drop off students without having to go into the school's drop-off zone. No operational issues were identified for vehicles traveling through the Escuela Avenue/Gamel Way intersection.

VMT Analysis

The Mountain View VMT Policy establishes screening criteria for developments that are expected to cause a less-than-significant transportation impact under CEQA and are not required to prepare further VMT analysis. The proximity to transit screening criterion was developed based on the CEQA Guidelines Section 15064.3, subdivision (b)(1), which states that lead agencies generally should presume that certain projects proposed within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT. A high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Based on the CEQA guidelines, the City developed a transit proximity map, which shows areas in Mountain View where this screen applies. The presumption would not apply if any of the following project characteristics are met:

- Floor area ratio (FAR) of less than 0.75;
- Provides more than the maximum parking required by the City;
- Is inconsistent with Plan Bay Area; or
- Replaces affordable residential units with a smaller number of moderate- or high-income residential units.

The project is located in a transit proximity area because it is located with a half mile of the existing stops along a high-quality transit corridor as Routes 22 and 522 running on El Camino Real have 15 and 12-minute headways, respectively, during peak commute hours. Additionally, the project would not have the project characteristics listed above. Therefore, the project is expected to have a less-than-significant impact on VMT.

Intersections Operations Analysis

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that quantify the estimated amount of traffic produced by many types of land uses. The data are published in the Institute of Transportation Engineers' (ITE) manual entitled *Trip Generation, 10th Edition* (2017). The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The rates published for Multi-Family Housing (Mid-Rise) (Land Use 221) were used to estimate the trips generated by the proposed project. The ITE Trip Generation Manual describes Multi-Family Mid-Rise Housing as apartments, townhouses, and condominiums that have between three and 10 floors. The project

proposes to construct four floors of dwelling units. The project is estimated to generate a gross 44 trips during the AM peak hour (11 in and 33 out), and 53 trips during the PM peak hour (32 in and 21 out).

Because the project would replace the existing apartment units on the site, trips associated with the existing apartment buildings were subtracted from the gross project traffic to derive the net project trips. The rates published for Multifamily Housing (Low-Rise) (Lane Use Code 220) were used to estimate the trips that are being generated by the existing apartments. The ITE Trip Generation Manual describes low-rise multi-family housing as residential buildings with one or two floors. All buildings to be demolished with the project consist of one to two floors. Although there are a total of 29 units on site, the City has indicated that only 19 of those units are occupied. Based on the ITE trip generation rates, the existing 19 occupied apartments on the site could be generating 7 trips during the AM peak hour (1 in and 6 out), and 12 trips during the PM peak hour (8 in and 4 out).

Crediting the existing trip generation, the proposed project is estimated to generate a net 37 trips during the AM peak hour (10 in and 27 out), and 41 trips during the PM peak hour (24 in and 17 out) (see Table 5).

Table 5
Trip Generation Estimates

			Daily		AM Peak Hour				PM Peak Hour			
Land Use	Size	Unit	Trip Rate	Trips	Trip Rate	Trips In	Trips Out	Total Trips	Trip Rate	Trips In	Trips Out	Total Trips
Proposed Use												
Condominium[1]	121	d.u	5.44	658	0.36	11	33	44	0.44	32	21	53
Existing Use												
Apartment[2]	19	d.u	6.31	(120)	0.39	(1)	(6)	(7)	0.62	(8)	(4)	(12)
	Net Project Trips			**538**		**10**	**27**	**37**		**24**	**17**	**41**

Notes:
All rates are from: Institute of Transportation Engineers, *Trip Generation, 10th Edition*
d.u. = dwelling unit
1. Land Use Code 221: Multifamily Housing (Mid-Rise) (average rates, expressed in trips per dwelling unit)
2. Land Use Code 220: Multifamily Housing (Low-Rise) (average rates, expressed in trips per occupied dwelling unit)

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns in the study area and the locations of complementary land uses (see Figure 6). The net peak-hour trips generated by the project were assigned to the roadway system based on the trip distribution pattern, directions of approach and departure, the roadway network connections, and the location of project driveway (see Figure 6).

The project would close Gamel Way at Escuela Avenue and create a new project driveway, opposite to the school's egress only driveway, on Escuela Avenue. This analysis assumes that the new project driveway would be stop controlled. Because the project would remove the existing apartments on Gamel Way and close Gamel Way, the existing trips (7 AM peak-hour trips and 12 PM peak-hour trips) generated by the existing apartments on the project site are shown as negative project trips for trips in and out of Gamel Way (see Intersection #4 on Figure 6).

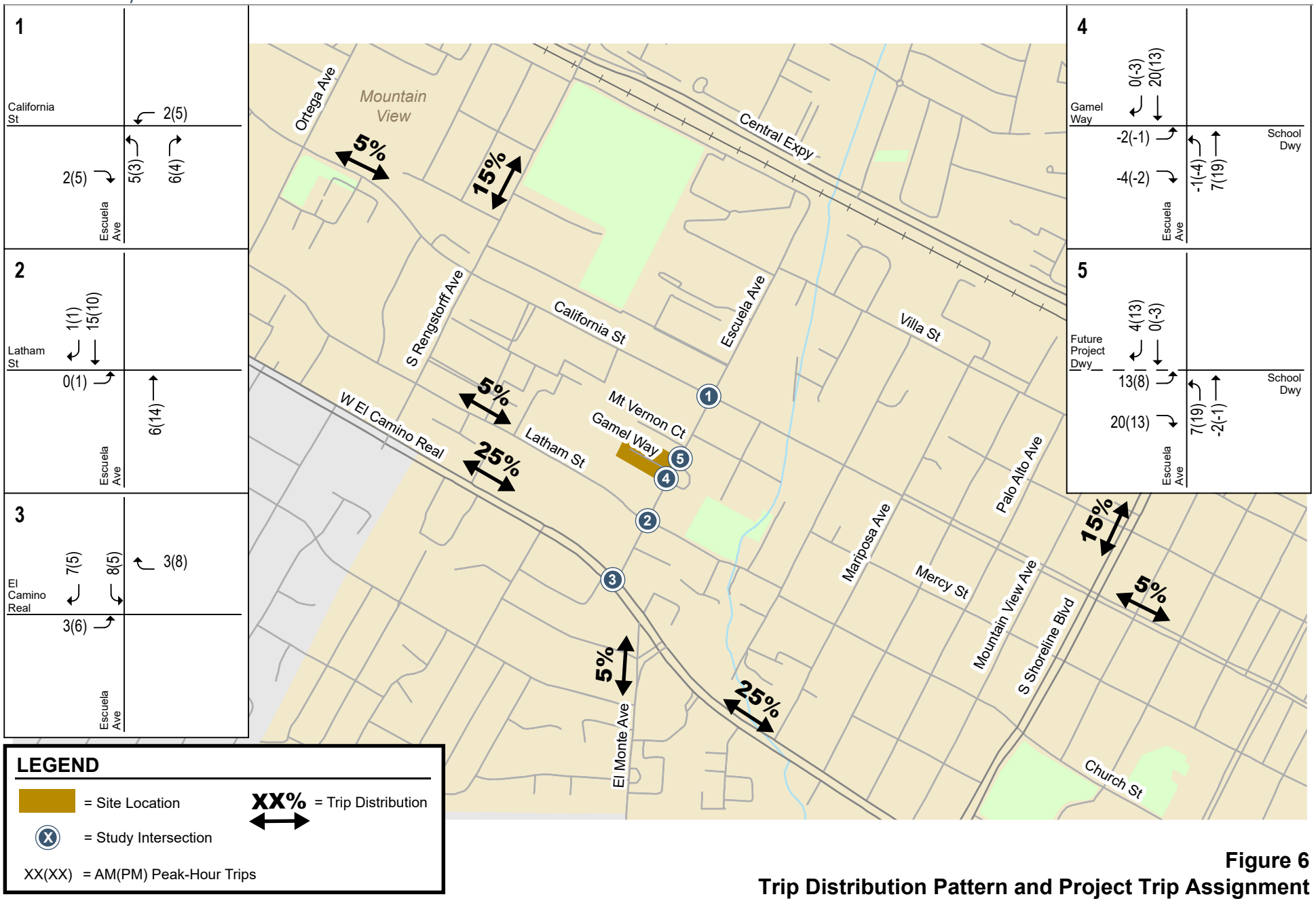


Figure 6
Trip Distribution Pattern and Project Trip Assignment

NORTH
Not to Scale

Gamel Way also provides vehicle access for residents of the 1970 Latham Street apartments west of the project site. The new project driveway would also be accessible by the current residents of 1970 Latham Street. Therefore, some residents of 1970 Latham Street that currently use Gamel Way to access the apartments would instead use the project driveway. The reassignment of existing trips for 1970 Latham Street are shown in Figure 7. It was assumed that the remaining existing traffic on Gamel Way after deducting the existing project trips was associated with 1970 Latham Street. These trips show that vehicles would not enter and exit Gamel Way (shown as negative trips for trips in and out of Gamel Way), and instead, vehicles would enter and exit through the new project driveway. Because vehicle access through the surrounding streets would not change, the reassignment would not affect the remaining study intersections (Escuela Avenue/California Avenue, Escuela Avenue/Latham Street, and Escuela Avenue/El Camino Real).

Southbound right-turn, northbound left-turn, and eastbound left-turn and right-turn trips at Gamel Way would be moved to the southbound right-turn, northbound left-turn, and eastbound left-turn and right-turn trips at the new project driveway, respectively. Eastbound through trips would become eastbound right turn trips at the new driveway. The eastbound through trips are trips that entered the school's inbound driveway. With the new configuration, the school's inbound driveway would be south of the project driveway, and therefore, the vehicles would be required to first make a right-turn onto Escuela Avenue and then make a left into the school driveway.

Background Conditions

Roadway Network and Traffic Volumes under Background Conditions

The roadway network under background conditions would be the same as the existing roadway network because there are no planned and funded transportation improvements in the area.

Traffic volumes for background conditions (see Figure 8) were estimated by adding to the existing traffic volumes the trips generated by nearby approved projects that have not been constructed or occupied. Lists of approved projects were obtained from the Cities of Mountain View and Los Altos. Hexagon considered both the location and size of the approved projects in order to eliminate those that were too far away or too small to affect traffic conditions of the study intersections. The approved projects considered for the study are listed in Appendix C. Vehicle trips from the approved projects were obtained from the project's TIA or environmental document (initial study or EIR), if available. The approved trips and traffic volumes for all components of traffic are tabulated in Appendix A.

Background Intersection Levels of Service

The results of the intersection level of service analysis (see Table 6) show that all of the study intersections would operate at an acceptable level of service during both the AM and PM peak hours of traffic under background conditions. The level of service calculation sheets are included in Appendix B.

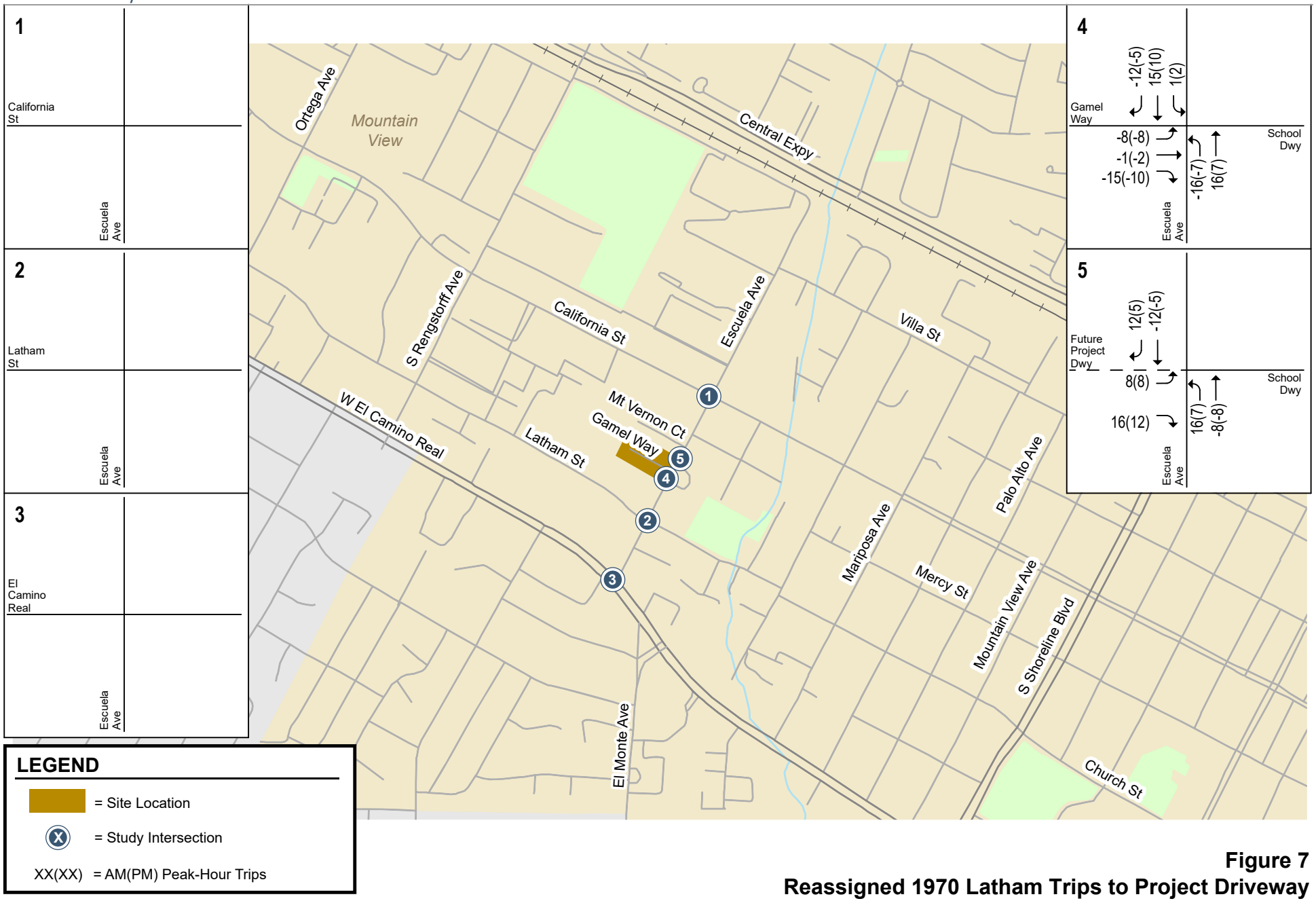


Figure 7
Reassigned 1970 Latham Trips to Project Driveway

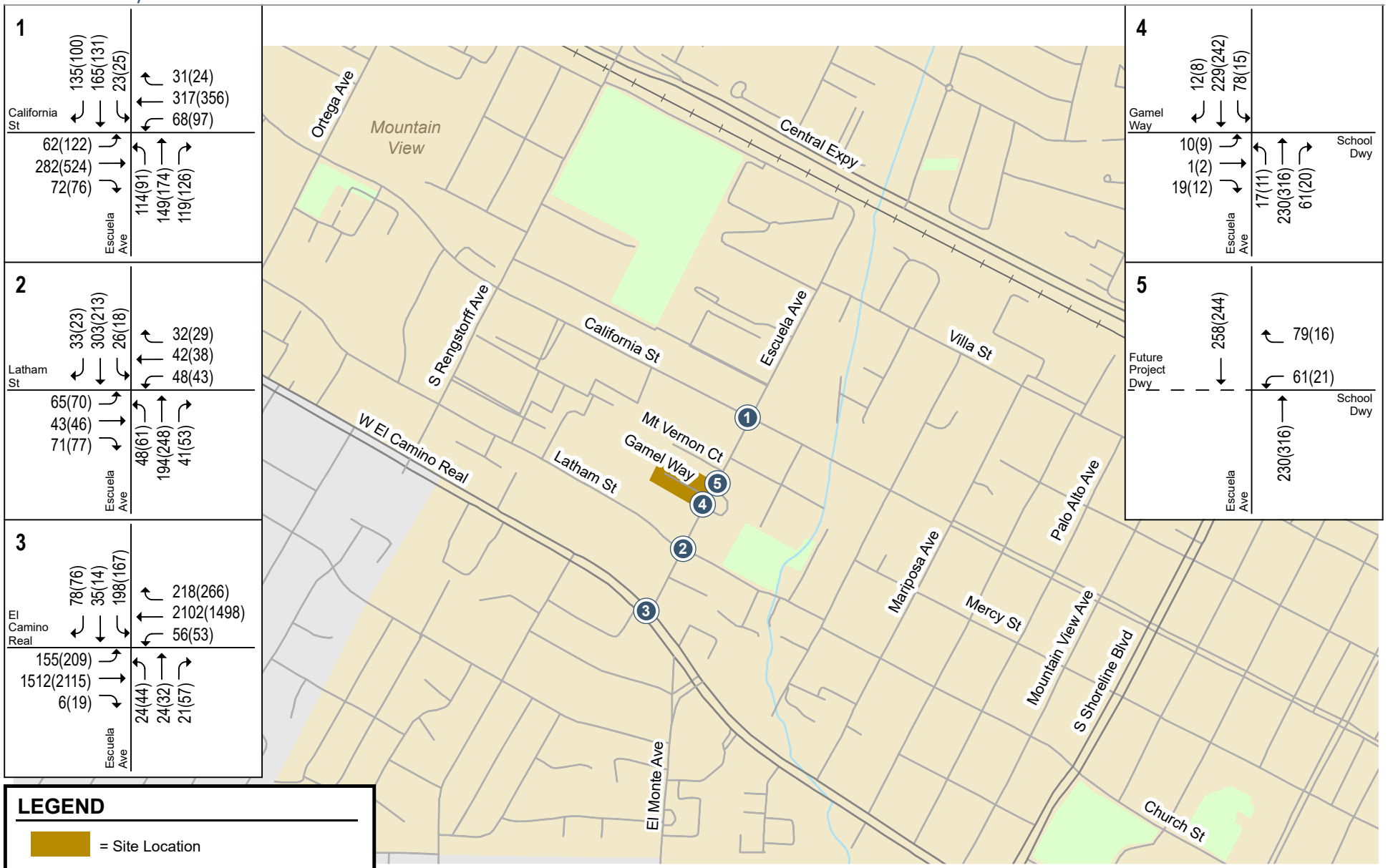


Figure 8
Background Traffic Volumes

Table 6
Background Intersection Level of Service Summary

Intersection	Control	Peak Hour	Existing Avg. Delay (sec)	Existing LOS	Background Avg. Delay (sec)	Background LOS
1 Escuela Ave and California St	Signal	AM	38.7	D+	38.8	D+
		PM	25.8	C	25.9	C
2 Escuela Ave and Latham St	AWSC	AM	11.9	B	11.9	B
		PM	11.6	B	11.6	B
3 Escuela Ave and El Camino Real	Signal	AM	26.0	C	25.7	C
		PM	22.1	C+	22.6	C+
4 Escuela Ave and Gamel Wy/School Drwy	TWSC[1]	AM	11.6	B	11.6	B
		PM	11.6	B	11.6	B
5 Escuela Ave and Project Drwy/School Drwy	TWSC[1]	AM	11.8	B	11.8	B
		PM	11.7	B	11.7	B

Notes:
TWSC = Two-Way Stop Control, AWSC = All-Way Stop Control
[1] Average delay for the worst stop-controlled approach is reported for TWSC intersections.

Project Conditions

The project would close Gamel Way at Escuela Avenue and create a new project driveway, opposite to the school's egress only driveway, on Escuela Avenue. This analysis assumes that the new project driveway would be stop controlled.

Traffic Volumes Under Project Conditions

Project trips, as represented in the above project trip estimates, and the reassignment of the1970 Latham Street trips from Gamel Way to the project driveway were added to existing and background traffic volumes to obtain existing plus project traffic volumes (see Figure 9) and background plus project traffic volumes (see Figure 10).

Project Intersection Levels of Service

The results of the intersection level of service analysis (see Tables 7 and 8) show that all of the study intersections would continue to operate at an acceptable level of service during both the AM and PM peak hours under existing plus project and background plus project conditions. The intersection level of service calculation sheets are included in Appendix B.

With the project, the Escuela Avenue and Gamel Way/School Driveway intersection is shown to have an improvement in LOS and delay under both the existing and background conditions. Because of the closure of Gamel Way, the intersection would become a T-intersection with the school's inbound driveway. Thus, the worst approach would change from the eastbound approach on Gamel Way without the project to the southbound left-turn approach on Escuela Avenue with the project.

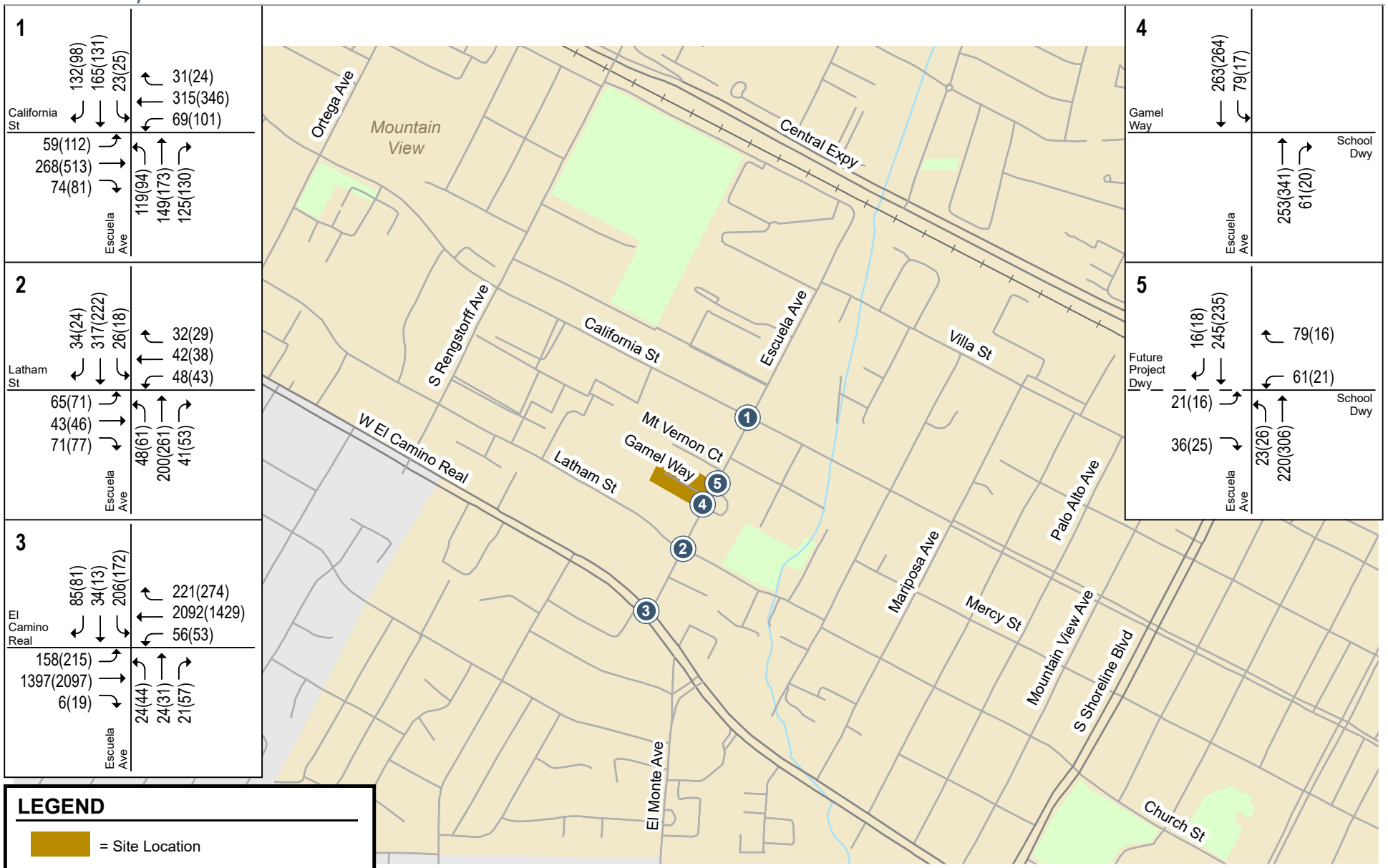
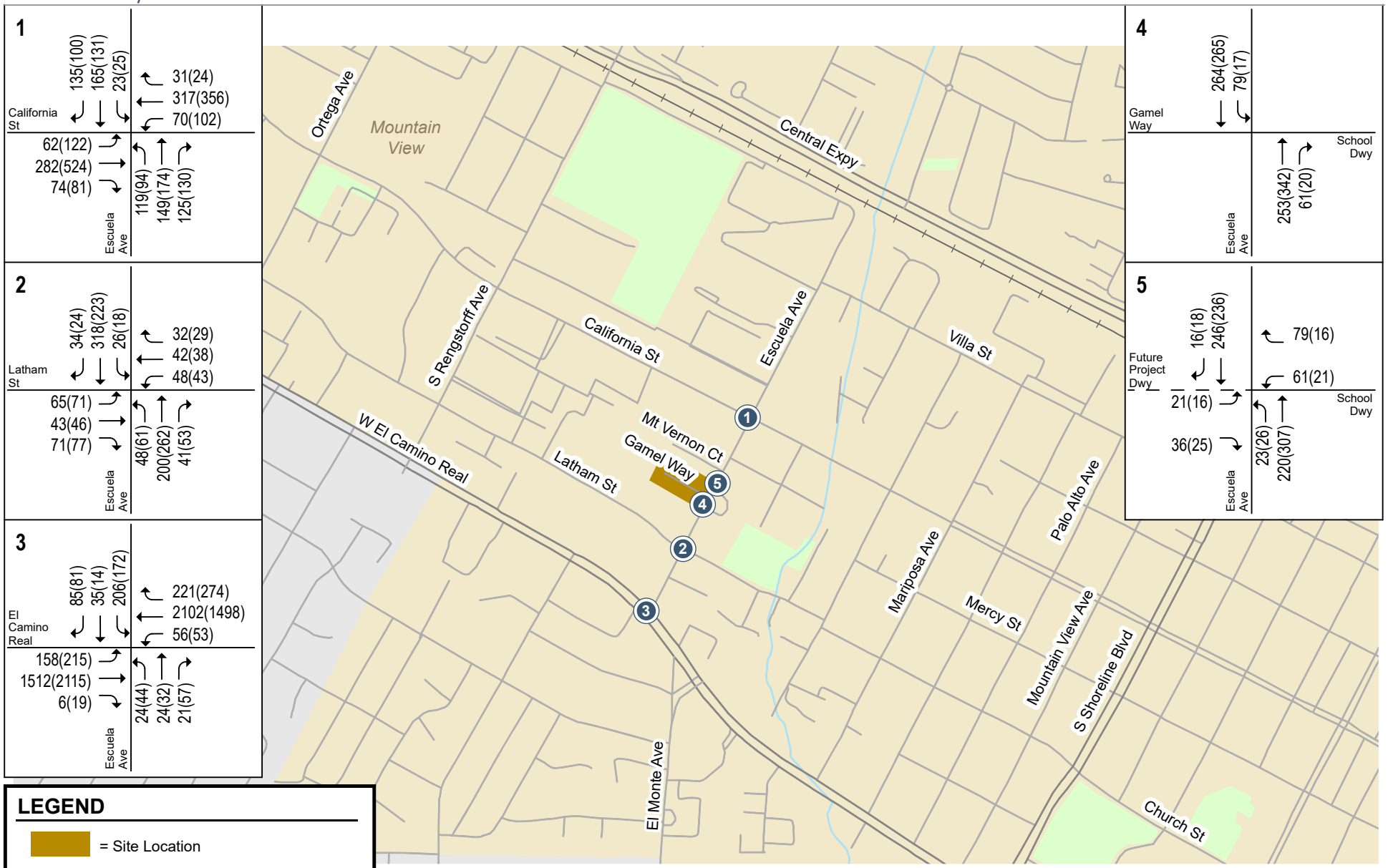


Figure 9
Existing Plus Project Traffic Volumes



LEGEND

- = Site Location
- X = Study Intersection
- XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 10
Background Plus Project Traffic Volumes

Table 7
Existing Plus Project Intersection Levels of Service

Intersection	Control	Peak Hour	Existing Conditions: No Project Avg. Delay (sec)	No Project LOS	With Project Avg. Delay (sec)	With Project LOS	Incr. in Critical Delay (sec)	Incr. in Critical V/C
1 Escuela Ave and California St	Signal	AM	38.7	D+	38.8	D+	0.3	0.005
		PM	25.8	C	25.9	C	0.2	0.008
2 Escuela Ave and Latham St	AWSC	AM	11.9	B	12.2	B	--[2]	--[2]
		PM	11.6	B	11.9	B	--[2]	--[2]
3 Escuela Ave and El Camino Real	Signal	AM	26.0	C	26.6	C	0.8	0.007
		PM	22.1	C+	22.6	C+	0.3	0.003
4 Escuela Ave and Gamel Wy/School Drwy[3]	TWSC[1]	AM	11.6	B	8.1	A	--[2]	--[2]
		PM	11.6	B	8.0	A	--[2]	--[2]
5 Escuela Ave and Project Drwy/School Drwy	TWSC[1]	AM	11.8	B	13.0	B	--[2]	--[2]
		PM	11.7	B	13.0	B	--[2]	--[2]

Notes:
TWSC = Two-Way Stop Control, AWSC = All-Way Stop Control
[1] Average delay for the worst stop-controlled approach is reported for TWSC intersections.
[2] Critical delay and V/C are not defined for unsignalized intersections.
[3] With the project, Gamel Way will be removed and the intersection would become a T-intersection with the school's inbound driveway. Delay is report for the soubound left-turn movement under project conditions.

Table 8
Background Plus Project Intersection Levels of Service

Intersection	Control	Peak Hour	Background Conditions: No Project Avg. Delay (sec)	No Project LOS	With Project Avg. Delay (sec)	With Project LOS	Incr. in Critical Delay (sec)	Incr. In Crit. V/C
1 Escuela Ave and California St	Signal	AM	38.8	D+	38.9	D+	0.3	0.005
		PM	25.9	C	26.0	C	0.2	0.008
2 Escuela Ave and Latham St	AWSC	AM	11.9	B	12.2	B	--[2]	--[2]
		PM	11.6	B	12.0	B	--[2]	--[2]
3 Escuela Ave and El Camino Real	Signal	AM	25.7	C	26.3	C	0.8	0.007
		PM	22.6	C+	23.0	C+	0.6	0.008
4 Escuela Ave and Gamel Wy/School Drwy[3]	TWSC[1]	AM	11.6	B	8.1	A	--[2]	--[2]
		PM	11.6	B	8.0	A	--[2]	--[2]
5 Escuela Ave and Project Drwy/School Drwy	TWSC[1]	AM	11.8	B	13.0	B	--[2]	--[2]
		PM	11.7	B	13.0	B	--[2]	--[2]

Notes:
TWSC = Two-Way Stop Control, AWSC = All-Way Stop Control
[1] Average delay for the worst stop-controlled approach is reported for TWSC intersections.
[2] Critical delay and V/C are not defined for unsignalized intersections.
[3] With the project, Gamel Way will be removed and the intersection would become a T-intersection with the school's inbound driveway. Delay is report for the soubound left-turn movement under project conditions.

Vehicle Site Access and Circulation

The project's site access and circulation were evaluated in accordance with generally accepted traffic engineering standards based on the project plan (see Figure 2), dated May 29, 2020. The project would provide a new two-way driveway on Escuela Avenue. Parking would be provided within a one-level underground garage.

Vehicle Site Access

The project would remove Gamel Way and provide a new driveway along Escuela Avenue to access the project and the 1970 Latham Street apartments located behind the project site.

Project Driveway Design

The project driveway would be 26 feet wide and would lead to a 24-foot wide ramp to the garage. These widths are adequate for a low-volume, two-way driveway, as described in the City of Mountain View's Zoning Ordinance, Section 36.32.80(e).

Sight Distance at Project Driveway

The project driveway should be free and clear of any obstructions to optimize sight distance per the City's Standard Details A-22 and A-23, thereby ensuring the exiting vehicles can see pedestrians coming from either direction on the sidewalk and other vehicles or bicycles traveling on the street. Any landscaping and signage within 35 feet of the face of curb at the driveway should be no taller than 3 feet and in such a way to ensure an unobstructed view for drivers exiting the site. According to the City's Standard Detail A-22, the stopping sight distance for a 25-mph roadway is 150 feet.

Looking to the right while exiting the project driveway, adequate sight distance would be provided for vehicles traveling northbound on Escuela Avenue. There are no roadway curves on Escuela Avenue that would obstruct the vision of exiting drivers.

Looking to the left, there also are no curves that would restrict sight distance. The driveway would be located 115 feet south of Mount Vernon Court. Vehicles turning from the stop control at Mount Vernon Court to southbound Escuela Avenue are expected to travel with lower speed while making turns. Given that vehicles are more likely to travel at a speed of 10 mph, the recommended stopping sight distance would be 100 feet (based on a Caltrans design speed of 15 mph). Thus, the sight distance (115 feet) for traffic turning from Mount Vernon Court is adequate.

The landscaping features shown on the site plan are not expected to obstruct the vision of exiting drivers provided the landscaping is also kept at a low level within 35 feet of the curb face on Escuela Avenue. However, on-street parking is allowed on Escuela Avenue and could obstruct the vision of exiting drivers if there were cars parked next to the driveway. Therefore, approximately 15 feet of curb segments next to the driveway on Escuela Avenue should be painted red to indicate no parking is allowed.

The project driveway would be 120 feet north of the existing mid-block crosswalk. The crosswalk is a raised crosswalk with LED enhanced signage and push buttons. On the west side of the crosswalk, the sidewalk is widened with a curb extension to reduce the pedestrian crossing distance. Because of the curb extension, vehicles exiting the project driveway and approaching the crosswalk would have adequate sight distance to the crosswalk. The current on-street parking in front of the project site between the driveway and the crosswalk will be removed as a project condition. Along the project frontage, landscaping between the sidewalks and the curb face should be kept minimal to ensure visibility of pedestrians in the crosswalk.

Project Driveway Operations

As shown in Figure 9, there would be 39 inbound and 57 outbound trips at the project driveway during the AM peak hour, and 44 inbound and 41 outbound trips during the PM peak hour. The trips account for the trips from the project and the reassigned 1970 Latham trips.

The northbound left-turn trips are expected to have a vehicle delay of 8 seconds per vehicle during both the AM and PM peak hours. The short delay is not expected to affect traffic flow on northbound Escuela Avenue. Therefore, no operational issues related to vehicle queueing and/or vehicle delay are expected to occur at the driveway. Some minor on-site vehicle queuing could occur due to a combination of the inherent unpredictability of vehicle arrivals at the driveway and the random occurrence of gaps in traffic along Escuela Avenue. However, given the estimated 57 outbound trips in the AM peak hour at the driveway, that calculates to about one outbound trip every minute, the probability of two or more outbound vehicles exiting the parking garage at the same time would likely be low. The maximum queue is not expected to affect the on-site circulation. Additionally, vehicles turning right into the project site from Escuela Avenue may block the travel lane momentarily due to vehicles slowing down to turn into the driveway, but this is unlikely to have a significant effect on traffic operations.

The project driveway would line up with the outbound driveway of the Gabriela Mistral Elementary School. As shown in Tables 7 and 8, which shows the vehicle delay for the outbound driveway (the worst approach), the new project driveway and project trips would only increase the delay for the outbound school traffic by 1.5 second per vehicle. The small increase in vehicle delay would not affect the operations of the school driveway.

Vehicle On-Site Circulation

Within the site, a two-way internal drive aisle would be provided to access the parking garage and surface parking spaces for 1970 Latham Street. The project would provide 90-degree uniform parking stalls within the garage for the residents and guests of the project. The slope of the parking garage ramp would be 19 percent with transition slopes of 10 percent on both ends of the ramp. The access ramp with transition slopes on both ends would be adequate for vehicles to access the parking garage. The drive aisle to the 1970 Lathan Street property would be 26 feet wide and within the garage would be approximately 24 feet wide, which is adequate for vehicles to maneuver in and out of parking spaces.

There would be a dead-end aisle in the garage. Dead-end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. However, the garage plan shows turnaround space at the dead-end aisle. Thus, the garage would provide adequate circulation for drivers.

Parking Stall Dimensions

Parking spaces are shown to be 18 feet long by 8.5 to 8.75 feet wide for standard parking spaces and 18 feet long by 9 feet wide for accessible parking spaces. According to the City of Mountain View Zoning Code all standard parking stalls should be at least 8.5 feet in width by 17 feet in length. The proposed parking space dimensions would meet the City requirements.

Passenger Loading

The project does not propose any specific passenger loading area on-site for residents. It is recommended that a loading space be designated on site. Loading areas would allow for residents to be picked up or dropped off.

Truck Access and Circulation

The site plan does not show spaces provided for moving trucks. As described above, the project should provide a passenger loading space on site. Moving vehicles could utilize this loading space, and new residents would be able to load through the lobby elevator and entry plaza.

Emergency response vehicles and garbage collection vehicles would access the project site from the project driveway, continue through the site to 1970 Latham, and exit onto Latham Street. It is presumed that trash bins would be wheeled out to the internal road for garbage truck pickup.

Pedestrian, Bicycle, and Transit Facility Assessment

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

Pedestrian Transportation

Pedestrian Access and Circulation

Pedestrian access to the project site is provided via sidewalks on Escuela Avenue. The project would provide a new 10-foot sidewalk along the project frontage. Within the site, a pedestrian path would be provided along the edges of the entire property with access to the main lobby and courtyard/common area. Access to the main lobby would be located on Escuela Avenue, aligned with the existing midblock crosswalk. The sidewalks and pedestrian walkways would provide pedestrian access through the site between the dwelling units, Escuela Avenue, and common area in the middle of the site.

Pedestrian Infrastructure, Safety, and User Experience

Pedestrian facilities in the study area consist of sidewalks and crosswalks. A complete network of sidewalks is present along all of the surrounding streets. Crosswalks with pedestrian signal heads are located at the signalized study intersections, and crosswalks are present along all legs of the unsignalized study intersection at Escuela Avenue and Latham Street. A raised midblock crossing with LED enhanced sign and push buttons and curb extension on the west side of crosswalk is present on Escuela Avenue aligned with the proposed lobby of the project site. The project would provide 10-foot sidewalks along its frontage on Escuela Avenue.

The project plans to implement bulb-outs at the northwest corner of the Escuela Avenue and Latham Street intersection with high visibility crosswalks on the north and west legs of the intersection (see Figure 11). It is recommended that bulb-outs be constructed at the remaining three corners of the intersection, with high visibility crosswalks along the south and east legs as well. The improvements would promote pedestrian safety, giving drivers a better view of pedestrians prior to crossing the street.

According to the 2015 General Plan, a neighborhood is walkable when people can travel comfortably and safely on foot to many destinations. Convenient walking distance is considered to be a half mile to a mile, a walk that would take 10 to 20 minutes. Within a half mile of the project site, there are some restaurants and grocery stores along El Camino Real and bus stops on El Camino Real and California Street.

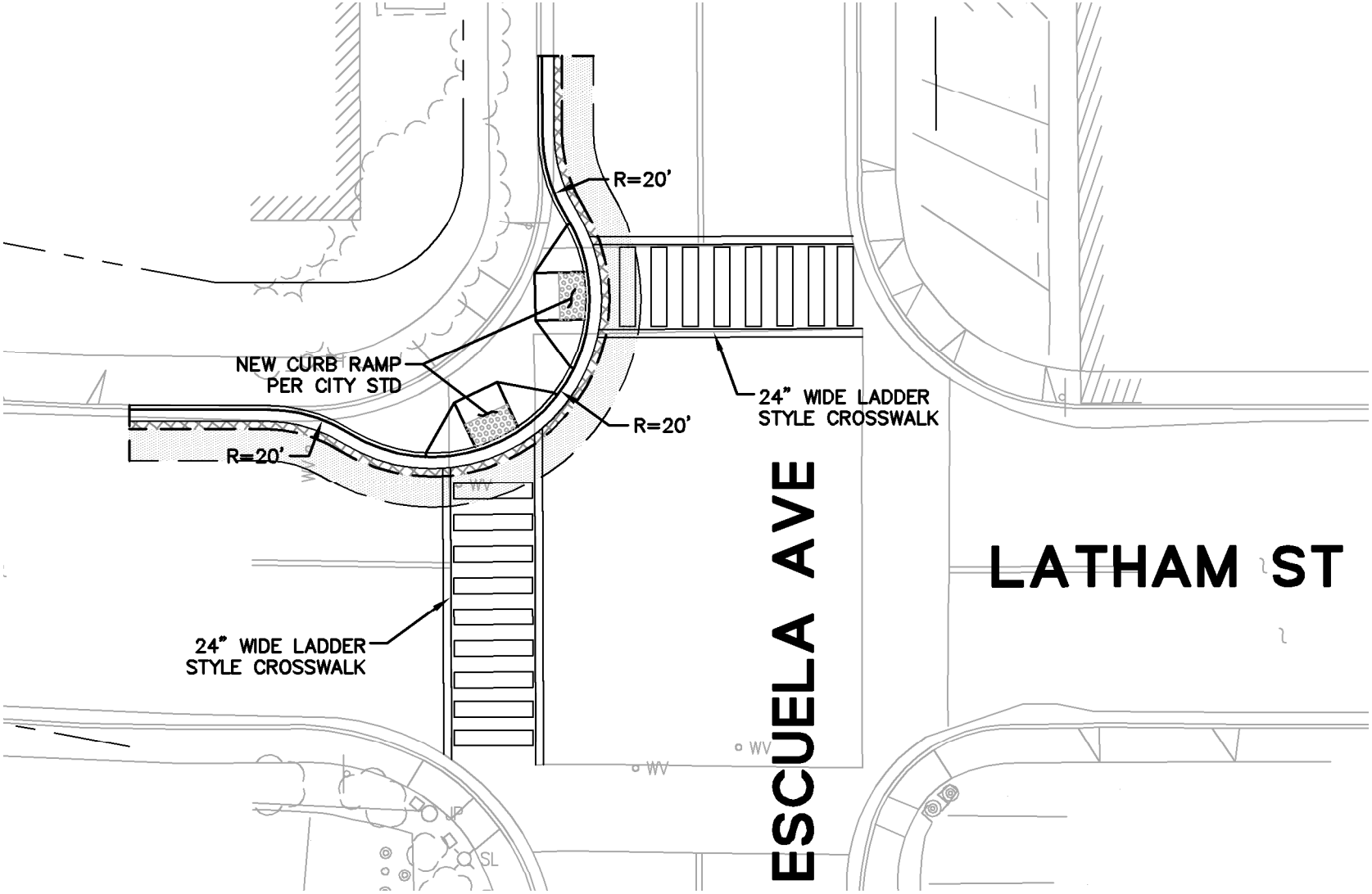


Figure 11
Escuela Avenue and Latham Street Improvements

NORTH
Not to Scale

Although located within one-half mile, access to most of the surrounding land uses and some bus stops requires crossing El Camino Real, which is a busy arterial street. The wide street might be uncomfortable for some pedestrians to cross, but signalized crosswalks are available at the El Camino Real and Escuela Avenue intersection.

ADA Access

ADA curb ramps are present along all the intersections on Escuela Avenue between California Street and El Camino Real. All four corners of the Escuela Avenue/El Camino Real and Escuela Avenue/California Street intersections, all except the northeast corner of the Escuela Avenue and Latham Street intersection, and both ends of the midblock crossing on Escuela Avenue include ADA curb ramp designs, such as truncated domes and adequate curb ramp slopes. Truncated domes are the standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street. The northeast corner of the Escuela Avenue/Latham Street intersection does not include truncated domes, and the ramp slope does not appear to meet the current ADA requirement. As described above, it is recommded that bulb-outs be implemented at all corners of the intersection, which would improve the ADA curb ramp at the northeast corner.

Bicycle Assessment

Bicycle Access and Circulation

Bicycle access to the project site is via Escuela Avenue, California Street, and Latham Street. There are bike route signs on Escuela Avenue that connect cyclists from the project site to the bike lanes on California Street and the Latham Street bike route, which then connect to bike lanes on Rengstorff Avenue, Shoreline Boulevard, El Monte Avenue and the surrounding areas. The project would provide bicycle racks for residents and guests at the project entrance on Escuela Avenue and on the north and south sides of the site at the access points to the courtyard, as well as two bicycle storage rooms within the garage for residents. To access the bicycle parking located in the garage, bicyclists would have to travel down the garage ramp or take stairs or elevators. The garage ramp would be steep (19%) and would not be suitable for pedestrian and bicycle access. For ease of access and to avoid residents riding down the garage ramp or bringing bicycles into elevators, it is recommended the project applicant locate the bicycle storage at the ground level.

Bicycle Infrastructure, Safety, and User Experience

In the immediate project vicinity, there are bicycle facilities on Escuela Avenue, California Street, and Latham Street. The 2015 Bicycle Transportation Plan Update evaluates the quality of the bicycle network in the City in terms of connectivity gaps and low stress gaps. The plan identifies spot gaps and quality gaps along California Street and Escuela Avenue. Spot gaps refer to point-specific locations lacking dedicated bicycle facilities or other treatments to accommodate safe and comfortable bicycle travel; while quality gaps are links of an existing bikeway that are deficient or have operational shortcomings. Latham Street and El Camino Real are identified as corridor gaps. Corridor gaps are missing links longer than one mile. However, Latham Street has recently installed bike route signs between Showers Drive and Escuela Avenue. The plan also identifies the low stress bicycle network. Low stress segments include Class I separated paths and streets with low traffic volumes, low traffic speeds, and bike facilities such as a protected bike lane or a bike boulevard. These are facilities where people feel most comfortable biking because they typically have the least interaction with motor-vehicles. Escuela Avenue is indicated as a low-stress segment. Therefore, it can be considered that the project location is accessible to both experienced and inexperienced cyclists.

It is expected that the project would generate some bicycle trips, which could utilize the existing bike lanes on California Street to get to Downtown Mountain View and the Mountain View Transit Center, and connect to bike lanes on Shoreline Boulevard and Middlefield Road to get to corporate campuses in the North Bayshore and Whisman areas.

According to the 2015 Bicycle Transportation Plan Update, the proportion of Mountain View residents that bicycle to work is about 6.5 percent, which equates to 3 new bicycle trips during the AM and PM peak hours for the project.

Pedestrian and Bicycle Access to Schools

The project site is located within the boundary of Gabriela Mistral Elementary School, Isaac Newton Graham Middle School, and Los Altos High School, which are about 300 feet east, 1.3-miles southeast, and 1.4 miles southwest of the project site, respectively. Mariano Castro Elementary School is across the street from the project site. Continuous sidewalks and crosswalks are present between the site and all of the schools. Some middle school and high school students may wish to bike to school, and continuous bike facilities are presented between the project site and these schools. Middle school students could use the bike route on Latham Street and continue along bike lanes on Castro Street. High school students could use the bike facilities on Escuela Avenue, El Monte Avenue, and Almond Avenue.

Pedestrian and Bicycle Capital Improvement Program

The year 2019-20 Capital Improvement Program (CIP) includes the following projects that would improve pedestrian and bicycle facilities in the project vicinity.

- El Camino Real bike improvements: Class IV bikeway facilities on El Camino Real between Shoreline Boulevard and Rengstorff Avenue and between Sylvan Avenue and Calderon Avenue. Class IV bikeways are bike lanes protected by physical barriers such as flexible bollards, raised curb, parking, or planter boxes.
- Escuela Avenue and El Camino Real: Improve pedestrian and bicycle crossing at the intersection.
- Escuela Avenue traffic calming improvements between California Street and Latham Street: bulb-outs on Escuela Avenue at the corners on the west side of the street and on Latham Street, raised crosswalk next to Gabriela Mistral Elementary School, and enhanced visibility crosswalks at intersections and school crossings.

Transit Assessment

Transit Facilities, Service, and Access (Pre-Covid)

The project site is served by VTA Routes 21, 22, 40, and 52 with bus stops within a half mile of the project site. All routes have 30-minute or less headways during peak commute hours. The closest bus stops to the project site are on California Street at Escuela Avenue for Route 21 and along El Camino Real at Escuela Avenue for Route 22, approximately 635 feet from the project site. Route 21 stops at the Mountain View Transit Center and San Antonio Caltrain Station, both of which are 1.3 miles from the site. The Mountain View Transit Center provides connections to Caltrain, VTA light-rail transit (LRT), several VTA bus routes (21, 40, and 52), MV community shuttle, and MVGo shuttle routes. Route 22 stops on El Camino Real at Shower Drive and Castro Street, approximately one mile from the site, and both stops also serve the VTA Rapid Route 522.

Transit Operations

It is expected that the project would generate some transit trips to get to the North Bayshore area or to other destinations. According to the 2015 Bicycle Transportation Plan Update, approximately 5.1 percent of Mountain View residents use public transit to get to work. Applying 5.1 percent transit mode share equates to 2 new transit riders during the AM and PM peak hours. This new ridership generated by the project could be accommodated by these existing services.

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

Parking

Vehicle Parking

The City supports a "model parking standard" of one space per studio/1-bedroom unit and two spaces per unit with more than 1 bedroom. The City requires that 15 percent of the parking be designated as guest parking. This standard was originally approved for the El Camino and San Antonio Precise Plans and is used elsewhere at the discretion of the City. The project proposes to build 28 one-bedroom units, 89 two-bedroom units, and 4 three-bedroom units. Based on the "model parking standard", the project would require 214 parking spaces, of which 32 should be marked as guest spaces.

The project proposes at least 11 percent very low-income units or 20 percent lower income units for the proposed 121 units, in order to obtain the maximum density bonus. According to State of California Density Bonus Law, developments that meets the density bonus requirements, a city should not require a vehicular parking ratio. Further, if a development includes the maximum percentage of low-income or very-low income units provided to obtain the maximum density bonus and located within a Transit Priority Area, and there is unobstructed access to a major transit stop from the development, then, upon request of the developer, a city should not impose a vehicular parking ratio, inclusive to handicapped and guest parking, that exceeds 0.5 spaces per bedroom.

The project is located in a transit proximity area and within a half mile of the existing stops along a high-quality transit corridor. Based on the Density Bonus Law, the project would be required to provide at least 109 spaces at 0.5 spaces per bedroom. The project proposes 121 parking spaces for residents and 20 parking spaces for guests, for a total of 141 parking spaces.

1970 Latham Street Parking

The project would remove three spaces at the northeast corner of the 1970 Latham Street Apartments site in order to continue access from new project driveway to 1970 Latham Street. The project would also remove another 4 spaces from 1970 Latham Street in the southeast corner to relocate the trash enclosure. However, 7 parking spaces would be added to the driveway aisle on the east side of the property. Thus, the total number of parking spaces for 1970 Latham Street would not change.

Bicycle Parking

The bicycle parking requirements for the project were calculated based on the City of Mountain View Zoning Ordinance, Section 36.32.50. The bicycle parking requirement is one bicycle parking space per unit for residents and one bicycle parking space per 10 units for guests.

The project would be required to provide 121 bicycle parking spaces for residents and 12 bicycle parking spaces for guests. The project proposes to include 116 long-term bicycle parking spaces in secured locations within the garage, as well as 30 short term bicycle parking spaces around the site. The long-term spaces are assumed to be used only by residents, and the short-term spaces are assumed to be used by both residents and guests. Therefore, the project meets the City's requirements.

Conclusions

This study includes a VMT analysis and multimodal transportation analysis (MTA). The MTA includes an analysis of traffic conditions during the AM and PM peak hours at five intersections, a review of site access and on-site circulation, an evaluation of transit services and pedestrian and bicycle facilities, and parking.

VMT Analysis

The project is located with a half mile of the existing stops along a high-quality transit corridor as Routes 22 and 522 running on El Camino Real have 15 and 12-minute headways, respectively, during peak commute hours. Therefore, according to Mountain View VMT policy the project is expected to have a less-than-significant impact on VMT.

Intersection Traffic Operations

The results of the intersection level-of-service analysis show that the added project trips would not degrade the levels of service of the study intersections and are not expected to result in a noticeable increase vehicle delay on the stop-controlled approaches.

Other Transportation Issues

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

Hexagon has the following recommendation resulting from the site access and circulation evaluation and the parking evaluation.

Recommendations

- The project should plan to provide a stop-controlled egress at the project driveway, if not already planned.
- Fifteen-foot curb segments next to the driveway on Escuela Avenue should be painted red to indicate no parking is allowed in order to provide adequate sight distance.
- A loading space should be provided on site for passenger loading and moving trucks.
- For ease of access and to avoid residents riding down the garage ramp or bringing bicycles into elevators, the project should locate the bicycle storage at the ground level.
- For off-site improvements at the Escuela Avenue/Latham Street intersection, the project plans to implement bulb-outs at the northwest corner with high visibility crosswalks on the north and west legs of the intersection. It is recommended that bulb-outs be constructed at the remaining three corners of the intersection, with high visibility crosswalks along the south and east legs as well.

Appendix A
Volume Summary

Existing Volume Adjustment Summary

Study Inter. #	N/S Street	E/W Street	Count Date		Count Source	Number of growth years with 2.5% per year	
			AM	PM		AM	PM
1	Escuela Ave	California St	10/05/16	09/06/17	1720 Villa Street	4	3
2	Escuela Ave	Latham St	10/10/13	Estimated	All Traffic Data	7	N/A
3	Escuela Ave	El Camino Real	10/04/16	10/04/16	All Traffic Data	4	4
4	Escuela Ave	Gamel Wy/School Drwy	04/23/19	04/23/19	Gamel Way Closure	0	0
5	Escuela Ave	Project Drwy/School Drwy	Estimated	Estimated		N/A	N/A

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Escuela Ave and California St
Peak Hour: AM
Date of Analysis: 07/02/20
Count Date: 10/05/16

Scenario	Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	Total
Existing Conditions - applied with a growth factor	132	165	23	31	315	67	119	149	114	72	268	59	1514
Approved Project Trips													
2580 & 2590 California/201 San Antonio (Mountain View)	0	0	0	0	1	0	0	0	0	0	3	0	4
394 Ortega Avenue (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
1958 Latham Street (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
400 San Antonio Road (Mountain View)	0	0	0	0	0	0	0	0	0	0	9	0	9
Lux Largo (1411-1495 W El Camino Real) (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
1720 Villa St (Mountain View)	3	0	0	0	1	1	0	0	0	0	2	3	10
5150 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
4880 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
4856 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
4898 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*3*	*0*	*0*	*0*	*2*	*1*	*0*	*0*	*0*	*0*	*14*	*3*	*23*
Background Conditions	135	165	23	31	317	68	119	149	114	72	282	62	1537
Proposed Project Trips	*0*	*0*	*0*	*0*	*0*	*2*	*6*	*0*	*5*	*2*	*0*	*0*	*15*
Reassigned Gamel Way Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing + Project Conditions	132	165	23	31	315	69	125	149	119	74	268	59	1529
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	135	165	23	31	317	70	125	149	119	74	282	62	1552
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 2
Traffix Node Number: 4
Intersection Name: Escuela Ave and Latham St
Peak Hour: AM
Date of Analysis: 07/02/20
Count Date: 10/10/13

Scenario	Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	Total
Existing Conditions - applied with a growth factor	33	302	26	32	42	48	41	194	48	71	43	65	945
Approved Project Trips													
2580 & 2590 California/201 San Antonio (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
394 Ortega Avenue (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
1958 Latham Street (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
400 San Antonio Road (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lux Largo (1411-1495 W El Camino Real) (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
1720 Villa St (Mountain View)	0	1	0	0	0	0	0	0	0	0	0	0	1
5150 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
4880 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
4856 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
4898 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*
Background Conditions	33	303	26	32	42	48	41	194	48	71	43	65	946
Proposed Project Trips	*1*	*15*	*0*	*0*	*0*	*0*	*0*	*6*	*0*	*0*	*0*	*0*	*22*
Reassigned Gamel Way Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing + Project Conditions	34	317	26	32	42	48	41	200	48	71	43	65	967
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	34	318	26	32	42	48	41	200	48	71	43	65	968
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 3
Traffix Node Number: 5
Intersection Name: Escuela Ave and El Camino Real
Peak Hour: AM
Date of Analysis: 07/02/20
Count Date: 10/04/16

Scenario	Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	Total
Existing Conditions - applied with a growth factor	78	34	198	218	2092	56	21	24	24	6	1397	155	4303
Approved Project Trips													
2580 & 2590 California/201 San Antonio (Mountain View)	0	0	0	0	9	0	0	0	0	0	28	0	37
394 Ortega Avenue (Mountain View)	0	0	0	0	4	0	0	0	0	0	16	0	20
1958 Latham Street (Mountain View)	0	0	0	0	1	0	0	0	0	0	1	0	2
400 San Antonio Road (Mountain View)	0	0	0	0	2	0	0	0	0	0	46	0	48
Lux Largo (1411-1495 W El Camino Real) (Mountain View)	0	0	0	0	4	0	0	0	0	0	2	0	6
1720 Villa St (Mountain View)	0	1	0	0	0	0	0	0	0	0	0	0	1
5150 El Camino Real (Los Altos)	0	0	0	0	-8	0	0	0	0	0	13	0	5
4880 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	5	0	5
4856 El Camino Real (Los Altos)	0	0	0	0	-2	0	0	0	0	0	4	0	2
4898 El Camino Real (Los Altos)	0	0	0	0	1	0	0	0	0	0	2	0	3
Total Approved Trips	*0*	*1*	*0*	*0*	*10*	*0*	*0*	*0*	*0*	*0*	*115*	*0*	*126*
Background Conditions	78	35	198	218	2102	56	21	24	24	6	1512	155	4429
Proposed Project Trips	*7*	*0*	*8*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*3*	*21*
Reassigned Gamel Way Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing + Project Conditions	85	34	206	221	2092	56	21	24	24	6	1397	158	4324
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	85	35	206	221	2102	56	21	24	24	6	1512	158	4450
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 4
Traffix Node Number: 3
Intersection Name: Escuela Ave and Gamel Wy/School Drwy
Peak Hour: AM
Date of Analysis: 07/02/20
Count Date: 04/23/19

	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
Scenario	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	12	228	78	0	0	0	61	230	17	19	1	10	*656*
Approved Project Trips													
2580 & 2590 California/201 San Antonio (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
394 Ortega Avenue (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1958 Latham Street (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lux Largo (1411-1495 W El Camino Real) (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1720 Villa St (Mountain View)	0	1	0	0	0	0	0	0	0	0	0	0	*1*
5150 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4880 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4856 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4898 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*
Background Conditions	12	229	78	0	0	0	61	230	17	19	1	10	*657*
Proposed Project Trips	*0*	*20*	*0*	*0*	*0*	*0*	*0*	*7*	*-1*	*-4*	*0*	*-2*	*20*
Reassigned Gamel Way Trips	*-12*	*15*	*1*	*0*	*0*	*0*	*0*	*16*	*-16*	*-15*	*-1*	*-8*	*-20*
Existing + Project Conditions	0	263	79	0	0	0	61	253	0	0	0	0	*656*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	0	264	79	0	0	0	61	253	0	0	0	0	*657*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 5
Traffix Node Number: 6
Intersection Name: Escuela Ave and Project Drwy/School Drwy
Peak Hour: AM
Date of Analysis: 07/02/20
Count Date: Estimated

	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
Scenario	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	257	0	79	0	61	0	230	0	0	0	0	*627*
Approved Project Trips													
2580 & 2590 California/201 San Antonio (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
394 Ortega Avenue (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1958 Latham Street (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lux Largo (1411-1495 W El Camino Real) (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1720 Villa St (Mountain View)	0	1	0	0	0	0	0	0	0	0	0	0	*1*
5150 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4880 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4856 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4898 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*1*
Background Conditions	0	258	0	79	0	61	0	230	0	0	0	0	*628*
Proposed Project Trips	*4*	*0*	*0*	*0*	*0*	*0*	*0*	*-2*	*7*	*20*	*0*	*13*	*42*
Reassigned Gamel Way Trips	*12*	*-12*	*0*	*0*	*0*	*0*	*0*	*-8*	*16*	*16*	*0*	*8*	*32*
Existing + Project Conditions	16	245	0	79	0	61	0	220	23	36	0	21	*701*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	16	246	0	79	0	61	0	220	23	36	0	21	*702*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 1
Traffix Node Number: 1
Intersection Name: Escuela Ave and California St
Peak Hour: PM
Date of Analysis: 07/02/20
Count Date: 09/06/17

Scenario	Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	Total
Existing Conditions - applied with a growth factor	98	131	25	24	346	96	126	173	91	76	513	112	1811
Approved Project Trips													
2580 & 2590 California/201 San Antonio (Mountain View)	0	0	0	0	3	0	0	0	0	0	2	0	5
394 Ortega Avenue (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
1958 Latham Street (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
400 San Antonio Road (Mountain View)	0	0	0	0	6	0	0	0	0	0	2	0	8
Lux Largo (1411-1495 W El Camino Real) (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
1720 Villa St (Mountain View)	2	0	0	0	1	1	0	1	0	0	7	10	22
5150 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
4880 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
4856 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
4898 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*2*	*0*	*0*	*0*	*10*	*1*	*0*	*1*	*0*	*0*	*11*	*10*	*35*
Background Conditions	100	131	25	24	356	97	126	174	91	76	524	122	1846
Proposed Project Trips	*0*	*0*	*0*	*0*	*0*	*5*	*4*	*0*	*3*	*5*	*0*	*0*	*17*
Reassigned Gamel Way Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing + Project Conditions	98	131	25	24	346	101	130	173	94	81	513	112	1828
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	100	131	25	24	356	102	130	174	94	81	524	122	1863
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 2
Traffix Node Number: 4
Intersection Name: Escuela Ave and Latham St
Peak Hour: PM
Date of Analysis: 07/02/20
Count Date: Estimated

Scenario	Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	Total
Existing Conditions	23	212	18	29	38	43	53	247	61	77	46	70	917
Approved Project Trips													
2580 & 2590 California/201 San Antonio (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
394 Ortega Avenue (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
1958 Latham Street (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
400 San Antonio Road (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
Lux Largo (1411-1495 W El Camino Real) (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
1720 Villa St (Mountain View)	0	1	0	0	0	0	0	1	0	0	0	0	2
5150 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
4880 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
4856 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
4898 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*2*
Background Conditions	23	213	18	29	38	43	53	248	61	77	46	70	919
Proposed Project Trips	*1*	*10*	*0*	*0*	*0*	*0*	*0*	*14*	*0*	*0*	*0*	*1*	*26*
Reassigned Gamel Way Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing + Project Conditions	24	222	18	29	38	43	53	261	61	77	46	71	943
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	24	223	18	29	38	43	53	262	61	77	46	71	945
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 3
Traffix Node Number: 5
Intersection Name: Escuela Ave and El Camino Real
Peak Hour: PM
Date of Analysis: 07/02/20
Count Date: 10/04/16

Scenario	Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	Total
Existing Conditions - applied with a growth factor	76	13	167	266	1429	53	57	31	44	19	2097	209	4461
Approved Project Trips													
2580 & 2590 California/201 San Antonio (Mountain View)	0	0	0	0	33	0	0	0	0	0	20	0	53
394 Ortega Avenue (Mountain View)	0	0	0	0	16	0	0	0	0	0	8	0	24
1958 Latham Street (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	0
400 San Antonio Road (Mountain View)	0	0	0	0	42	0	0	0	0	0	8	0	50
Lux Largo (1411-1495 W El Camino Real) (Mountain View)	0	0	0	0	3	0	0	0	0	0	4	0	7
1720 Villa St (Mountain View)	0	1	0	0	0	0	0	1	0	0	0	0	2
5150 El Camino Real (Los Altos)	0	0	0	0	-13	0	0	0	0	0	-9	0	-22
4880 El Camino Real (Los Altos)	0	0	0	0	-3	0	0	0	0	0	-1	0	-4
4856 El Camino Real (Los Altos)	0	0	0	0	-9	0	0	0	0	0	-12	0	-21
4898 El Camino Real (Los Altos)	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
Total Approved Trips	*0*	*1*	*0*	*0*	*69*	*0*	*0*	*1*	*0*	*0*	*18*	*0*	*89*
Background Conditions	76	14	167	266	1498	53	57	32	44	19	2115	209	4550
Proposed Project Trips	*5*	*0*	*5*	*8*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*6*	*24*
Reassigned Gamel Way Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Existing + Project Conditions	81	13	172	274	1429	53	57	31	44	19	2097	215	4485
check	0	0	0	0	0	0	0	0	0	0	0	0	0
Background + Project Conditions	81	14	172	274	1498	53	57	32	44	19	2115	215	4574
check	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Number: 4
Traffix Node Number: 3
Intersection Name: Escuela Ave and Gamel Wy/School Drwy
Peak Hour: PM
Date of Analysis: 07/02/20
Count Date: 04/23/19

	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
Scenario	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	8	241	15	0	0	0	20	315	11	12	2	9	*633*
Approved Project Trips													
2580 & 2590 California/201 San Antonio (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
394 Ortega Avenue (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1958 Latham Street (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lux Largo (1411-1495 W El Camino Real) (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1720 Villa St (Mountain View)	0	1	0	0	0	0	0	1	0	0	0	0	*2*
5150 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4880 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4856 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4898 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*2*
Background Conditions	8	242	15	0	0	0	20	316	11	12	2	9	*635*
Proposed Project Trips	*-3*	*13*	*0*	*0*	*0*	*0*	*0*	*19*	*-4*	*-2*	*0*	*-1*	*22*
Reassigned Gamel Way Trips	*-5*	*10*	*2*	*0*	*0*	*0*	*0*	*7*	*-7*	*-10*	*-2*	*-8*	*-13*
Existing + Project Conditions	0	264	17	0	0	0	20	341	0	0	0	0	*642*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	0	265	17	0	0	0	20	342	0	0	0	0	*644*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Intersection Number: 5
Traffix Node Number: 6
Intersection Name: Escuela Ave and Project Drwy/School Drwy
Peak Hour: PM
Date of Analysis: 07/02/20
Count Date: Estimated

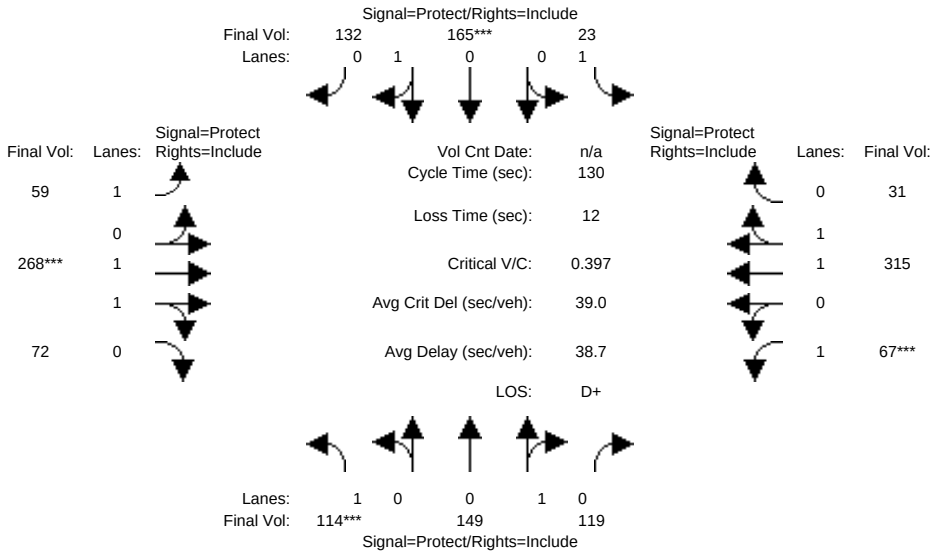
	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
Scenario	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	243	0	16	0	21	0	315	0	0	0	0	*595*
Approved Project Trips													
2580 & 2590 California/201 San Antonio (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
394 Ortega Avenue (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1958 Latham Street (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
400 San Antonio Road (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Lux Largo (1411-1495 W El Camino Real) (Mountain View)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1720 Villa St (Mountain View)	0	1	0	0	0	0	0	1	0	0	0	0	*2*
5150 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4880 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4856 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
4898 El Camino Real (Los Altos)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*1*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*0*	*2*
Background Conditions	0	244	0	16	0	21	0	316	0	0	0	0	*597*
Proposed Project Trips	*13*	*-3*	*0*	*0*	*0*	*0*	*0*	*-1*	*19*	*13*	*0*	*8*	*49*
Reassigned Gamel Way Trips	*5*	*-5*	*0*	*0*	*0*	*0*	*0*	*-8*	*7*	*12*	*0*	*8*	*19*
Existing + Project Conditions	18	235	0	16	0	21	0	306	26	25	0	16	*663*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Background + Project Conditions	18	236	0	16	0	21	0	307	26	25	0	16	*665*
check	0	0	0	0	0	0	0	0	0	0	0	0	*0*

Apendix B
Level of Service Calculations

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1: Escuela Avenue and California Street



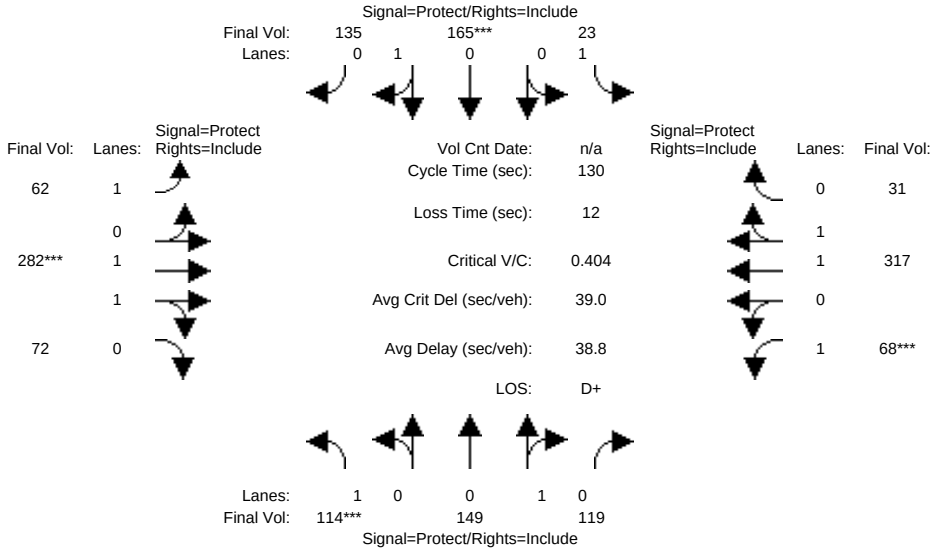
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	149	119	23	165	132	59	268	72	67	315	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	149	119	23	165	132	59	268	72	67	315	31
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:	114	149	119	23	165	132	59	268	72	67	315	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	149	119	23	165	132	59	268	72	67	315	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	149	119	23	165	132	59	268	72	67	315	31
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:	114	149	119	23	165	132	59	268	72	67	315	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.56	0.44	1.00	0.56	0.44	1.00	1.56	0.44	1.00	1.82	0.18
Final Sat.:	1750	1001	799	1750	1000	800	1750	2916	783	1750	3368	331
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.01	0.17	0.17	0.03	0.09	0.09	0.04	0.09	0.09
Crit Moves:	****				****			****			****	
Green Time:	21.3	55.3	55.3	20.0	54.0	54.0	15.6	30.1	30.1	12.5	27.1	27.1
Volume/Cap:	0.40	0.35	0.35	0.09	0.40	0.40	0.28	0.40	0.40	0.40	0.45	0.45
Delay/Veh:	49.5	25.5	25.5	47.3	26.9	26.9	52.8	42.6	42.6	56.7	45.4	45.4
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:	49.5	25.5	25.5	47.3	26.9	26.9	52.8	42.6	42.6	56.7	45.4	45.4
LOS by Move:	D	C	C	D	C	C	D-	D	D	E+	D	D
HCM2kAvgQ:	5	7	7	1	9	9	2	6	6	3	6	6

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1: Escuela Avenue and California Street



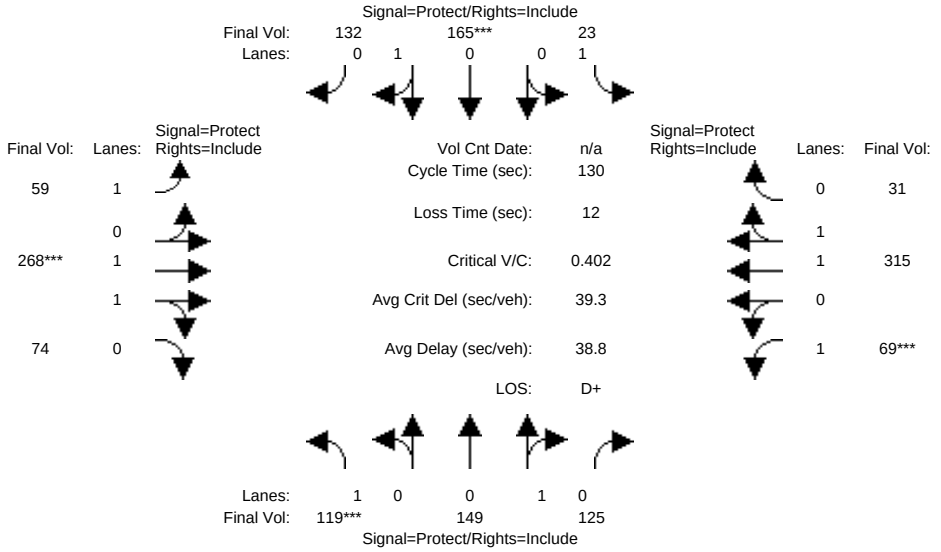
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	149	119	23	165	135	62	282	72	68	317	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	149	119	23	165	135	62	282	72	68	317	31
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:	114	149	119	23	165	135	62	282	72	68	317	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	149	119	23	165	135	62	282	72	68	317	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	149	119	23	165	135	62	282	72	68	317	31
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:	114	149	119	23	165	135	62	282	72	68	317	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.56	0.44	1.00	0.55	0.45	1.00	1.58	0.42	1.00	1.82	0.18
Final Sat.:	1750	1001	799	1750	990	810	1750	2947	752	1750	3370	330
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.01	0.17	0.17	0.04	0.10	0.10	0.04	0.09	0.09
Crit Moves:	****				****			****			****	
Green Time:	21.0	54.8	54.8	19.8	53.7	53.7	15.8	30.8	30.8	12.5	27.6	27.6
Volume/Cap:	0.40	0.35	0.35	0.09	0.40	0.40	0.29	0.40	0.40	0.40	0.44	0.44
Delay/Veh:	49.8	25.8	25.8	47.4	27.2	27.2	52.8	42.1	42.1	56.8	45.0	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	25.8	25.8	47.4	27.2	27.2	52.8	42.1	42.1	56.8	45.0	45.0
LOS by Move:	D	C	C	D	C	C	D-	D	D	E+	D	D
HCM2kAvgQ:	5	7	7	1	9	9	3	6	6	3	6	6

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1: Escuela Avenue and California Street



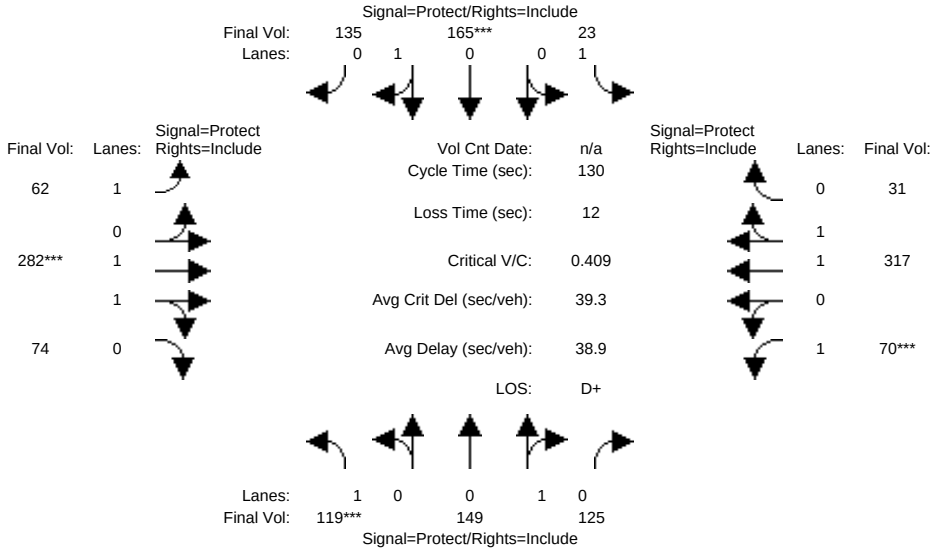
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	149	119	23	165	132	59	268	72	67	315	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	149	119	23	165	132	59	268	72	67	315	31
Added Vol:	5	0	6	0	0	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	149	125	23	165	132	59	268	74	69	315	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	149	125	23	165	132	59	268	74	69	315	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	149	125	23	165	132	59	268	74	69	315	31
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:	119	149	125	23	165	132	59	268	74	69	315	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.54	0.46	1.00	0.56	0.44	1.00	1.56	0.44	1.00	1.82	0.18
Final Sat.:	1750	979	821	1750	1000	800	1750	2899	800	1750	3368	331
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.01	0.17	0.17	0.03	0.09	0.09	0.04	0.09	0.09
Crit Moves:	****				****			****			****	
Green Time:	22.0	55.7	55.7	19.7	53.4	53.4	15.6	29.9	29.9	12.8	27.1	27.1
Volume/Cap:	0.40	0.36	0.36	0.09	0.40	0.40	0.28	0.40	0.40	0.40	0.45	0.45
Delay/Veh:	49.0	25.4	25.4	47.6	27.4	27.4	52.8	42.8	42.8	56.6	45.4	45.4
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:	49.0	25.4	25.4	47.6	27.4	27.4	52.8	42.8	42.8	56.6	45.4	45.4
LOS by Move:	D	C	C	D	C	C	D-	D	D	E+	D	D
HCM2kAvgQ:	5	8	8	1	9	9	2	6	6	3	6	6

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1: Escuela Avenue and California Street



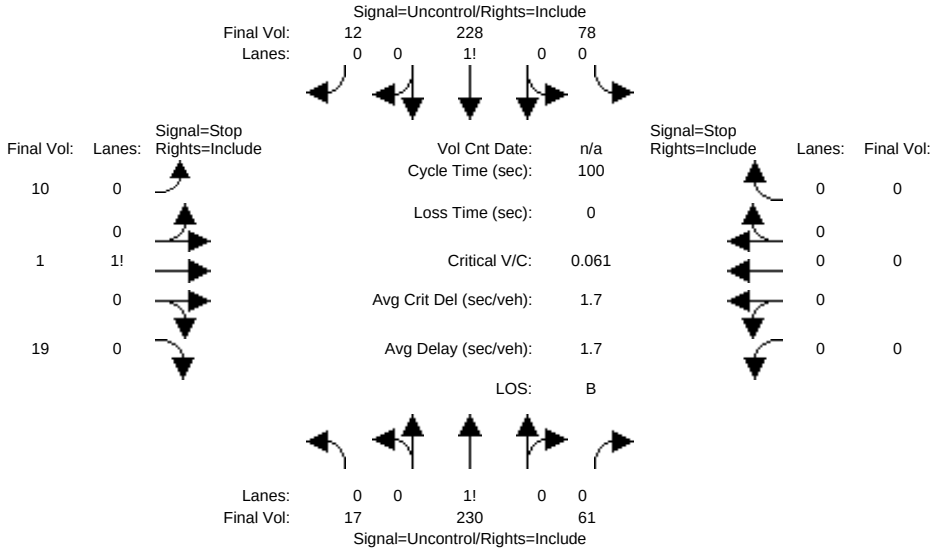
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	114	149	119	23	165	135	62	282	72	68	317	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	149	119	23	165	135	62	282	72	68	317	31
Added Vol:	5	0	6	0	0	0	0	0	2	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	149	125	23	165	135	62	282	74	70	317	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	149	125	23	165	135	62	282	74	70	317	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	149	125	23	165	135	62	282	74	70	317	31
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:	119	149	125	23	165	135	62	282	74	70	317	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.54	0.46	1.00	0.55	0.45	1.00	1.57	0.43	1.00	1.82	0.18
Final Sat.:	1750	979	821	1750	990	810	1750	2930	769	1750	3370	330
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.15	0.01	0.17	0.17	0.04	0.10	0.10	0.04	0.09	0.09
Crit Moves:	****				****			****		****		
Green Time:	21.6	55.1	55.1	19.5	53.0	53.0	15.8	30.6	30.6	12.7	27.6	27.6
Volume/Cap:	0.41	0.36	0.36	0.09	0.41	0.41	0.29	0.41	0.41	0.41	0.44	0.44
Delay/Veh:	49.4	25.7	25.7	47.7	27.7	27.7	52.8	42.3	42.3	56.7	45.0	45.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	25.7	25.7	47.7	27.7	27.7	52.8	42.3	42.3	56.7	45.0	45.0
LOS by Move:	D	C	C	D	C	C	D-	D	D	E+	D	D
HCM2kAvgQ:	5	8	8	1	9	9	3	6	6	3	6	6

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #3: Escuela Avenue and Gamel Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	17	230	61	78	228	12	10	1	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	230	61	78	228	12	10	1	19	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	230	61	78	228	12	10	1	19	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	230	61	78	228	12	10	1	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	230	61	78	228	12	10	1	19	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	240	xxxx	xxxxx	291	xxxx	xxxxx	685	715	234	xxxx	xxxx	xxxxx
Potent Cap.:	1339	xxxx	xxxxx	1282	xxxx	xxxxx	417	359	810	xxxx	xxxx	xxxxx
Move Cap.:	1339	xxxx	xxxxx	1282	xxxx	xxxxx	393	332	810	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.06	xxxx	xxxx	0.03	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	578	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 0	0
Initial Vol:	17	230	61	78	228	12	10	1	19	0	0	0
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=656]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 0	0
Initial Vol:	17	230	61	78	228	12	10	1	19	0	0	0

Major Street Volume: 626
Minor Approach Volume: 30
Minor Approach Volume Threshold: 344

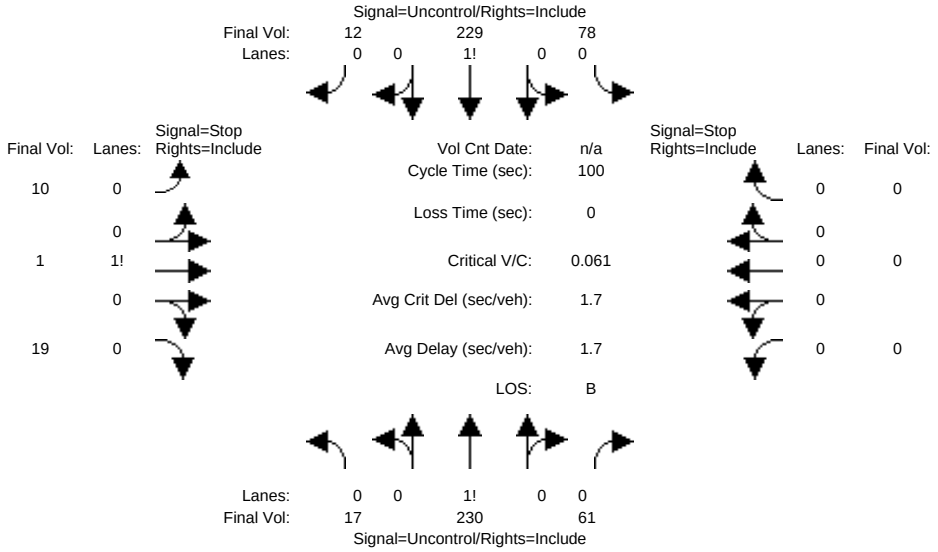
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #3: Escuela Avenue and Gamel Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	17	230	61	78	229	12	10	1	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	230	61	78	229	12	10	1	19	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	230	61	78	229	12	10	1	19	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	230	61	78	229	12	10	1	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	230	61	78	229	12	10	1	19	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	241	xxxx	xxxxx	291	xxxx	xxxxx	686	716	235	xxxx	xxxx	xxxxx
Potent Cap.:	1337	xxxx	xxxxx	1282	xxxx	xxxxx	417	358	809	xxxx	xxxx	xxxxx
Move Cap.:	1337	xxxx	xxxxx	1282	xxxx	xxxxx	392	331	809	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.06	xxxx	xxxx	0.03	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	577	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 0	0
Initial Vol:	17	230	61	78	229	12	10	1	19	0	0	0
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=30]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=657]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 0	0
Initial Vol:	17	230	61	78	229	12	10	1	19	0	0	0

Major Street Volume: 627
Minor Approach Volume: 30
Minor Approach Volume Threshold: 344

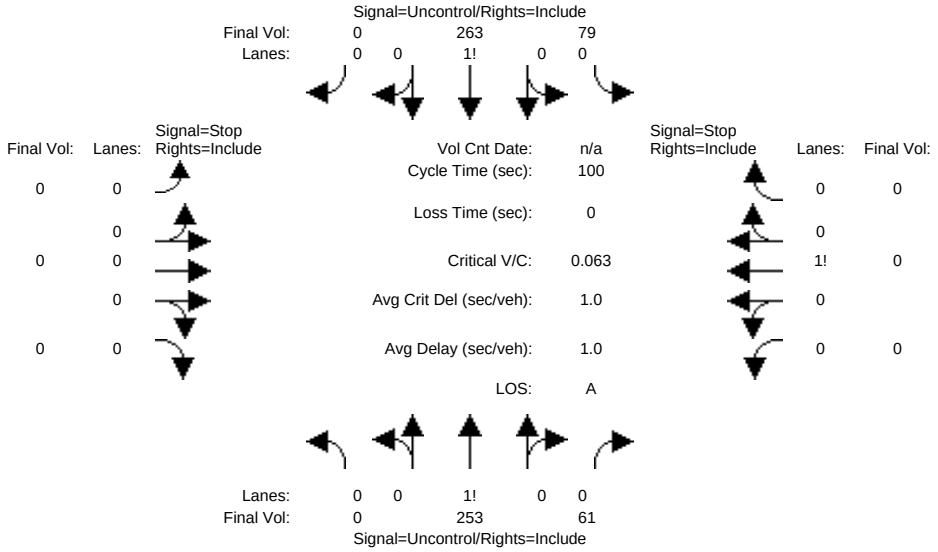
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #3: Escuela Avenue and Gamel Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	17	230	61	78	228	12	10	1	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	230	61	78	228	12	10	1	19	0	0	0
Added Vol:	-1	7	0	0	20	0	-2	0	-4	0	0	0
PasserByVol:	-16	16	0	1	15	-12	-8	-1	-15	0	0	0
Initial Fut:	0	253	61	79	263	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	253	61	79	263	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	253	61	79	263	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	314	xxxx	xxxxx	705	735	263	705	705	284
Potent Cap.:	xxxx	xxxx	xxxxx	1258	xxxx	xxxxx	406	349	781	406	364	760
Move Cap.:	xxxx	xxxx	xxxxx	1258	xxxx	xxxxx	386	326	781	386	340	760
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	0	253	61	79	263	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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 #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	0	253	61	79	263	0	0	0	0	0	0	0

Major Street Volume: 656
Minor Approach Volume: 0
Minor Approach Volume Threshold: 332

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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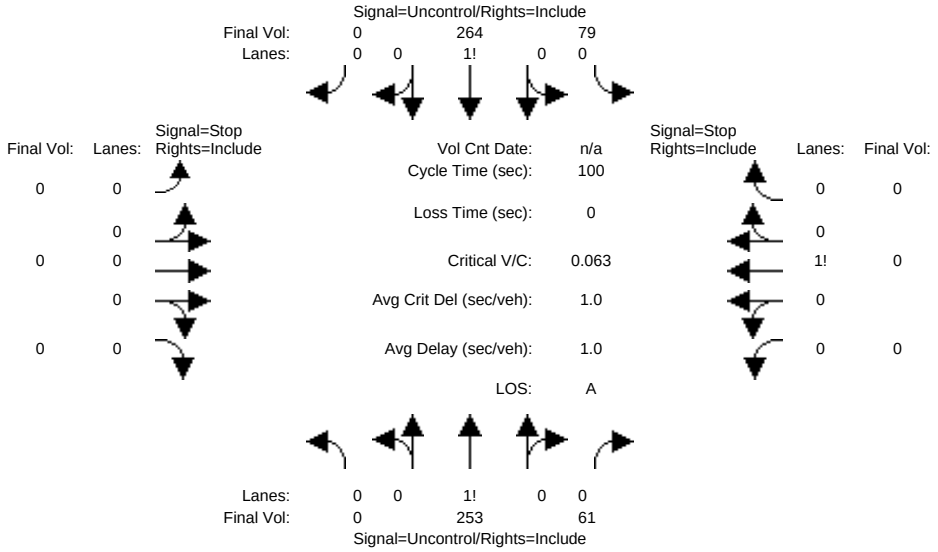
1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #3: Escuela Avenue and Gamel Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	17	230	61	78	229	12	10	1	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	230	61	78	229	12	10	1	19	0	0	0
Added Vol:	-1	7	0	0	20	0	-2	0	-4	0	0	0
PasserByVol:	-16	16	0	1	15	-12	-8	-1	-15	0	0	0
Initial Fut:	0	253	61	79	264	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	253	61	79	264	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	253	61	79	264	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	314	xxxx	xxxxx	706	736	264	706	706	284
Potent Cap.:	xxxx	xxxx	xxxxx	1258	xxxx	xxxxx	406	349	780	406	363	760
Move Cap.:	xxxx	xxxx	xxxxx	1258	xxxx	xxxxx	385	326	780	385	339	760
Volume/Cap:	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	0	253	61	79	264	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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 #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	0	253	61	79	264	0	0	0	0	0	0	0

Major Street Volume: 657
Minor Approach Volume: 0
Minor Approach Volume Threshold: 331

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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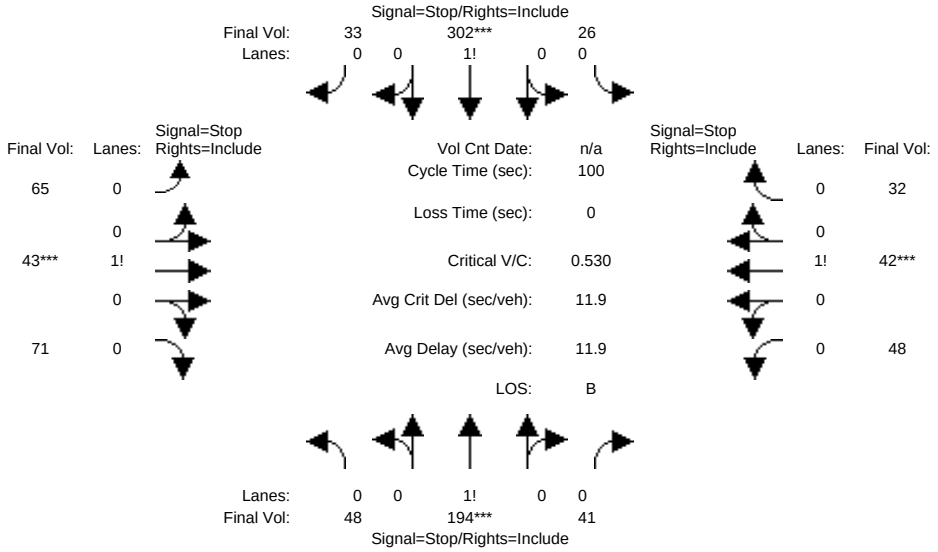
1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #4: Escuela Avenue and Latham Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	48	194	41	26	302	33	65	43	71	48	42	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	194	41	26	302	33	65	43	71	48	42	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	194	41	26	302	33	65	43	71	48	42	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	194	41	26	302	33	65	43	71	48	42	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	194	41	26	302	33	65	43	71	48	42	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	194	41	26	302	33	65	43	71	48	42	32
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:	0.17	0.69	0.14	0.07	0.84	0.09	0.36	0.24	0.40	0.40	0.34	0.26
Final Sat.:	112	454	96	49	570	62	215	142	235	221	193	147
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.53	0.53	0.53	0.30	0.30	0.30	0.22	0.22	0.22
Crit Moves:		****			****			****			****	
Delay/Veh:	11.7	11.7	11.7	13.2	13.2	13.2	10.6	10.6	10.6	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:	11.7	11.7	11.7	13.2	13.2	13.2	10.6	10.6	10.6	10.1	10.1	10.1
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		11.7			13.2			10.6			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			13.2			10.6			10.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.6	0.6	0.6	1.0	1.0	1.0	0.3	0.3	0.3	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Escuela Avenue and Latham Street

****

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:	48	194	41	26	302	33	65	43	71	48	42	32

Major Street Volume: 644
Minor Approach Volume: 179
Minor Approach Volume Threshold: 337

SIGNAL WARRANT DISCLAIMER

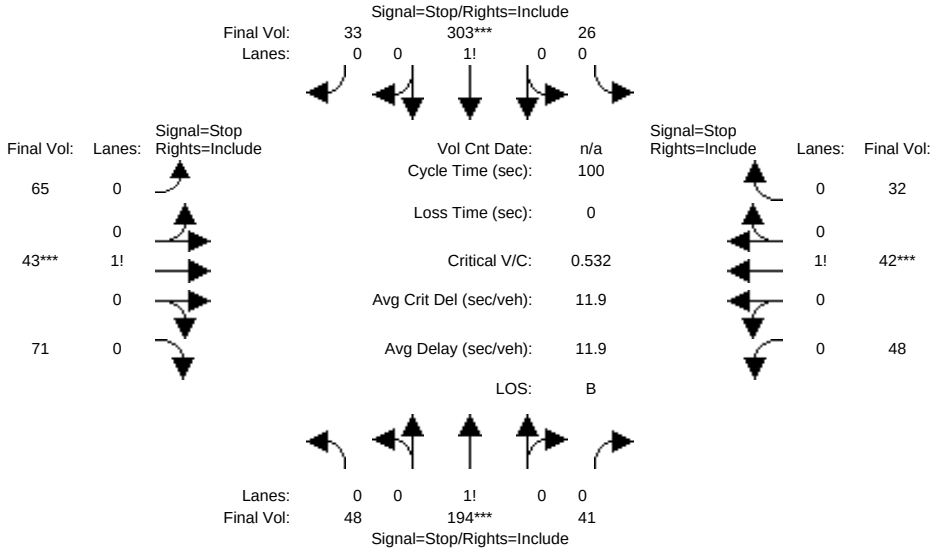
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #4: Escuela Avenue and Latham Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	48	194	41	26	303	33	65	43	71	48	42	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	194	41	26	303	33	65	43	71	48	42	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	194	41	26	303	33	65	43	71	48	42	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	194	41	26	303	33	65	43	71	48	42	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	194	41	26	303	33	65	43	71	48	42	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	194	41	26	303	33	65	43	71	48	42	32
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:	0.17	0.69	0.14	0.07	0.84	0.09	0.36	0.24	0.40	0.40	0.34	0.26
Final Sat.:	112	454	96	49	570	62	215	142	235	221	193	147
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.53	0.53	0.53	0.30	0.30	0.30	0.22	0.22	0.22
Crit Moves:		****			****			****			****	
Delay/Veh:	11.7	11.7	11.7	13.3	13.3	13.3	10.6	10.6	10.6	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:	11.7	11.7	11.7	13.3	13.3	13.3	10.6	10.6	10.6	10.1	10.1	10.1
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		11.7			13.3			10.6			10.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			13.3			10.6			10.1	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.6	0.6	0.6	1.0	1.0	1.0	0.3	0.3	0.3	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Escuela Avenue and Latham Street

****

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:	48	194	41	26	303	33	65	43	71	48	42	32

Major Street Volume: 645
Minor Approach Volume: 179
Minor Approach Volume Threshold: 336

SIGNAL WARRANT DISCLAIMER

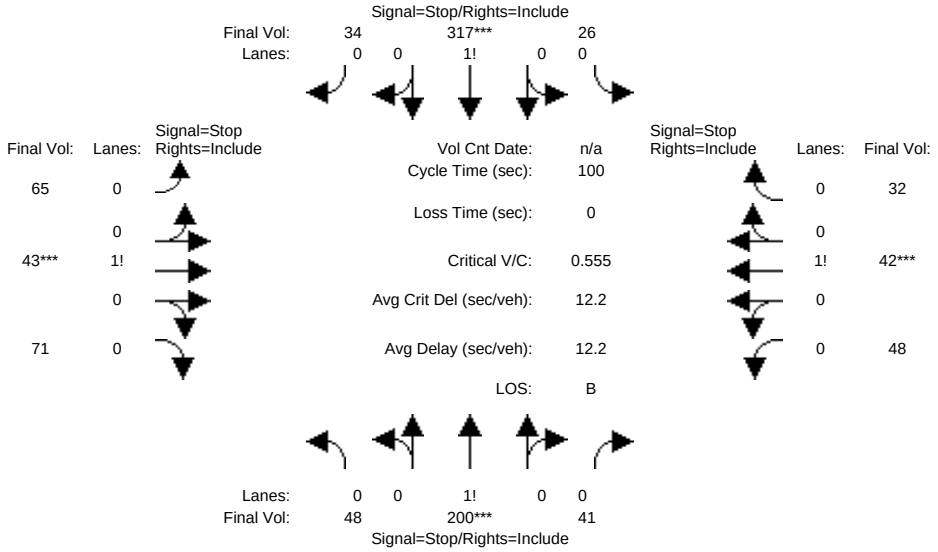
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + Prj AM

Intersection #4: Escuela Avenue and Latham Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	48	194	41	26	302	33	65	43	71	48	42	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	194	41	26	302	33	65	43	71	48	42	32
Added Vol:	0	6	0	0	15	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	200	41	26	317	34	65	43	71	48	42	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	200	41	26	317	34	65	43	71	48	42	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	200	41	26	317	34	65	43	71	48	42	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	200	41	26	317	34	65	43	71	48	42	32
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:	0.17	0.69	0.14	0.07	0.84	0.09	0.36	0.24	0.40	0.40	0.34	0.26
Final Sat.:	109	455	93	47	571	61	212	140	232	218	191	145
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.55	0.55	0.55	0.31	0.31	0.31	0.22	0.22	0.22
Crit Moves:		****			****			****			****	
Delay/Veh:	11.9	11.9	11.9	13.8	13.8	13.8	10.7	10.7	10.7	10.2	10.2	10.2
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:	11.9	11.9	11.9	13.8	13.8	13.8	10.7	10.7	10.7	10.2	10.2	10.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		11.9			13.8			10.7			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.9			13.8			10.7			10.2	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.7	0.7	0.7	1.1	1.1	1.1	0.3	0.3	0.3	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Escuela Avenue and Latham Street

****

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:	48	200	41	26	317	34	65	43	71	48	42	32

Major Street Volume: 666
Minor Approach Volume: 179
Minor Approach Volume Threshold: 328

SIGNAL WARRANT DISCLAIMER

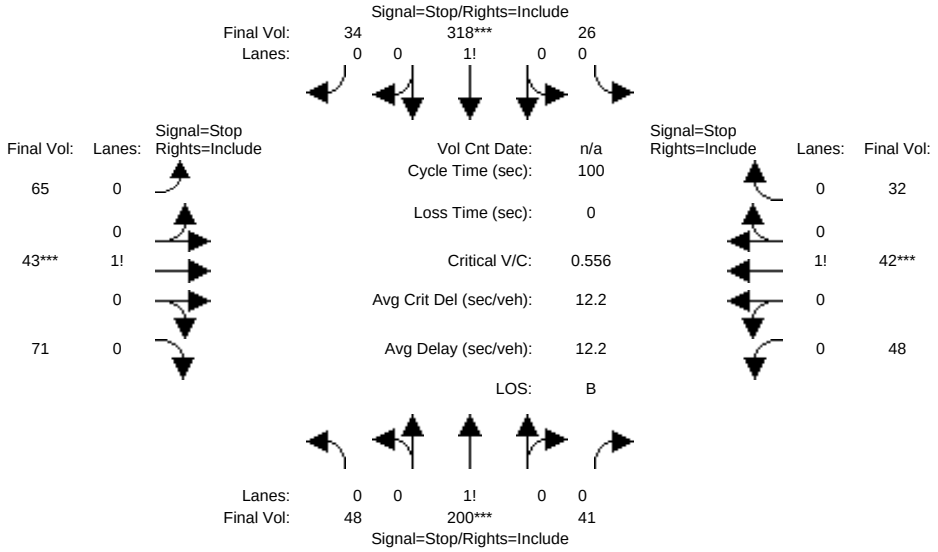
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background + Prj AM

Intersection #4: Escuela Avenue and Latham Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	48	194	41	26	303	33	65	43	71	48	42	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	194	41	26	303	33	65	43	71	48	42	32
Added Vol:	0	6	0	0	15	1	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	200	41	26	318	34	65	43	71	48	42	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	200	41	26	318	34	65	43	71	48	42	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	200	41	26	318	34	65	43	71	48	42	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	200	41	26	318	34	65	43	71	48	42	32
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:	0.17	0.69	0.14	0.07	0.84	0.09	0.36	0.24	0.40	0.40	0.34	0.26
Final Sat.:	109	455	93	47	572	61	212	140	232	218	190	145
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.56	0.56	0.56	0.31	0.31	0.31	0.22	0.22	0.22
Crit Moves:		****			****			****			****	
Delay/Veh:	11.9	11.9	11.9	13.8	13.8	13.8	10.7	10.7	10.7	10.2	10.2	10.2
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:	11.9	11.9	11.9	13.8	13.8	13.8	10.7	10.7	10.7	10.2	10.2	10.2
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:		11.9			13.8			10.7			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.9			13.8			10.7			10.2	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.7	0.7	0.7	1.1	1.1	1.1	0.3	0.3	0.3	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Escuela Avenue and Latham Street

****

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:	48	200	41	26	318	34	65	43	71	48	42	32

Major Street Volume: 667
Minor Approach Volume: 179
Minor Approach Volume Threshold: 327

SIGNAL WARRANT DISCLAIMER

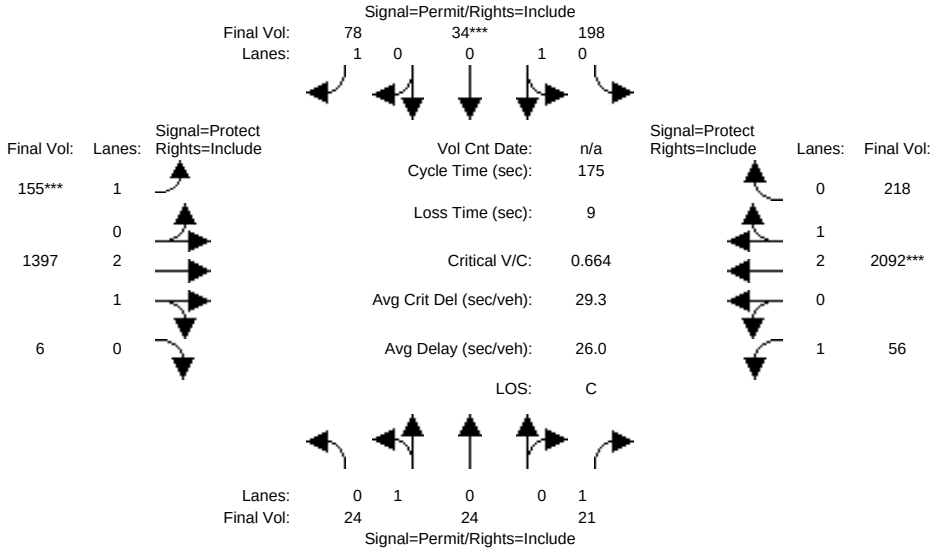
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #5: Escuela Avenue and El Camino Real



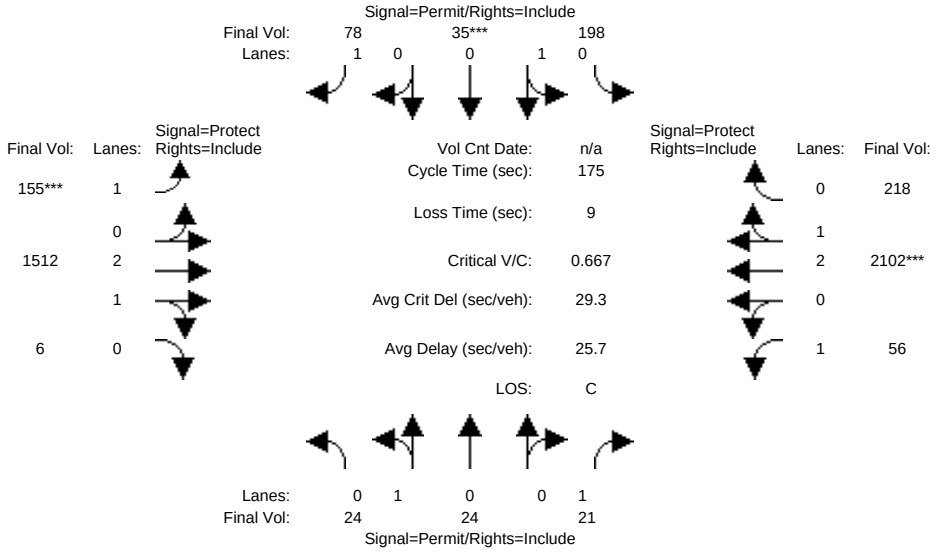
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	24	21	198	34	78	155	1397	6	56	2092	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	24	21	198	34	78	155	1397	6	56	2092	218
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:	24	24	21	198	34	78	155	1397	6	56	2092	218
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:	24	24	21	198	34	78	155	1397	6	56	2092	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	24	21	198	34	78	155	1397	6	56	2092	218
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:	24	24	21	198	34	78	155	1397	6	56	2092	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.50	0.50	1.00	0.85	0.15	1.00	1.00	2.99	0.01	1.00	2.71	0.29
Final Sat.:	900	900	1750	1536	264	1750	1750	5576	24	1750	5071	528
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.13	0.13	0.04	0.09	0.25	0.25	0.03	0.41	0.41
Crit Moves:					****		****				****	
Green Time:	34.0	34.0	34.0	34.0	34.0	34.0	23.3	114	113.9	18.2	109	108.7
Volume/Cap:	0.14	0.14	0.06	0.66	0.66	0.23	0.66	0.39	0.39	0.31	0.66	0.66
Delay/Veh:	58.6	58.6	57.6	70.0	70.0	59.8	79.1	14.3	14.3	73.6	21.9	21.9
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:	58.6	58.6	57.6	70.0	70.0	59.8	79.1	14.3	14.3	73.6	21.9	21.9
LOS by Move:	E+	E+	E+	E	E	E+	E-	B	B	E	C+	C+
HCM2kAvgQ:	2	2	1	13	13	4	9	11	11	3	26	26

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #5: Escuela Avenue and El Camino Real



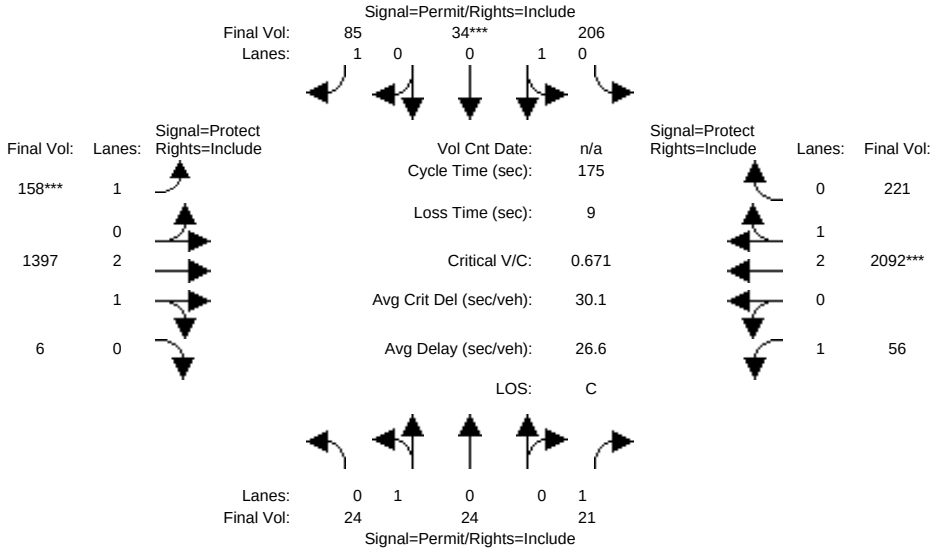
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	24	21	198	35	78	155	1512	6	56	2102	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	24	21	198	35	78	155	1512	6	56	2102	218
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:	24	24	21	198	35	78	155	1512	6	56	2102	218
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:	24	24	21	198	35	78	155	1512	6	56	2102	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	24	21	198	35	78	155	1512	6	56	2102	218
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:	24	24	21	198	35	78	155	1512	6	56	2102	218
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.50	0.50	1.00	0.85	0.15	1.00	1.00	2.99	0.01	1.00	2.71	0.29
Final Sat.:	900	900	1750	1530	270	1750	1750	5578	22	1750	5073	526
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.13	0.13	0.04	0.09	0.27	0.27	0.03	0.41	0.41
Crit Moves:					****		****				****	
Green Time:	34.0	34.0	34.0	34.0	34.0	34.0	23.3	115	115.0	17.0	109	108.8
Volume/Cap:	0.14	0.14	0.06	0.67	0.67	0.23	0.67	0.41	0.41	0.33	0.67	0.67
Delay/Veh:	58.6	58.6	57.6	70.1	70.1	59.8	79.4	14.2	14.2	74.8	21.9	21.9
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:	58.6	58.6	57.6	70.1	70.1	59.8	79.4	14.2	14.2	74.8	21.9	21.9
LOS by Move:	E+	E+	E+	E	E	E+	E-	B	B	E	C+	C+
HCM2kAvgQ:	2	2	1	13	13	4	10	12	12	3	27	27

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #5: Escuela Avenue and El Camino Real



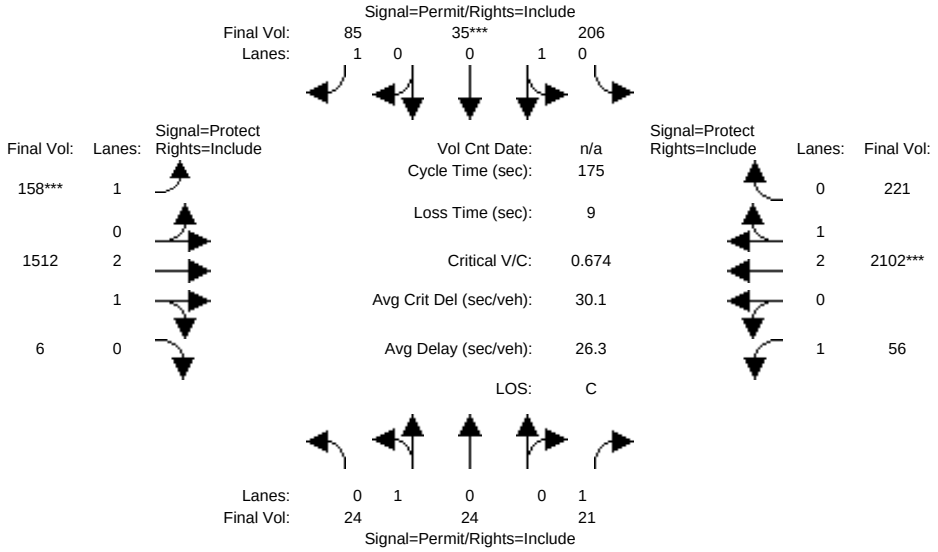
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	24	21	198	34	78	155	1397	6	56	2092	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	24	21	198	34	78	155	1397	6	56	2092	218
Added Vol:	0	0	0	8	0	7	3	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	24	21	206	34	85	158	1397	6	56	2092	221
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:	24	24	21	206	34	85	158	1397	6	56	2092	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	24	21	206	34	85	158	1397	6	56	2092	221
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:	24	24	21	206	34	85	158	1397	6	56	2092	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.50	0.50	1.00	0.86	0.14	1.00	1.00	2.99	0.01	1.00	2.70	0.30
Final Sat.:	900	900	1750	1545	255	1750	1750	5576	24	1750	5064	535
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.13	0.13	0.05	0.09	0.25	0.25	0.03	0.41	0.41
Crit Moves:					****		****				****	
Green Time:	34.8	34.8	34.8	34.8	34.8	34.8	23.5	113	113.2	18.1	108	107.7
Volume/Cap:	0.13	0.13	0.06	0.67	0.67	0.24	0.67	0.39	0.39	0.31	0.67	0.67
Delay/Veh:	57.9	57.9	56.9	69.7	69.7	59.4	79.4	14.6	14.6	73.7	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	57.9	56.9	69.7	69.7	59.4	79.4	14.6	14.6	73.7	22.6	22.6
LOS by Move:	E+	E+	E+	E	E	E+	E-	B	B	E	C+	C+
HCM2kAvgQ:	2	2	1	13	13	4	10	12	12	3	27	27

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #5: Escuela Avenue and El Camino Real



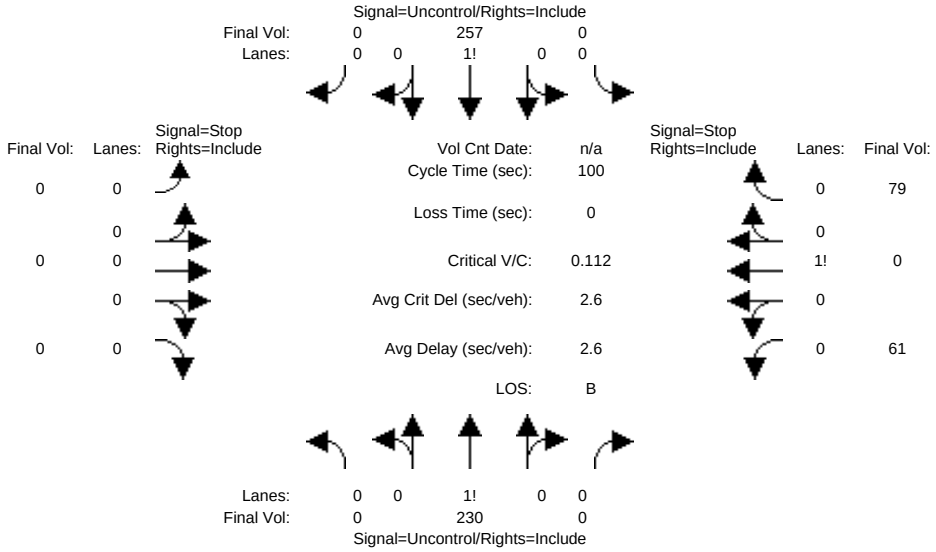
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	24	24	21	198	35	78	155	1512	6	56	2102	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	24	21	198	35	78	155	1512	6	56	2102	218
Added Vol:	0	0	0	8	0	7	3	0	0	0	0	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	24	21	206	35	85	158	1512	6	56	2102	221
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:	24	24	21	206	35	85	158	1512	6	56	2102	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	24	21	206	35	85	158	1512	6	56	2102	221
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:	24	24	21	206	35	85	158	1512	6	56	2102	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.50	0.50	1.00	0.85	0.15	1.00	1.00	2.99	0.01	1.00	2.70	0.30
Final Sat.:	900	900	1750	1539	261	1750	1750	5578	22	1750	5067	533
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.13	0.13	0.05	0.09	0.27	0.27	0.03	0.41	0.41
Crit Moves:					****		****				****	
Green Time:	34.8	34.8	34.8	34.8	34.8	34.8	23.5	114	114.3	16.9	108	107.8
Volume/Cap:	0.13	0.13	0.06	0.67	0.67	0.24	0.67	0.41	0.41	0.33	0.67	0.67
Delay/Veh:	57.9	57.9	56.9	69.9	69.9	59.4	79.6	14.5	14.5	75.0	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.9	57.9	56.9	69.9	69.9	59.4	79.6	14.5	14.5	75.0	22.6	22.6
LOS by Move:	E+	E+	E+	E	E	E+	E-	B	B	E	C+	C+
HCM2kAvgQ:	2	2	1	13	13	4	10	13	13	3	27	27

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #6: Escuela Ave & School Dwy/Project Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	230	0	0	257	0	0	0	0	61	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	230	0	0	257	0	0	0	0	61	0	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	230	0	0	257	0	0	0	0	61	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	230	0	0	257	0	0	0	0	61	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	230	0	0	257	0	0	0	0	61	0	79
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	487	487	230
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	543	484	814
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	543	484	814
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.10

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	669	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Escuela Ave & School Dwy/Project Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  230     0     0  257     0     0    0     0    61    0    79
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.8
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=140]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=627]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

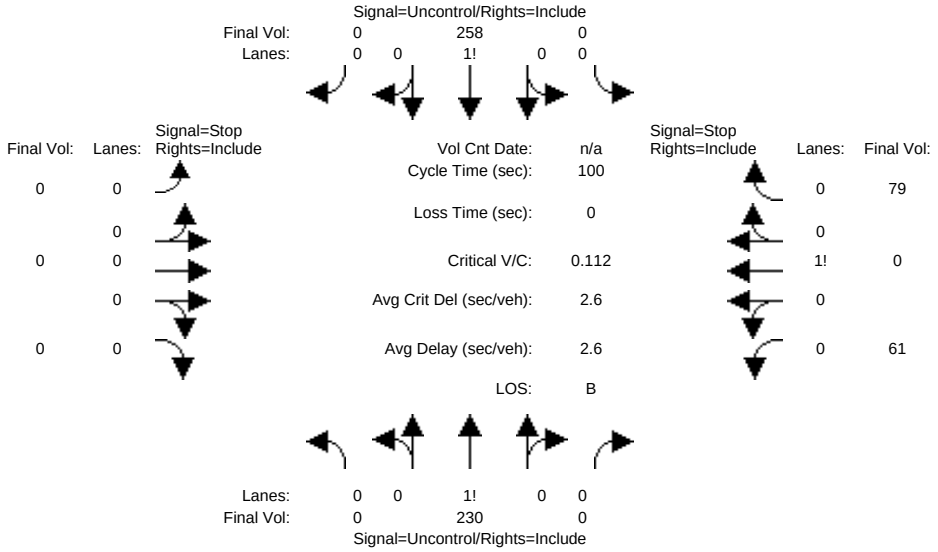
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Escuela Ave & School Dwy/Project Dwy
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  230     0     0  257     0     0    0     0    61    0    79
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              487
Minor Approach Volume:            140
Minor Approach Volume Threshold: 411
--------------------------------------------------------------------------------
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.
```

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #6: Escuela Ave & School Dwy/Project Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	230	0	0	258	0	0	0	0	61	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	230	0	0	258	0	0	0	0	61	0	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	230	0	0	258	0	0	0	0	61	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	230	0	0	258	0	0	0	0	61	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	230	0	0	258	0	0	0	0	61	0	79
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	488	488	230
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	543	483	814
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	543	483	814
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	0.00	0.10

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	668	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.8		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Escuela Ave & School Dwy/Project Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:     0  230     0     0  258     0     0    0     0    61    0    79
ApproachDel:     xxxxxx           xxxxxx           xxxxxx             11.8
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=140]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=628]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Escuela Ave & School Dwy/Project Dwy
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:     0  230     0     0  258     0     0    0     0    61    0    79
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              488
Minor Approach Volume:            140
Minor Approach Volume Threshold: 411
--------------------------------------------------------------------------------
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.
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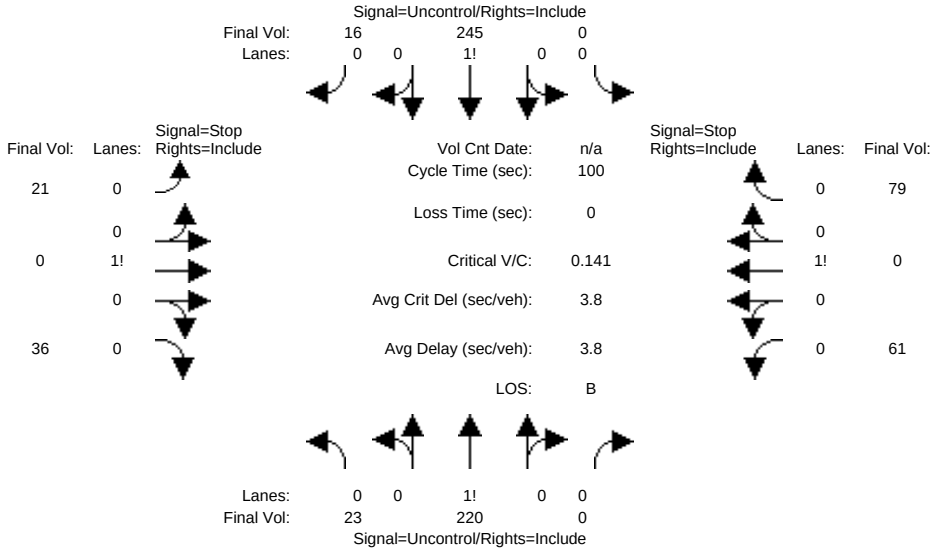
1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #6: Escuela Ave & School Dwy/Project Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	230	0	0	257	0	0	0	0	61	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	230	0	0	257	0	0	0	0	61	0	79
Added Vol:	7	-2	0	0	0	4	13	0	20	0	0	0
PasserByVol:	16	-8	0	0	-12	12	8	0	16	0	0	0
Initial Fut:	23	220	0	0	245	16	21	0	36	61	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	220	0	0	245	16	21	0	36	61	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	220	0	0	245	16	21	0	36	61	0	79
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	261	xxxx	xxxxx	xxxx	xxxx	xxxxx	559	519	253	537	527	220
Potent Cap.:	1315	xxxx	xxxxx	xxxx	xxxx	xxxxx	443	464	791	458	459	825
Move Cap.:	1315	xxxx	xxxxx	xxxx	xxxx	xxxxx	395	456	791	431	451	825
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.05	0.14	0.00	0.10
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	578	xxxxx	xxxx	590	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	13.0	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.9			13.0		
ApproachLOS:	*			*			B			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Escuela Ave & School Dwy/Project Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0	0	0	0 0	1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	23	220	0	0	245	16	21	0	36	61	0	79
ApproachDel:	xxxxxx			xxxxxx			11.9			13.0		

Approach[eastbound][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=57]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=701]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=140]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=701]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #6 Escuela Ave & School Dwy/Project Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0	0	0	0 0	1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	23	220	0	0	245	16	21	0	36	61	0	79

Major Street Volume: 504
Minor Approach Volume: 140
Minor Approach Volume Threshold: 402

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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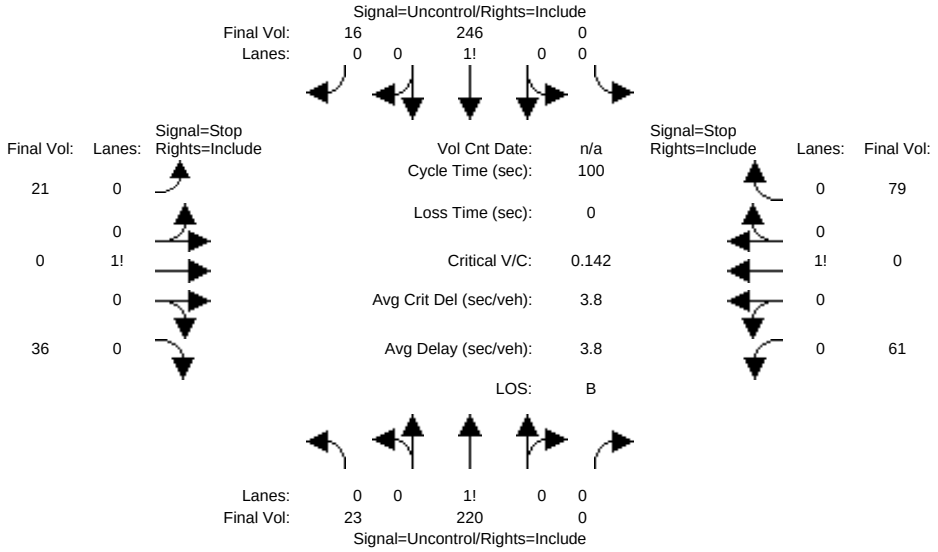
1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #6: Escuela Ave & School Dwy/Project Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	230	0	0	258	0	0	0	0	61	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	230	0	0	258	0	0	0	0	61	0	79
Added Vol:	7	-2	0	0	0	4	13	0	20	0	0	0
PasserByVol:	16	-8	0	0	-12	12	8	0	16	0	0	0
Initial Fut:	23	220	0	0	246	16	21	0	36	61	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	220	0	0	246	16	21	0	36	61	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	220	0	0	246	16	21	0	36	61	0	79
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	262	xxxx	xxxxx	xxxx	xxxx	xxxxx	560	520	254	538	528	220
Potent Cap.:	1314	xxxx	xxxxx	xxxx	xxxx	xxxxx	442	463	790	457	459	825
Move Cap.:	1314	xxxx	xxxxx	xxxx	xxxx	xxxxx	395	455	790	430	450	825
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.05	0.14	0.00	0.10
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	577	xxxxx	xxxx	589	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	13.0	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.9			13.0		
ApproachLOS:	*			*			B			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Escuela Ave & School Dwy/Project Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0	0	0	0 0	1 0	0	0 1!	0	0	0 1!	0 0
Initial Vol:	23	220	0	0	246	16	21	0	36	61	0	79
ApproachDel:	xxxxxx			xxxxxx			11.9			13.0		

Approach[eastbound][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=57]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=702]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=140]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=702]
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 #6 Escuela Ave & School Dwy/Project Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0	0	0	0 0	1 0	0	0 1!	0	0	0 1!	0 0
Initial Vol:	23	220	0	0	246	16	21	0	36	61	0	79

Major Street Volume: 505
Minor Approach Volume: 140
Minor Approach Volume Threshold: 402

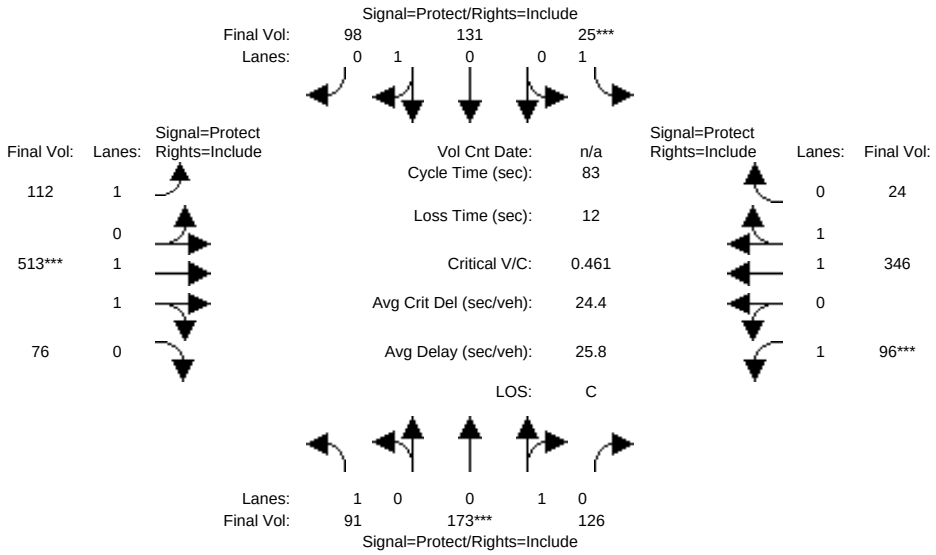
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1: Escuela Avenue and California Street



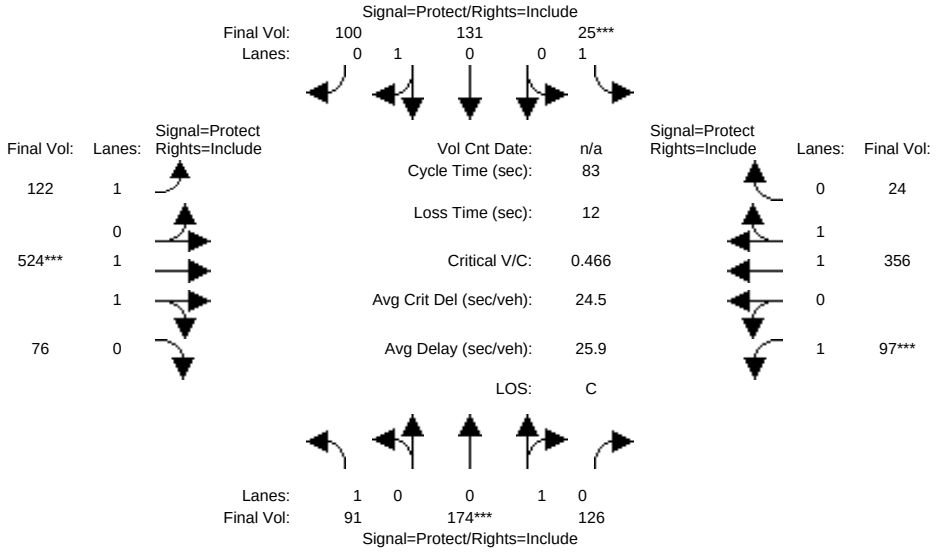
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	91	173	126	25	131	98	112	513	76	96	346	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	173	126	25	131	98	112	513	76	96	346	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	173	126	25	131	98	112	513	76	96	346	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	173	126	25	131	98	112	513	76	96	346	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	173	126	25	131	98	112	513	76	96	346	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	173	126	25	131	98	112	513	76	96	346	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.58	0.42	1.00	0.57	0.43	1.00	1.73	0.27	1.00	1.87	0.13
Final Sat.:	1750	1041	759	1750	1030	770	1750	3222	477	1750	3460	240
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.01	0.13	0.13	0.06	0.16	0.16	0.05	0.10	0.10
Crit Moves:		****		****				****		****		
Green Time:	13.9	28.0	28.0	7.0	21.0	21.0	14.8	26.8	26.8	9.2	21.2	21.2
Volume/Cap:	0.31	0.49	0.49	0.17	0.50	0.50	0.36	0.49	0.49	0.49	0.39	0.39
Delay/Veh:	30.9	22.5	22.5	35.8	27.4	27.4	30.6	23.0	23.0	36.6	25.8	25.8
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:	30.9	22.5	22.5	35.8	27.4	27.4	30.6	23.0	23.0	36.6	25.8	25.8
LOS by Move:	C	C+	C+	D+	C	C	C	C+	C+	D+	C	C
HCM2kAvgQ:	2	7	7	1	6	6	3	7	7	3	4	4

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1: Escuela Avenue and California Street



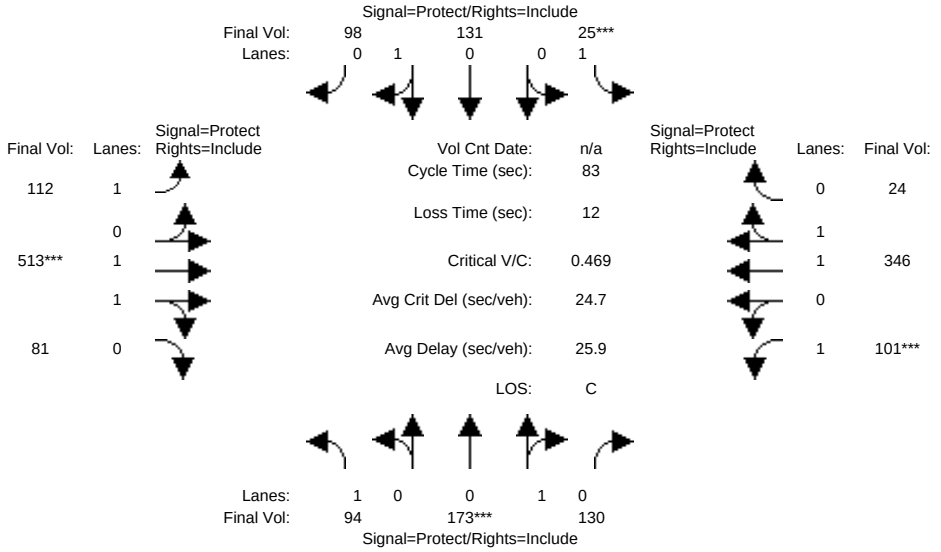
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	91	174	126	25	131	100	122	524	76	97	356	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	174	126	25	131	100	122	524	76	97	356	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	174	126	25	131	100	122	524	76	97	356	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	174	126	25	131	100	122	524	76	97	356	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	174	126	25	131	100	122	524	76	97	356	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	174	126	25	131	100	122	524	76	97	356	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.58	0.42	1.00	0.57	0.43	1.00	1.74	0.26	1.00	1.87	0.13
Final Sat.:	1750	1044	756	1750	1021	779	1750	3231	469	1750	3466	234
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.01	0.13	0.13	0.07	0.16	0.16	0.06	0.10	0.10
Crit Moves:		****		****				****		****		
Green Time:	13.8	27.8	27.8	7.0	21.0	21.0	14.9	27.0	27.0	9.2	21.3	21.3
Volume/Cap:	0.31	0.50	0.50	0.17	0.51	0.51	0.39	0.50	0.50	0.50	0.40	0.40
Delay/Veh:	31.1	22.7	22.7	35.8	27.5	27.5	30.8	22.9	22.9	36.7	25.8	25.8
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:	31.1	22.7	22.7	35.8	27.5	27.5	30.8	22.9	22.9	36.7	25.8	25.8
LOS by Move:	C	C+	C+	D+	C	C	C	C+	C+	D+	C	C
HCM2kAvgQ:	2	7	7	1	6	6	3	7	7	3	4	4

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1: Escuela Avenue and California Street



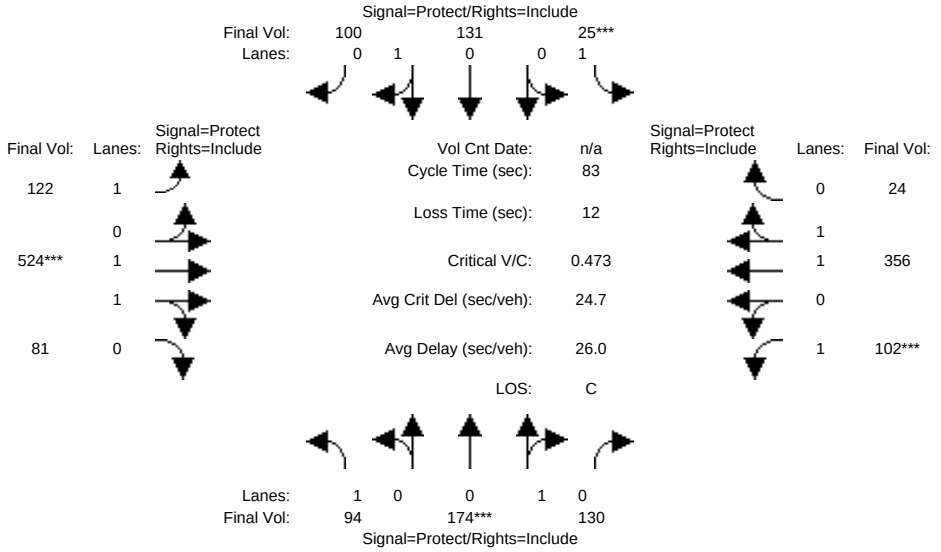
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	91	173	126	25	131	98	112	513	76	96	346	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	173	126	25	131	98	112	513	76	96	346	24
Added Vol:	3	0	4	0	0	0	0	0	5	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	173	130	25	131	98	112	513	81	101	346	24
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:	94	173	130	25	131	98	112	513	81	101	346	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	173	130	25	131	98	112	513	81	101	346	24
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:	94	173	130	25	131	98	112	513	81	101	346	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.57	0.43	1.00	0.57	0.43	1.00	1.72	0.28	1.00	1.87	0.13
Final Sat.:	1750	1028	772	1750	1030	770	1750	3195	504	1750	3460	240
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.01	0.13	0.13	0.06	0.16	0.16	0.06	0.10	0.10
Crit Moves:		****		****				****		****		
Green Time:	13.9	27.9	27.9	7.0	21.0	21.0	14.9	26.6	26.6	9.6	21.3	21.3
Volume/Cap:	0.32	0.50	0.50	0.17	0.50	0.50	0.36	0.50	0.50	0.50	0.39	0.39
Delay/Veh:	31.0	22.7	22.7	35.8	27.5	27.5	30.6	23.2	23.2	36.5	25.8	25.8
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:	31.0	22.7	22.7	35.8	27.5	27.5	30.6	23.2	23.2	36.5	25.8	25.8
LOS by Move:	C	C+	C+	D+	C	C	C	C	C	D+	C	C
HCM2kAvgQ:	3	7	7	1	6	6	3	7	7	3	4	4

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1: Escuela Avenue and California Street



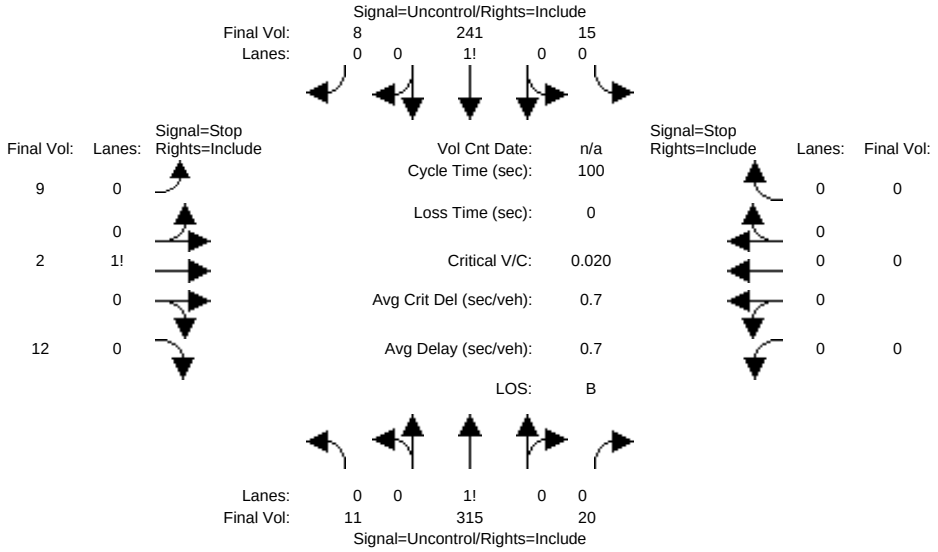
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	91	174	126	25	131	100	122	524	76	97	356	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	174	126	25	131	100	122	524	76	97	356	24
Added Vol:	3	0	4	0	0	0	0	0	5	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	174	130	25	131	100	122	524	81	102	356	24
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:	94	174	130	25	131	100	122	524	81	102	356	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	174	130	25	131	100	122	524	81	102	356	24
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:	94	174	130	25	131	100	122	524	81	102	356	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.57	0.43	1.00	0.57	0.43	1.00	1.72	0.28	1.00	1.87	0.13
Final Sat.:	1750	1030	770	1750	1021	779	1750	3204	495	1750	3466	234
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.01	0.13	0.13	0.07	0.16	0.16	0.06	0.10	0.10
Crit Moves:		****		****				****		****		
Green Time:	13.7	27.7	27.7	7.0	20.9	20.9	15.0	26.8	26.8	9.5	21.4	21.4
Volume/Cap:	0.32	0.51	0.51	0.17	0.51	0.51	0.39	0.51	0.51	0.51	0.40	0.40
Delay/Veh:	31.2	22.9	22.9	35.8	27.6	27.6	30.8	23.1	23.1	36.6	25.8	25.8
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:	31.2	22.9	22.9	35.8	27.6	27.6	30.8	23.1	23.1	36.6	25.8	25.8
LOS by Move:	C	C+	C+	D+	C	C	C	C	C	D+	C	C
HCM2kAvgQ:	3	7	7	1	6	6	3	7	7	3	4	4

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #3: Escuela Avenue and Gamel Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	315	20	15	241	8	9	2	12	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	315	20	15	241	8	9	2	12	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	315	20	15	241	8	9	2	12	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	315	20	15	241	8	9	2	12	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	315	20	15	241	8	9	2	12	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	249	xxxx	xxxxx	335	xxxx	xxxxx	622	632	245	xxxx	xxxx	xxxxx
Potent Cap.:	1328	xxxx	xxxxx	1236	xxxx	xxxxx	454	400	799	xxxx	xxxx	xxxxx
Move Cap.:	1328	xxxx	xxxxx	1236	xxxx	xxxxx	447	392	799	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.02	0.01	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	571	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

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Intersection #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 0 0 0		
Initial Vol:	11	315	20	15	241	8	9	2	12	0	0	0
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=23]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=633]
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 #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 0 0 0		
Initial Vol:	11	315	20	15	241	8	9	2	12	0	0	0

Major Street Volume: 610
Minor Approach Volume: 23
Minor Approach Volume Threshold: 351

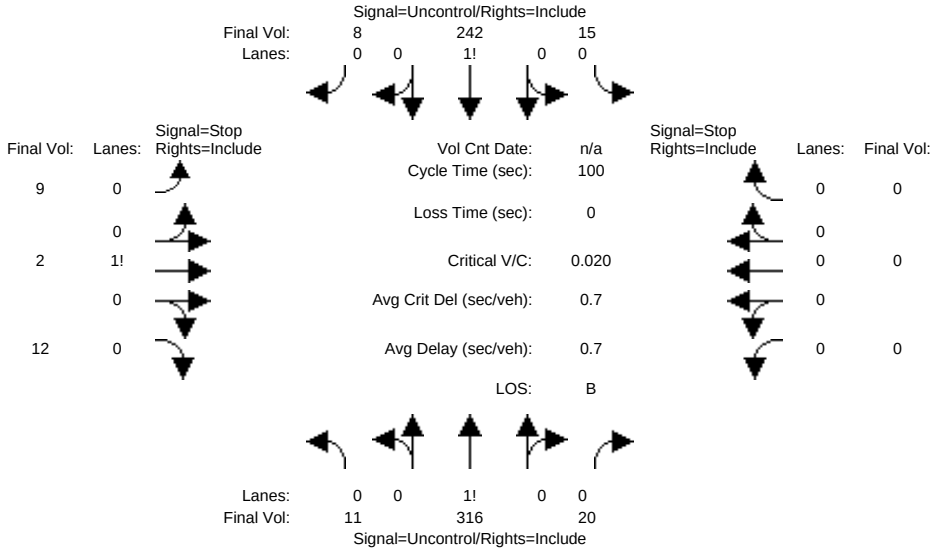
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #3: Escuela Avenue and Gamel Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	316	20	15	242	8	9	2	12	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	316	20	15	242	8	9	2	12	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	316	20	15	242	8	9	2	12	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	316	20	15	242	8	9	2	12	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	316	20	15	242	8	9	2	12	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	250	xxxx	xxxxx	336	xxxx	xxxxx	624	634	246	xxxx	xxxx	xxxxx
Potent Cap.:	1327	xxxx	xxxxx	1235	xxxx	xxxxx	452	399	798	xxxx	xxxx	xxxxx
Move Cap.:	1327	xxxx	xxxxx	1235	xxxx	xxxxx	445	391	798	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.02	0.01	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	570	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 0	0
Initial Vol:	11	316	20	15	242	8	9	2	12	0	0	0
ApproachDel:	xxxxxx			xxxxxx			11.6			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=23]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=635]
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 #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	0 0	0
Initial Vol:	11	316	20	15	242	8	9	2	12	0	0	0

Major Street Volume: 612
Minor Approach Volume: 23
Minor Approach Volume Threshold: 350

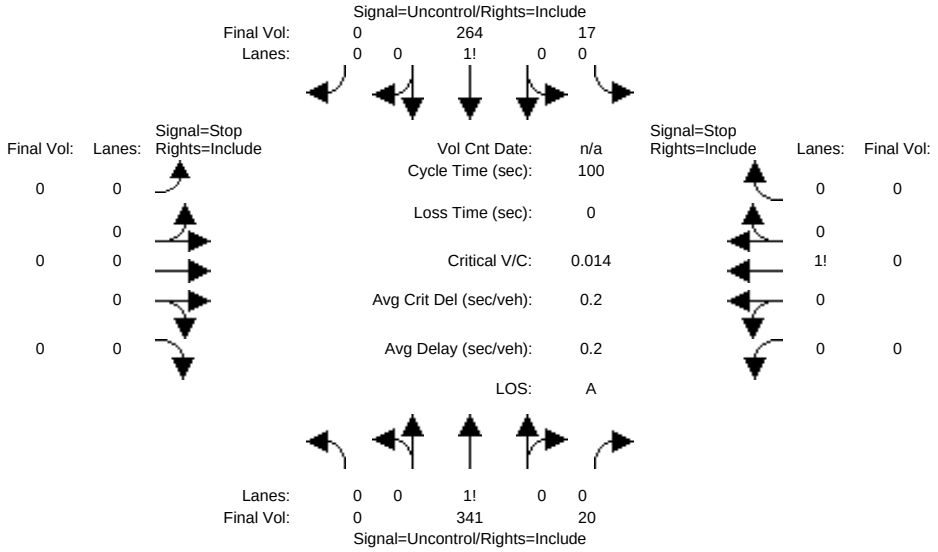
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #3: Escuela Avenue and Gamel Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	315	20	15	241	8	9	2	12	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	315	20	15	241	8	9	2	12	0	0	0
Added Vol:	-4	19	0	0	13	-3	-1	0	-2	0	0	0
PasserByVol:	-7	7	0	2	10	-5	-8	-2	-10	0	0	0
Initial Fut:	0	341	20	17	264	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	341	20	17	264	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	341	20	17	264	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	361	xxxx	xxxxx	649	659	264	649	649	351
Potent Cap.:	xxxx	xxxx	xxxxx	1209	xxxx	xxxxx	438	386	780	438	391	697
Move Cap.:	xxxx	xxxx	xxxxx	1209	xxxx	xxxxx	433	381	780	433	386	697
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0
Initial Vol:	0	341	20	17	264	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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 #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0
Initial Vol:	0	341	20	17	264	0	0	0	0	0	0	0

Major Street Volume: 642
Minor Approach Volume: 0
Minor Approach Volume Threshold: 338

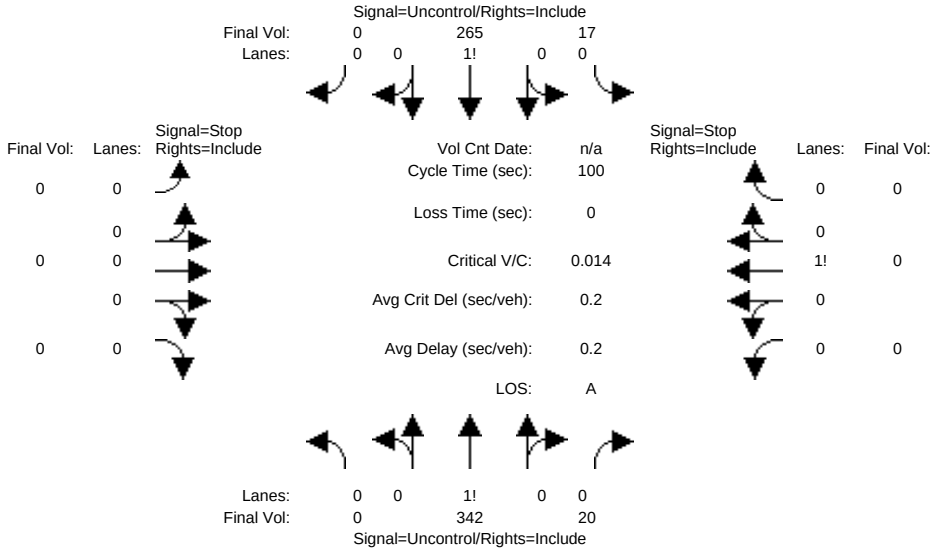
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #3: Escuela Avenue and Gamel Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	11	316	20	15	242	8	9	2	12	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	316	20	15	242	8	9	2	12	0	0	0
Added Vol:	-4	19	0	0	13	-3	-1	0	-2	0	0	0
PasserByVol:	-7	7	0	2	10	-5	-8	-2	-10	0	0	0
Initial Fut:	0	342	20	17	265	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	342	20	17	265	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	342	20	17	265	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	6.4	6.5	6.2	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	362	xxxx	xxxxx	651	661	265	651	651	352
Potent Cap.:	xxxx	xxxx	xxxxx	1208	xxxx	xxxxx	436	385	779	436	390	696
Move Cap.:	xxxx	xxxx	xxxxx	1208	xxxx	xxxxx	432	380	779	432	385	696
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0
Initial Vol:	0	342	20	17	265	0	0	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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 #3 Escuela Avenue and Gamel Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0	0	0 1! 0	0
Initial Vol:	0	342	20	17	265	0	0	0	0	0	0	0

Major Street Volume: 644
Minor Approach Volume: 0
Minor Approach Volume Threshold: 337

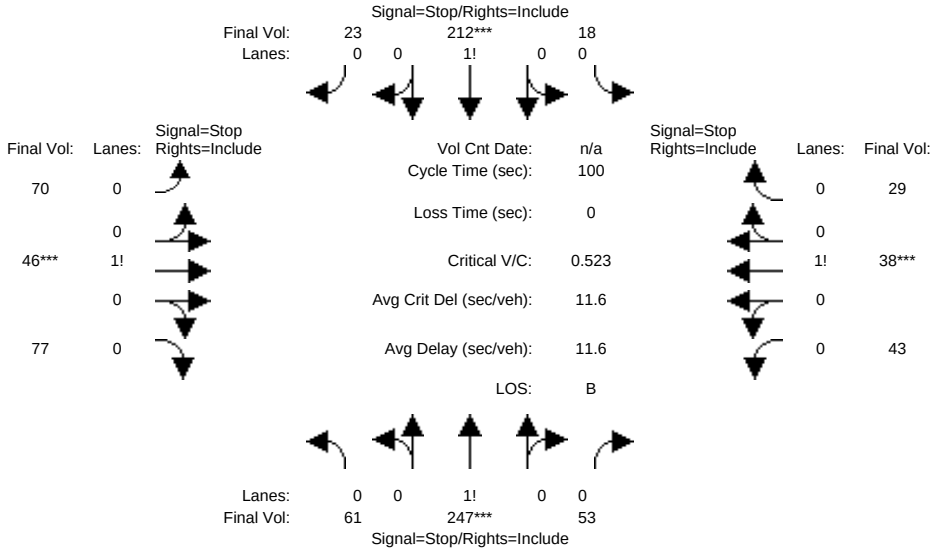
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #4: Escuela Avenue and Latham Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	61	247	53	18	212	23	70	46	77	43	38	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:	61	247	53	18	212	23	70	46	77	43	38	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:	61	247	53	18	212	23	70	46	77	43	38	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:	61	247	53	18	212	23	70	46	77	43	38	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	247	53	18	212	23	70	46	77	43	38	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:	61	247	53	18	212	23	70	46	77	43	38	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:	0.17	0.68	0.15	0.07	0.84	0.09	0.36	0.24	0.40	0.39	0.35	0.26
Final Sat.:	117	472	101	47	553	60	221	145	243	222	196	150
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.52	0.38	0.38	0.38	0.32	0.32	0.32	0.19	0.19	0.19
Crit Moves:		****			****			****			****	
Delay/Veh:	13.0	13.0	13.0	11.1	11.1	11.1	10.6	10.6	10.6	9.8	9.8	9.8
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:	13.0	13.0	13.0	11.1	11.1	11.1	10.6	10.6	10.6	9.8	9.8	9.8
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
ApproachDel:		13.0			11.1			10.6			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.0			11.1			10.6			9.8	
LOS by Appr:		B			B			B			A	
AllWayAvgQ:	1.0	1.0	1.0	0.5	0.5	0.5	0.4	0.4	0.4	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Escuela Avenue and Latham Street

****

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:	61	247	53	18	212	23	70	46	77	43	38	29

Major Street Volume: 614
Minor Approach Volume: 193
Minor Approach Volume Threshold: 349

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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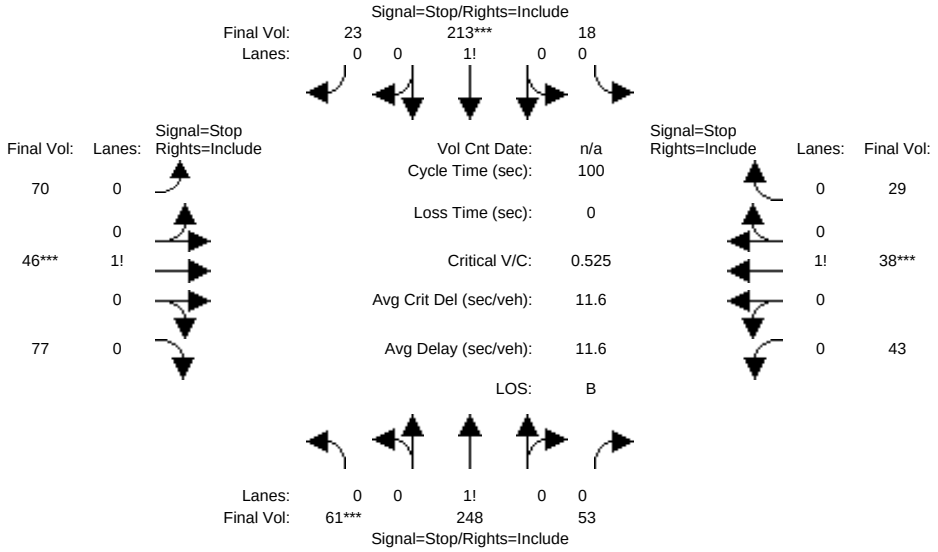
1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #4: Escuela Avenue and Latham Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	61	248	53	18	213	23	70	46	77	43	38	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:	61	248	53	18	213	23	70	46	77	43	38	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:	61	248	53	18	213	23	70	46	77	43	38	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:	61	248	53	18	213	23	70	46	77	43	38	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	248	53	18	213	23	70	46	77	43	38	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:	61	248	53	18	213	23	70	46	77	43	38	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:	0.17	0.68	0.15	0.07	0.84	0.09	0.36	0.24	0.40	0.39	0.35	0.26
Final Sat.:	116	472	101	47	553	60	220	145	243	222	196	150
Capacity Analysis Module:												
Vol/Sat:	0.53	0.53	0.53	0.38	0.38	0.38	0.32	0.32	0.32	0.19	0.19	0.19
Crit Moves:	****				****			****			****	
Delay/Veh:	13.0	13.0	13.0	11.1	11.1	11.1	10.6	10.6	10.6	9.8	9.8	9.8
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:	13.0	13.0	13.0	11.1	11.1	11.1	10.6	10.6	10.6	9.8	9.8	9.8
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
ApproachDel:	13.0			11.1			10.6			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.0			11.1			10.6			9.8		
LOS by Appr:	B			B			B			A		
AllWayAvgQ:	1.0	1.0	1.0	0.5	0.5	0.5	0.4	0.4	0.4	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Escuela Avenue and Latham Street

****

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:	61	248	53	18	213	23	70	46	77	43	38	29

Major Street Volume: 616
Minor Approach Volume: 193
Minor Approach Volume Threshold: 349

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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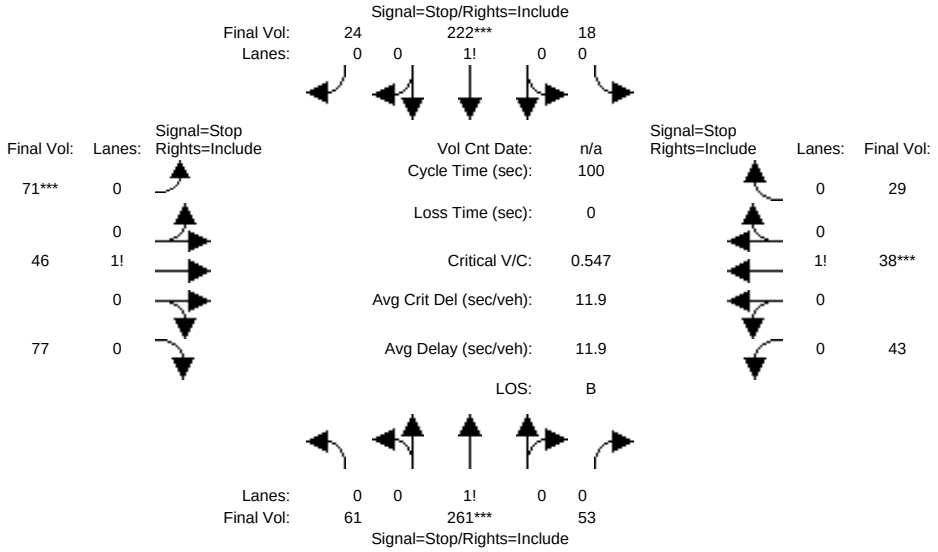
1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + Prj PM

Intersection #4: Escuela Avenue and Latham Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	61	247	53	18	212	23	70	46	77	43	38	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:	61	247	53	18	212	23	70	46	77	43	38	29
Added Vol:	0	14	0	0	10	1	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	261	53	18	222	24	71	46	77	43	38	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:	61	261	53	18	222	24	71	46	77	43	38	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	261	53	18	222	24	71	46	77	43	38	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:	61	261	53	18	222	24	71	46	77	43	38	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:	0.16	0.70	0.14	0.07	0.84	0.09	0.36	0.24	0.40	0.39	0.35	0.26
Final Sat.:	112	478	97	45	551	60	220	142	238	218	193	147
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.40	0.40	0.40	0.32	0.32	0.32	0.20	0.20	0.20
Crit Moves:		****			****		****				****	
Delay/Veh:	13.5	13.5	13.5	11.4	11.4	11.4	10.8	10.8	10.8	9.9	9.9	9.9
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:	13.5	13.5	13.5	11.4	11.4	11.4	10.8	10.8	10.8	9.9	9.9	9.9
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
ApproachDel:		13.5			11.4			10.8			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.5			11.4			10.8			9.9	
LOS by Appr:		B			B			B			A	
AllWayAvgQ:	1.0	1.0	1.0	0.6	0.6	0.6	0.4	0.4	0.4	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Escuela Avenue and Latham Street

****

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:	61	261	53	18	222	24	71	46	77	43	38	29

Major Street Volume: 639
Minor Approach Volume: 194
Minor Approach Volume Threshold: 339

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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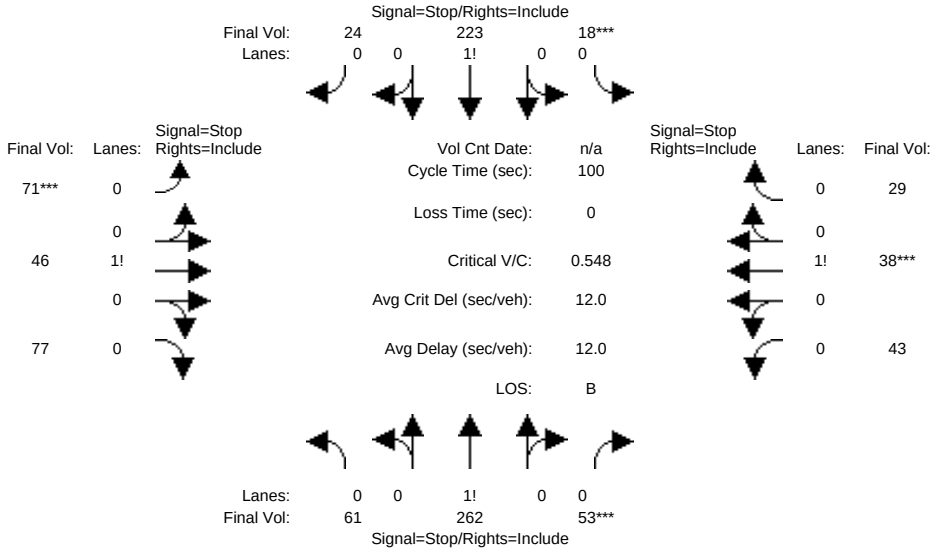
1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background + Prj PM

Intersection #4: Escuela Avenue and Latham Street



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	61	248	53	18	213	23	70	46	77	43	38	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:	61	248	53	18	213	23	70	46	77	43	38	29
Added Vol:	0	14	0	0	10	1	1	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	262	53	18	223	24	71	46	77	43	38	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:	61	262	53	18	223	24	71	46	77	43	38	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	262	53	18	223	24	71	46	77	43	38	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:	61	262	53	18	223	24	71	46	77	43	38	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:	0.16	0.70	0.14	0.07	0.84	0.09	0.36	0.24	0.40	0.39	0.35	0.26
Final Sat.:	111	478	97	45	552	59	219	142	237	218	192	147
Capacity Analysis Module:												
Vol/Sat:	0.55	0.55	0.55	0.40	0.40	0.40	0.32	0.32	0.32	0.20	0.20	0.20
Crit Moves:			****	****			****				****	
Delay/Veh:	13.6	13.6	13.6	11.4	11.4	11.4	10.8	10.8	10.8	9.9	9.9	9.9
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:	13.6	13.6	13.6	11.4	11.4	11.4	10.8	10.8	10.8	9.9	9.9	9.9
LOS by Move:	B	B	B	B	B	B	B	B	B	A	A	A
ApproachDel:		13.6			11.4			10.8			9.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.6			11.4			10.8			9.9	
LOS by Appr:		B			B			B			A	
AllWayAvgQ:	1.1	1.1	1.1	0.6	0.6	0.6	0.4	0.4	0.4	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4 Escuela Avenue and Latham Street

****

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:	61	262	53	18	223	24	71	46	77	43	38	29

Major Street Volume: 641
Minor Approach Volume: 194
Minor Approach Volume Threshold: 338

SIGNAL WARRANT DISCLAIMER

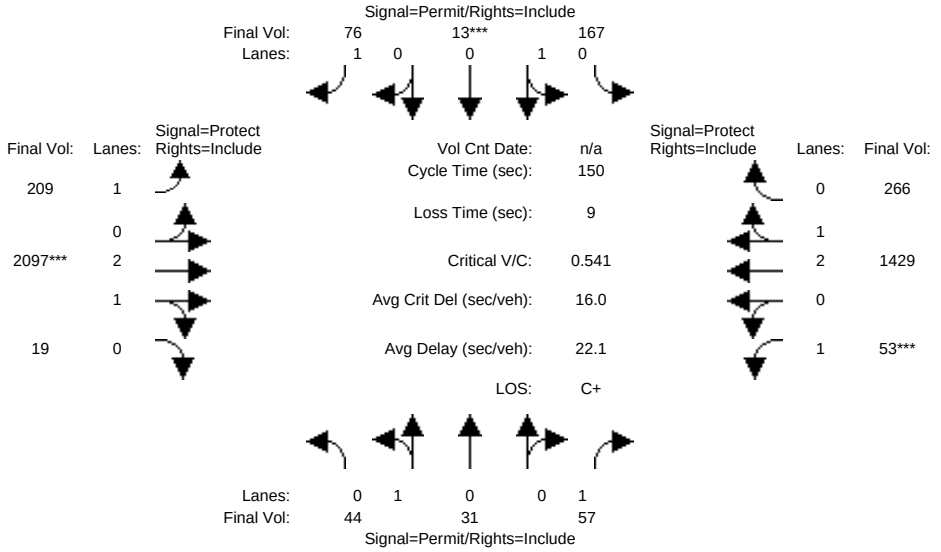
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #5: Escuela Avenue and El Camino Real



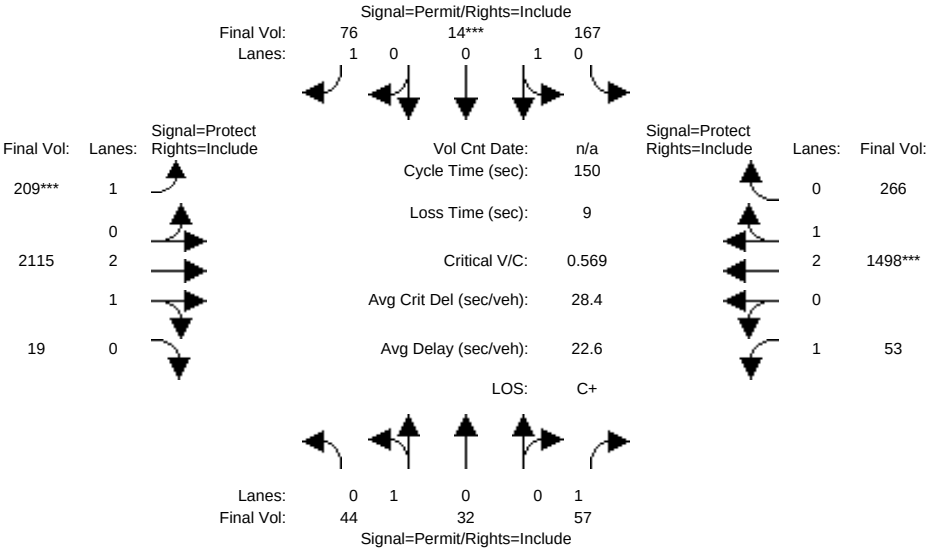
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	31	57	167	13	76	209	2097	19	53	1429	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	31	57	167	13	76	209	2097	19	53	1429	266
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:	44	31	57	167	13	76	209	2097	19	53	1429	266
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:	44	31	57	167	13	76	209	2097	19	53	1429	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	31	57	167	13	76	209	2097	19	53	1429	266
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:	44	31	57	167	13	76	209	2097	19	53	1429	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.59	0.41	1.00	0.93	0.07	1.00	1.00	2.97	0.03	1.00	2.51	0.49
Final Sat.:	1056	744	1750	1670	130	1750	1750	5550	50	1750	4720	879
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.10	0.10	0.04	0.12	0.38	0.38	0.03	0.30	0.30
Crit Moves:					****			****		****		
Green Time:	27.7	27.7	27.7	27.7	27.7	27.7	32.0	105	104.8	8.4	81.2	81.2
Volume/Cap:	0.23	0.23	0.18	0.54	0.54	0.23	0.56	0.54	0.54	0.54	0.56	0.56
Delay/Veh:	52.3	52.3	51.8	57.2	57.2	52.5	54.6	11.1	11.1	74.9	22.9	22.9
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:	52.3	52.3	51.8	57.2	57.2	52.5	54.6	11.1	11.1	74.9	22.9	22.9
LOS by Move:	D-	D-	D-	E+	E+	D-	D-	B+	B+	E	C+	C+
HCM2kAvgQ:	3	3	2	8	8	3	10	16	16	3	17	17

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #5: Escuela Avenue and El Camino Real



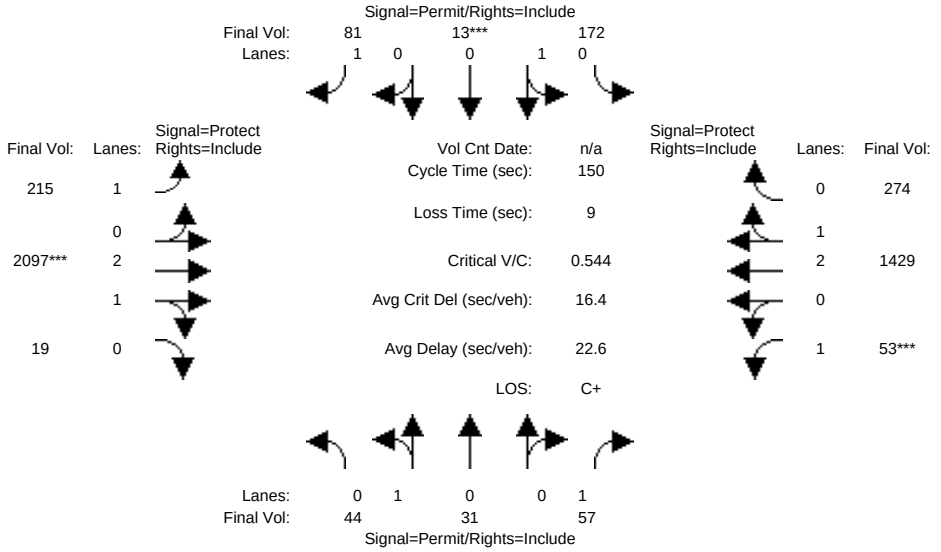
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	32	57	167	14	76	209	2115	19	53	1498	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	32	57	167	14	76	209	2115	19	53	1498	266
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:	44	32	57	167	14	76	209	2115	19	53	1498	266
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:	44	32	57	167	14	76	209	2115	19	53	1498	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	32	57	167	14	76	209	2115	19	53	1498	266
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:	44	32	57	167	14	76	209	2115	19	53	1498	266
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.58	0.42	1.00	0.92	0.08	1.00	1.00	2.97	0.03	1.00	2.53	0.47
Final Sat.:	1042	758	1750	1661	139	1750	1750	5550	50	1750	4754	844
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.10	0.10	0.04	0.12	0.38	0.38	0.03	0.32	0.32
Crit Moves:					****		****				****	
Green Time:	26.5	26.5	26.5	26.5	26.5	26.5	31.5	102	102.0	12.5	83.0	83.0
Volume/Cap:	0.24	0.24	0.18	0.57	0.57	0.25	0.57	0.56	0.56	0.36	0.57	0.57
Delay/Veh:	53.5	53.5	52.8	59.0	59.0	53.6	55.3	12.6	12.6	66.5	22.1	22.1
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:	53.5	53.5	52.8	59.0	59.0	53.6	55.3	12.6	12.6	66.5	22.1	22.1
LOS by Move:	D-	D-	D-	E+	E+	D-	E+	B	B	E	C+	C+
HCM2kAvgQ:	3	3	2	9	9	3	10	17	17	3	18	18

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #5: Escuela Avenue and El Camino Real



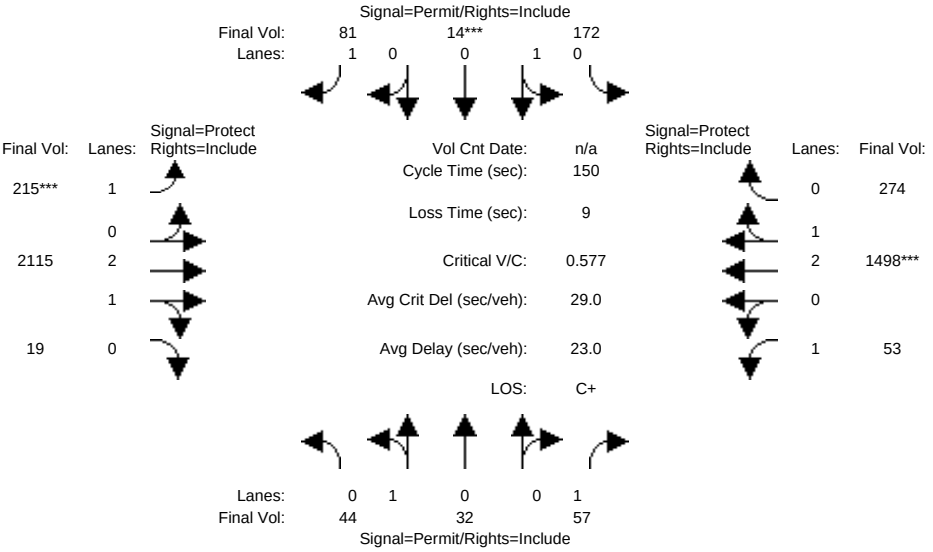
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	31	57	167	13	76	209	2097	19	53	1429	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	31	57	167	13	76	209	2097	19	53	1429	266
Added Vol:	0	0	0	5	0	5	6	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	31	57	172	13	81	215	2097	19	53	1429	274
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:	44	31	57	172	13	81	215	2097	19	53	1429	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	31	57	172	13	81	215	2097	19	53	1429	274
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:	44	31	57	172	13	81	215	2097	19	53	1429	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.59	0.41	1.00	0.93	0.07	1.00	1.00	2.97	0.03	1.00	2.50	0.50
Final Sat.:	1056	744	1750	1674	126	1750	1750	5550	50	1750	4698	901
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.10	0.10	0.05	0.12	0.38	0.38	0.03	0.30	0.30
Crit Moves:					****			****		****		
Green Time:	28.4	28.4	28.4	28.4	28.4	28.4	32.4	104	104.3	8.4	80.2	80.2
Volume/Cap:	0.22	0.22	0.17	0.54	0.54	0.24	0.57	0.54	0.54	0.54	0.57	0.57
Delay/Veh:	51.8	51.8	51.2	56.8	56.8	52.1	54.6	11.4	11.4	75.1	23.6	23.6
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:	51.8	51.8	51.2	56.8	56.8	52.1	54.6	11.4	11.4	75.1	23.6	23.6
LOS by Move:	D-	D-	D-	E+	E+	D-	D-	B+	B+	E-	C	C
HCM2kAvgQ:	3	3	2	8	8	3	10	16	16	3	17	17

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #5: Escuela Avenue and El Camino Real



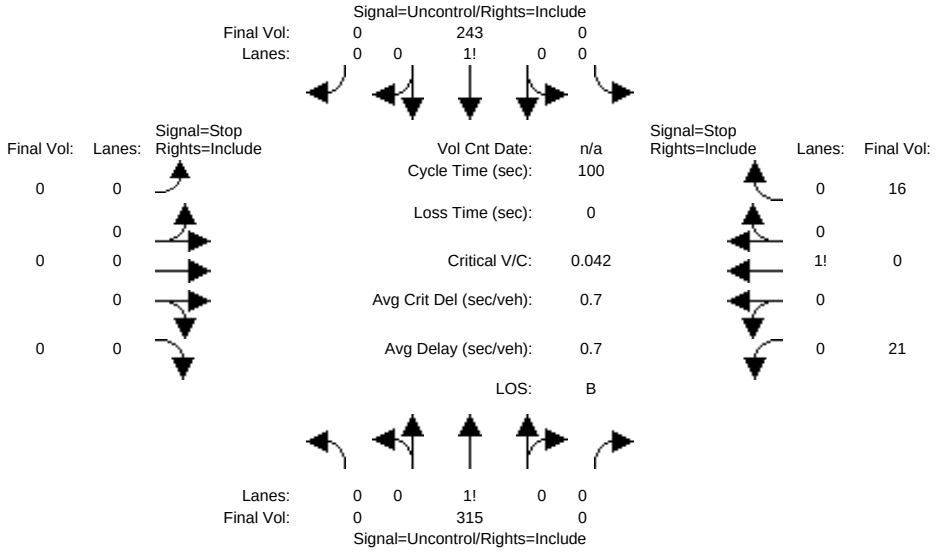
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	44	32	57	167	14	76	209	2115	19	53	1498	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	32	57	167	14	76	209	2115	19	53	1498	266
Added Vol:	0	0	0	5	0	5	6	0	0	0	0	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	32	57	172	14	81	215	2115	19	53	1498	274
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:	44	32	57	172	14	81	215	2115	19	53	1498	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	32	57	172	14	81	215	2115	19	53	1498	274
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:	44	32	57	172	14	81	215	2115	19	53	1498	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.58	0.42	1.00	0.92	0.08	1.00	1.00	2.97	0.03	1.00	2.52	0.48
Final Sat.:	1042	758	1750	1665	135	1750	1750	5550	50	1750	4733	866
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.10	0.10	0.05	0.12	0.38	0.38	0.03	0.32	0.32
Crit Moves:					****		****				****	
Green Time:	26.8	26.8	26.8	26.8	26.8	26.8	31.9	102	101.7	12.5	82.2	82.2
Volume/Cap:	0.24	0.24	0.18	0.58	0.58	0.26	0.58	0.56	0.56	0.36	0.58	0.58
Delay/Veh:	53.2	53.2	52.5	59.0	59.0	53.4	55.2	12.8	12.8	66.6	22.7	22.7
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:	53.2	53.2	52.5	59.0	59.0	53.4	55.2	12.8	12.8	66.6	22.7	22.7
LOS by Move:	D-	D-	D-	E+	E+	D-	E+	B	B	E	C+	C+
HCM2kAvgQ:	3	3	2	9	9	3	10	17	17	3	18	18

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

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #6: Escuela Ave & School Dwy/Project Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	315	0	0	243	0	0	0	0	21	0	16
Growth Adj:	1.00	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	315	0	0	243	0	0	0	0	21	0	16
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	315	0	0	243	0	0	0	0	21	0	16
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	315	0	0	243	0	0	0	0	21	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	315	0	0	243	0	0	0	0	21	0	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	558	558	315
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	494	441	730
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	494	441	730
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.02

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	574	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Escuela Ave & School Dwy/Project Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0	0 0	0 0	1!	0 0
Initial Vol:	0	315	0	0	243	0	0	0	0	21	0	16
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=595]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Escuela Ave & School Dwy/Project Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1	0 0	0 0	1	0 0	0 0	0	0 0	0 0	1!	0 0
Initial Vol:	0	315	0	0	243	0	0	0	0	21	0	16

Major Street Volume: 558
Minor Approach Volume: 37
Minor Approach Volume Threshold: 375

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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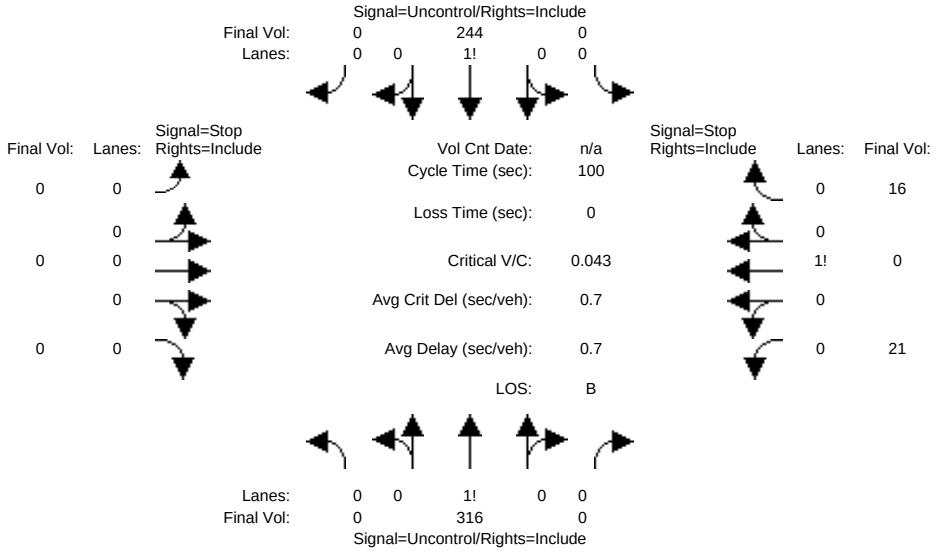
1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #6: Escuela Ave & School Dwy/Project Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	316	0	0	244	0	0	0	0	21	0	16
Growth Adj:	1.00	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	316	0	0	244	0	0	0	0	21	0	16
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	316	0	0	244	0	0	0	0	21	0	16
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	316	0	0	244	0	0	0	0	21	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	316	0	0	244	0	0	0	0	21	0	16
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	560	560	316
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	493	440	729
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	493	440	729
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.02

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	573	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

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

Peak Hour Delay Signal Warrant Report

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Intersection #6 Escuela Ave & School Dwy/Project Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  316     0     0  244     0     0    0     0    21    0    16
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.7
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=597]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

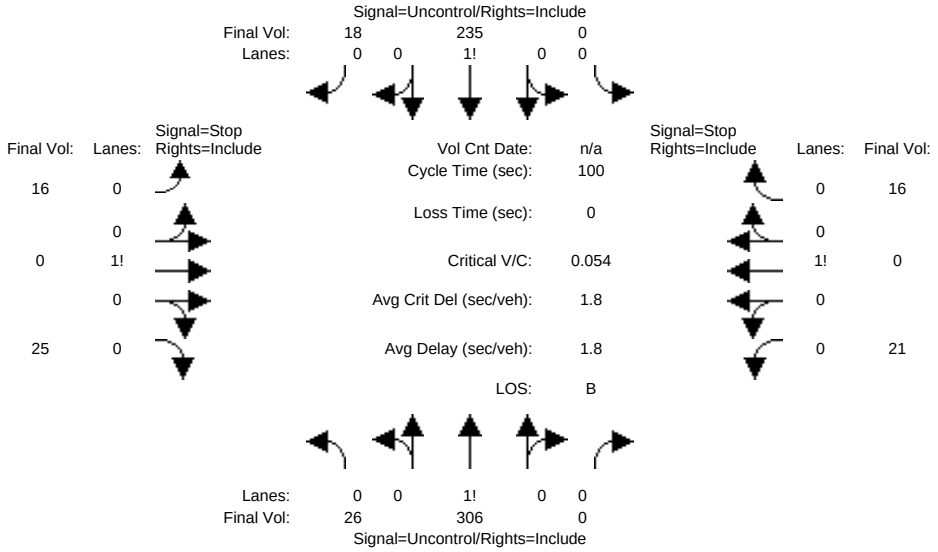
The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #6 Escuela Ave & School Dwy/Project Dwy
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    0  0  1  0  0    0  0  0  0  0    0  0  1! 0  0
Initial Vol:    0  316     0     0  244     0     0    0     0    21    0    16
------------|---------------||---------------||---------------||---------------|
Major Street Volume:              560
Minor Approach Volume:            37
Minor Approach Volume Threshold: 374
--------------------------------------------------------------------------------
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.
```

1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #6: Escuela Ave & School Dwy/Project Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	315	0	0	243	0	0	0	0	21	0	16
Growth Adj:	1.00	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	315	0	0	243	0	0	0	0	21	0	16
Added Vol:	19	-1	0	0	-3	13	8	0	13	0	0	0
PasserByVol:	7	-8	0	0	-5	5	8	0	12	0	0	0
Initial Fut:	26	306	0	0	235	18	16	0	25	21	0	16
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:	26	306	0	0	235	18	16	0	25	21	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	306	0	0	235	18	16	0	25	21	0	16
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	253	xxxx	xxxxx	xxxx	xxxx	xxxxx	610	602	244	615	611	306
Potent Cap.:	1324	xxxx	xxxxx	xxxx	xxxx	xxxxx	409	416	800	407	411	739
Move Cap.:	1324	xxxx	xxxxx	xxxx	xxxx	xxxxx	394	408	800	388	403	739
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.03	0.05	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	571	xxxxx	xxxx	488	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.2	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx	xxxxx	13.0	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			11.8			13.0		
ApproachLOS:	*			*			B			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Escuela Ave & School Dwy/Project Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0	0	0	0 0	1 0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	26	306	0	0	235	18	16	0	25	21	0	16
ApproachDel:	xxxxxx			xxxxxx			11.8			13.0		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=41]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=663]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=663]
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 #6 Escuela Ave & School Dwy/Project Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0	0	0	0 0	1 0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	26	306	0	0	235	18	16	0	25	21	0	16

Major Street Volume: 585
Minor Approach Volume: 41
Minor Approach Volume Threshold: 362

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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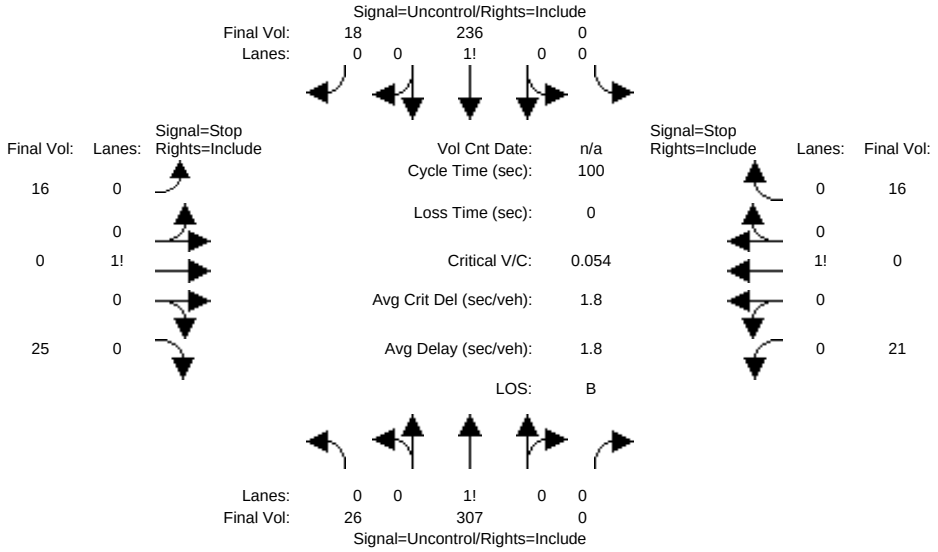
1920 Gamel Way
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #6: Escuela Ave & School Dwy/Project Dwy



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Volume Module:																
Base Vol:	0	316	0	0	244	0	0	0	0	21	0	16				
Growth Adj:	1.00	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	316	0	0	244	0	0	0	0	21	0	16				
Added Vol:	19	-1	0	0	-3	13	8	0	13	0	0	0				
PasserByVol:	7	-8	0	0	-5	5	8	0	12	0	0	0				
Initial Fut:	26	307	0	0	236	18	16	0	25	21	0	16				
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:	26	307	0	0	236	18	16	0	25	21	0	16				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	26	307	0	0	236	18	16	0	25	21	0	16				
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3				
Capacity Module:																
Cnflict Vol:	254	xxxx	xxxxx	xxxx	xxxx	xxxxx	612	604	245	617	613	307				
Potent Cap.:	1323	xxxx	xxxxx	xxxx	xxxx	xxxxx	408	415	799	405	410	738				
Move Cap.:	1323	xxxx	xxxxx	xxxx	xxxx	xxxxx	393	407	799	387	402	738				
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.03	0.05	0.00	0.02				
Level Of Service Module:																
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	570	xxxxx	xxxx	487	xxxxx				
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.2	xxxxx				
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.8	xxxxx	xxxxx	13.0	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	B	*	*	B	*				
ApproachDel:	xxxxxx			xxxxxx			11.8			13.0						
ApproachLOS:	*			*			B			B						

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

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Escuela Ave & School Dwy/Project Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0	0	0	0 0	1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	26	307	0	0	236	18	16	0	25	21	0	16
ApproachDel:	xxxxxx			xxxxxx			11.8			13.0		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=41]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=665]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=37]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=665]
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 #6 Escuela Ave & School Dwy/Project Dwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0	0	0	0 0	1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	26	307	0	0	236	18	16	0	25	21	0	16

Major Street Volume: 587
Minor Approach Volume: 41
Minor Approach Volume Threshold: 361

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.

Apendix C
Approved Project List

Approved Developments

Jurisdiction	Address	Project Description
Mountain View	2580 & 2590 California/201 San Antonio	632 residential units and 20,000 square feet of commercial space with below-grade parking
Mountain View	394 Ortega Avenue	4-story, 144-unit apartment building with 2 levels of underground parking
Mountain View	1958 Latham Street	6-unit rowhouse development
Mountain View	400 San Antonio Road	583 apartment units and 11,171 square feet of ground floor commercial space in two, five-story and one, seven-story buildings with underground parking
Mountain View	Lux Largo (1411-1495 W El Camino Real)	53-unit condominium building
Mountain View	1720 Villa St	226-unit apartment complex over two levels of underground parking
Los Altos	5150 El Camino Real	24 three-story townhouse units and 172 condominium units in two five-story buildings
Los Altos	4880 El Camino Real	5-story 21-unit multiple-family building with one-level of underground parking
Los Altos	4856 El Camino Real	5-story 52-unit multiple-family building with two levels of underground parking
Los Altos	4898 El Camino Real	28 residential units

Source: City of Mountain View Development Update and City of Los Altos New Developments - July 2020.