
APPENDIX I

TRAFFIC IMPACT ANALYSIS



HEXAGON TRANSPORTATION CONSULTANTS, INC.

965 Weeks Street Residential Development

Traffic Impact Analysis

Prepared for:

EMC Planning Group

October 28, 2019



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Executive Summary

This report presents the results of the traffic study prepared for the proposed residential development at 965 Weeks Street in East Palo Alto, California. The project site is currently vacant. The site is within the Ravenswood Four Corners Specific Plan area and is zoned as Urban Residential. The proposed residential development would include 136 units of affordable rental housing with office spaces for Property Management and Resident Services staff, as well as community amenity spaces including a community room with kitchen, outdoor play areas, and space for an after-school program. The site would include a total of 215 parking spaces within a four-level parking garage. Vehicular access to and from the project site would be provided via one full-access driveway on Weeks Street.

The traffic study was conducted for the purpose of identifying potential traffic impacts related to the proposed development. The impacts of the project were evaluated following the standards and methodologies set forth by the City of East Palo Alto and City of Palo Alto. Project impacts on other transportation facilities, such as bicycle facilities and transit services, were determined on the basis of engineering judgment. The study determined the traffic impacts of the proposed development on twelve study intersections during the weekday AM and PM peak hours of traffic.

Project Trip Generation

The trip generation rates for the proposed residential development were estimated using Multifamily Housing (Mid-Rise) (Land Use Code 221) published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition (2017)*. Based on the ITE rates, the proposed residential development project is estimated to generate 49 gross AM peak-hour trips and 60 gross PM peak-hour trips.

The project will implement a number of Transportation Demand Management (TDM) measures intended to reduce single-occupant vehicle (SOV) trips including bike parking, a pathway connecting to the paved mixed-use trail immediately adjacent to the north edge of the project site, and fully-subsidized transit passes for every resident over the age of five. A five percent trip reduction was assumed for the project based on the proposed TDM measures. After applying the TDM reduction, the proposed project is expected to generate 47 net new vehicle trips (12 inbound and 34 outbound) during the AM peak hour and 57 net new vehicle trips (35 inbound and 22 outbound) during the PM peak hour.

Existing Plus Project Intersection Levels of Service

The results of the intersection level of service analysis show that most of the study intersections would continue to operate at acceptable levels of service during both AM or PM peak hours (see Table ES-1) under existing plus project conditions with and without the loop road. Under existing plus project conditions, the Embarcadero Road and East Bayshore Road intersection would continue to operate at LOS F during the PM peak hour. However, the project would not result in a significant project impact at

this intersections because the project traffic would not cause an increase in critical-movement delay of four or more seconds or an increase in critical v/c of one percent (0.01) or more.

Cumulative Plus Project Intersection Levels of Service

Cumulative conditions assume the construction of mitigation measures identified in the Ravenswood/4 Corners TOD Specific Plan EIR but do not assume the completion of the planned loop road. However, the loop road was evaluated as a potential mitigation measure. Under cumulative plus project conditions, four of the study intersections would be impacted by the proposed project. The proposed mitigation measures are presented below. The same mitigation measures would be required with or without the loop road.

3. Clarke Avenue and Weeks Street

Mitigation: Enhanced TDM measures that would reduce project trip generation by greater than five percent could reduce delays and improve intersection operations somewhat. However, the project would still have a significant impact even with a 25 percent reduction in trips due to TDM measures. Therefore, it is concluded that TDM measures alone would not be sufficient to reduce the project impacts to a less than significant level.

The construction of the planned loop road would reduce the traffic volume at the Clarke/Weeks intersection causing a decrease in the average vehicle delay during the AM peak hour. However, the intersection delay under cumulative plus project conditions with the loop road would be greater than under cumulative no project conditions. Therefore, construction of the loop road would only partially mitigate the impact at this intersection.

The significant cumulative impact at this intersection could be fully mitigated by constructing the planned loop road and installing a new traffic signal at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With these improvements, the intersection would operate at an acceptable level (LOS B) during the AM and PM peak hours under cumulative plus project conditions.

An alternative to installing a new traffic signal is to construct a roundabout at the intersection. A one-lane roundabout would operate at an acceptable level (LOS B) during the AM and PM peak hours under cumulative plus project conditions.

8. Pulgas Avenue and Weeks Street

Mitigation: Enhanced TDM measures that would reduce project trip generation by greater than five percent could reduce delays and improve intersection operations somewhat. However, the project would still have a significant impact even with a 25 percent reduction in trips due to TDM measures. Therefore, it is concluded that TDM measures alone would not be sufficient to reduce the project impacts to a less than significant level.

The construction of the planned loop road would have only a minor effect on the traffic volumes and delay at the Pulgas/Weeks intersection. Therefore, construction of the loop road would not mitigate the significant adverse impact at this intersection.

The significant cumulative impact at this intersection could be mitigated by constructing the planned loop road and installing a new traffic signal at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, Americans with Disabilities Act

(ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at an acceptable level (LOS B) during the AM and PM peak hours under cumulative plus project conditions.

9. Pulgas Avenue and Runnymede Street

Mitigation: Enhanced TDM measures that would reduce project trip generation by greater than five percent could reduce delays and improve intersection operations. In order to reduce the project impacts to a less than significant level under cumulative plus project conditions without any physical improvements to the intersection, the TDM Plan would need to reduce PM peak-hour trips by 14 percent.

Construction of the planned loop is not expected to affect the traffic volumes or delay at this intersection. As an alternative to an enhanced TDM Plan, the significant cumulative impact at this intersection could be mitigated by installing a new traffic signal at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With these improvements, the intersection would operate at an acceptable level (LOS C or B) during the AM and PM peak hours, respectively, under cumulative plus project conditions.

11. Pulgas Avenue and East Bayshore Road

Mitigation: Enhanced TDM measures that would reduce project trip generation by greater than five percent could reduce delays and improve intersection operations. In order to reduce the project impacts to a less than significant level under cumulative plus project conditions without any physical improvements at the intersection, the TDM Plan would need to reduce PM peak-hour trips by 14 percent.

Construction of the planned loop is not expected to affect the traffic volumes or delay at this intersection. Physical improvements that would mitigate the significant impact at this intersection are infeasible as it would require acquisition of additional right-of-way and demolition of existing structures on abutting parcels in order to widen the roadway.

Potential Impacts on Pedestrians, Bicycles and Transit

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, sidewalks are provided on both sides of Weeks Street. Sidewalks are also provided on the adjacent streets of Clarke Avenue and Pulgas Avenue. The project site plan shows that the project would retain a sidewalk along its frontage on Weeks Street.

There are no crosswalks at the following study intersections nearest the project site:

- Pulgas Avenue and Weeks Street
- Clarke Avenue and Weeks Street

Crosswalks with ADA-compliant curb ramps should be provided on all approaches at the above-listed intersections to enhance pedestrian access to nearby bus stops, schools, recreational facilities (such as the Bay Trail), and other nearby destinations. The new pedestrian crosswalks at the Pulgas/Weeks intersection should be yellow due to their proximity to the nearby school. For added visibility, the area of the crosswalks should be marked with yellow longitudinal lines parallel to traffic flow.

Designated bicycle facilities in the immediate vicinity of the project site include bike lanes on Bay Road west of Clarke Avenue and the Bay Trail, a bike and pedestrian path that runs along the west boundary of the Baylands Nature Preserve area about one quarter mile east of the project site. There is also a paved mixed-use trail adjacent the northern edge of the project site that extends from Bay Road to Pulgas Avenue that would provide direct access to the project site. These bicycle facilities are not well-connected. While Weeks Street and many of the other the neighborhood streets in the vicinity of the project site do not have bicycle lanes, they are conducive to bicycle travel due to their low traffic volumes and low speeds.

It should be noted that the East Palo Alto General Plan 2035 shows planned Class II bike lanes along the entirety of Bay Road and Pulgas Avenue. The General Plan also highlights planned Class III bike routes along Weeks Street, Cooley Avenue, East Bayshore Road, Euclid Avenue, and Runnymede Street between Cooley Avenue and Euclid Avenue. These additions to the bicycle network would improve bike access to the site.

The study area is served by three SamTrans bus routes. The applicant is working with SamTrans to plan a new bus rapid transit (BRT) route between Palo Alto and San Bruno with a stop within a five-minute walking distance of the project site. The project also would provide free transit passes to all residents over age 5, which would encourage residents to use the transit. The new ridership generated by the proposed project could be accommodated by the existing transit service provided in the project vicinity.

Turn Pocket Queuing Analysis

The estimated maximum vehicle queue for the southbound left-turn movement at the intersection of University Avenue and Bay Road would exceed the existing vehicle storage capacity during the AM and PM peak hours. The project would not cause a noticeable increase in vehicle queues. A second left-turn lane on southbound University Avenue was identified as a mitigation measure in the Ravenswood/4 Corners TOD Specific Plan EIR. The turn pocket cannot be extended because it is end-to-end with the northbound left-turn pocket leading to the East Palo Alto City Hall and Library.

Vehicle Miles Travelled (VMT) Analysis

In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package implementing Senate Bill 743. The guidelines state that level of service will no longer be considered to be an environmental impact under CEQA and that vehicle-miles-travelled (VMT) is the most appropriate measure of transportation impact. Cities have until July 2020 to adopt the new procedures. The City is currently in the process of preparing a VMT policy, thus the potential CEQA impacts of the proposed project were evaluated based on the City's established level of service impact criteria. Given that no standard approach or guidelines have been adopted by the City of East Palo Alto, the VMT presented in this report is for information only. It is not intended to provide any indication of the transportation impacts of the project under SB 743.

Daily VMT generated by the project site was estimated using the simulated VMT per capita from the Metropolitan Transportation Commission (MTC) travel demand forecast model. Within this part of East Palo Alto (Traffic Analysis Zone 333), the forecasted daily VMT is 14.83 miles per resident in the year 2020. Multiplying the estimated number of residents (assuming 3 residents per unit) by the average forecasted daily VMT of 14.83 miles per resident yields a total of 6,051 vehicle miles travelled per day.

The Governor's Office of Planning and Research (OPR) published the Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018. For residential projects, OPR's technical advisory recommends a significance threshold that is 15% below that of existing development but does not specify the region of existing development for evaluation. Notwithstanding OPR's

recommended threshold, lead agencies have the discretion to choose the VMT analysis methodology and to set or apply their own thresholds of significance. The City of East Palo Alto could establish a VMT significance threshold at or below the existing citywide or countywide average VMT per resident for residential projects.

The average VMT per resident in San Mateo County is 16.02, and the average VMT per resident in East Palo Alto is 13.24. Thus, the average forecasted daily VMT of 14.83 miles per resident for the project area is 7 percent less than the Countywide average and 12 percent greater than the Citywide average VMT per resident.

While the MTC model provides the average VMT per capita for the project's zone, that does not mean that the project's VMT per capita would match that of the project's zone. VMT for a specific project is affected by a number of factors including location, development density, land use diversity, multimodal infrastructure, parking policies/pricing, and TDM programs. The project would provide free transit passes to all residents over age five, which is expected to reduce peak-hour vehicle trips by approximately five percent below a typical residential development, which would reduce the project's VMT by a similar amount.

Site Access and Circulation

Vehicular site access was evaluated to determine the adequacy of the site driveway with regard to traffic volumes. Vehicular access to the proposed site would be provided via a single full-access driveway on Weeks Street that leads to the parking garage. The traffic volumes on Weeks Street are quite low such that vehicles turning to or from the project driveway would encounter minimal delay.

Recommendation: Prior to final design, the driveway width, radii and throat depth should be measured to confirm that they comply with City of East Palo Alto standards. In order to ensure there would be sufficient sight distance at the project driveway, any landscaping, on-street parking, and signage locations should be consistent with City of East Palo Alto vision triangle standards.

On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards. The project would have a two-way driveway on Weeks Street that leads a parking garage. The parking garage would include a drive aisle with 90-degree parking spaces that allows circulation to and from upper floors. The drive aisles width meets minimum City code requirement. Generally, the proposed plan would provide vehicle traffic with adequate connectivity through the parking areas. However, the site plan shows one fairly long dead-end parking aisle. Parking spaces in the dead-end aisle should be reserved for residents, and guest parking should be located near the garage entrance.

The site includes a pedestrian walkway connecting the garage to the residential buildings and common area. The site plan shows pedestrian connections from Weeks Street to three dwelling units located along the south side of the parking garage and to the main entrance. The site plan also includes secondary pedestrian access from Weeks Street to the ground floor units on the eastern portion of the site. These connections provide convenient paths for residents walking to or from Weeks Street. The site also includes a pedestrian and bicycle pathway located on the eastern edge of the project site. This pathway provides a safe and convenient connection to a paved mixed-use trail that connects to Bay Road and to Pulgas Avenue.

Parking Analysis

The project proposes to provide a total of 215 parking spaces, which would not meet the city's standard parking requirement of 270 spaces for a market-rate residential development. As an affordable housing development, the proposed project would qualify for a density bonus. Based on the reduced ratios, the

project would be required to provide a total of 253 parking spaces, which equates to 1.86 spaces per unit. The proposed parking supply of 215 spaces, which equates to a ratio of 1.58 spaces per unit, is lower than the reduced parking requirement for affordable housing.

East Palo Alto Municipal Code Section 18.36.050 (C) allows for approval of reduced on-site parking standards, including the number of spaces, on a case-by-case basis. Thus, the project's parking needs were analyzed based on parking surveys at other residential developments in San Mateo and Santa Clara Counties to determine if the proposed parking ratio would be adequate.

Hexagon has completed a series of parking surveys at 23 existing apartment complexes in the Cities of Mountain View, Cupertino, Santa Clara, San Mateo, Foster City, Redwood City, and Los Altos. The results show an average parking demand of 1.24 spaces per unit. The proposed project would provide 1.58 parking spaces per unit, which is greater than the average parking demand ratio that Hexagon found at the surveyed apartment complexes.

Hexagon recommends that the project consider eliminating assigned resident parking spaces in favor of shared-use spaces that could be used by any resident. Furthermore, the project should consider unbundling the cost of parking from the rental fee charged for each dwelling unit. Unbundled parking has been shown to reduce residential parking demand since it provides a financial incentive for residents to own fewer (or no) vehicles. The project should develop a parking management plan to ensure the effective operation and maintenance of the on-site parking facilities and to avoid parking intrusion on the adjacent neighborhood streets.

**Table ES- 1
Intersection Level of Service Summary**

| # | Intersection | LOS Standard | Peak Hour | Count Date | Existing + Project | | | | | | | | | Cumulative No Project | | Cumulative with Project | | | | Mitigated Cumulative | | | | |
|----|---|--------------|-----------|------------|---------------------|----------|---------------------|----------|----------------------|--------------------|---------------------|-----|-----------------|-----------------------|---------------------|-------------------------|---------------------|----------------|--------------------------------|----------------------|---------------------|----------|---------------------|-----|
| | | | | | Existing | | without Loop Road | | | with Loop Road | | | without Loop Rd | | without Loop Road | | | Loop Road Only | Loop Road + Other Improvements | | | | | |
| | | | | | Avg Delay (sec/veh) | LOS | Avg Delay (sec/veh) | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C | Avg Delay (sec/veh) | LOS | Incr. Delay | Incr. V/C | Avg Delay (sec/veh) | LOS | Avg Delay (sec/veh) | LOS | Incr. Delay | Incr. V/C | Avg Delay (sec/veh) | LOS | Avg Delay (sec/veh) | LOS |
| 1 | University Avenue and Bay Road | D | AM | 04/17/19 | 41.7 | D | 41.8 | D | 0.1 | 0.002 | 40.8 | D | 0.1 | 0.002 | 70.3 | E | 70.5 | E | 0.1 | 0.001 | 65.2 | E | | |
| | | | PM | 04/16/19 | 48.4 | D | 48.6 | D | 0.3 | 0.004 | 46.5 | D | -3.0 | -0.043 | 93.3 | F | 94.0 | F | 1.1 | 0.003 | 74.5 | E | | |
| 2 | Clarke Avenue/Illinois St and Bay Rd ² (All-way Stop) | D | AM | 05/09/19 | 16.0 | C | 16.3 | C | 0.2 | 0.005 | 14.4 | B | -1.6 | -0.081 | 121.7 | F | 121.9 | F | -0.2 | 0.000 | 48.1 | D | | |
| | | | PM | 05/09/19 | 19.9 | C | 20.3 | C | 0.5 | 0.012 | 18.3 | C | -1.6 | -0.013 | 77.0 | E | 78.5 | E | 2.2 | 0.005 | 41.4 | D | | |
| 3 | Clarke Avenue and Weeks Street ³ (Two-way Stop ¹) | D | AM | 05/09/19 | 14.7 | B | 15.2 | C | n/a | n/a | -- | -- | n/a | n/a | 74.1 | F | 109.3 | F | n/a | n/a | 89.6 | F | 12.8 | B |
| | | | PM | 05/09/19 | 16.0 | C | 17.2 | C | n/a | n/a | -- | -- | n/a | n/a | 30.7 | D | 34.3 | D | n/a | n/a | 32.9 | D | 10.4 | B |
| 4 | Clarke Avenue and Runnymede Street (All-way Stop) | D | AM | 05/09/19 | 16.1 | C | 16.5 | C | 0.4 | 0.014 | -- | -- | -- | -- | 78.7 | F | 81.2 | F | 2.5 | 0.017 | | | | |
| | | | PM | 05/09/19 | 13.3 | B | 13.5 | B | 0.2 | 0.007 | -- | -- | -- | -- | 27.3 | D | 28.7 | D | 1.4 | 0.011 | | | | |
| 5 | Clarke Avenue and Donohoe Street (All-way Stop) | D | AM | 05/09/19 | 17.8 | C | 17.8 | C | 0.0 | 0.000 | -- | -- | -- | -- | 90.8 | F | 90.8 | F | 0.0 | 0.000 | | | | |
| | | | PM | 05/09/19 | 18.5 | C | 18.5 | C | 0.0 | 0.000 | -- | -- | -- | -- | 80.3 | F | 80.3 | F | 0.0 | 0.000 | | | | |
| 6 | Demeter Street and Bay Road ² (Two-way Stop ¹) | D | AM | 05/09/19 | 10.2 | B | 10.2 | B | n/a | n/a | 15.3 | C | n/a | n/a | 21.1 | C | 21.1 | C | n/a | n/a | 33.2 | C | | |
| | | | PM | 05/09/19 | 13.0 | B | 13.0 | B | n/a | n/a | 16.3 | C | n/a | n/a | 39.7 | D | 39.7 | D | n/a | n/a | 36.0 | D | | |
| 7 | Pulgas Avenue and Bay Road ² (Two-way Stop ¹) | D | AM | 02/28/19 | 13.8 | B | 13.8 | B | n/a | n/a | -- | -- | n/a | n/a | 106.2 | F | 106.2 | F | n/a | n/a | 108.3 | F | | |
| | | | PM | 02/28/19 | 32.4 | D | 32.4 | D | n/a | n/a | -- | -- | n/a | n/a | 286.0 | F | 286.0 | F | n/a | n/a | 284.1 | F | | |
| 8 | Pulgas Avenue and Weeks Street ³ (Two-way Stop ¹) | D | AM | 05/09/19 | 12.5 | B | 12.7 | B | n/a | n/a | -- | -- | n/a | n/a | OVFL | F | OVFL | F | n/a | n/a | OVFL | F | 15.2 | B |
| | | | PM | 05/09/19 | 13.7 | B | 14.0 | B | n/a | n/a | -- | -- | n/a | n/a | OVFL | F | OVFL | F | n/a | n/a | OVFL | F | 10.0 | B |
| 9 | Pulgas Avenue and Runnymede Street ³ (All-way Stop) | D | AM | 05/09/19 | 15.0 | C | 15.4 | C | 0.3 | 0.010 | -- | -- | -- | -- | 305.1 | F | 309.2 | F | 4.1 | 0.010 | | | 32.7 | C |
| | | | PM | 05/09/19 | 16.4 | C | 17.1 | C | 0.7 | 0.017 | -- | -- | -- | -- | 178.4 | F | 184.2 | F | 5.8 | 0.019 | | | 15.3 | B |
| 10 | Pulgas Avenue and O'Connor Street (All-way Stop) | D | AM | 05/09/19 | 13.6 | B | 13.9 | B | 0.3 | 0.015 | -- | -- | -- | -- | 119.9 | F | 123.8 | F | 4.0 | 0.019 | | | | |
| | | | PM | 05/09/19 | 15.7 | C | 16.2 | C | 0.5 | 0.016 | -- | -- | -- | -- | 146.1 | F | 150.9 | F | 4.9 | 0.012 | | | | |
| 11 | Pulgas Avenue and East Bayshore Rd | D | AM | 09/25/18 | 19.9 | B | 20.1 | C | 0.1 | 0.006 | -- | -- | -- | -- | 39.4 | D | 40.9 | D | 2.1 | 0.008 | | | | |
| | | | PM | 09/25/18 | 23.9 | C | 24.6 | C | 0.8 | 0.010 | -- | -- | -- | -- | 132.4 | F | 136.3 | F | 4.4 | 0.010 | | | | |
| 12 | Embarcadero Rd and East Bayshore Rd [City of Palo Alto] | D | AM | 04/17/19 | 33.8 | C | 34.0 | C | 0.2 | 0.006 | -- | -- | -- | -- | 42.1 | D | 42.9 | D | 0.9 | 0.006 | | | | |
| | | | PM | 04/16/19 | 81.2 | F | 81.3 | F | 0.2 | 0.004 | -- | -- | -- | -- | 167.5 | F | 168.7 | F | 1.1 | 0.004 | | | | |

Notes:
Bold indicates a substandard level of service.
Box indicates a significant project impact.
OVFL indicates that the result is out of software calculation limits
-- indicates that the intersection level of service and delay with the loop road is the same as without the loop road.
1. For one-way and two-way stop controlled intersections, the average delay and LOS is reported for the worst approach. Changes in critical delay and v/c for the entire intersection cannot be calculated (n/a).
2. A new traffic signal is assumed under cumulative conditions based on mitigation measures identified in the Ravenswood/Four Corners TOD Specific Plan DEIR.
3. Average delay and LOS under mitigated cumulative plus project with loop road and other improvements reflect signalization.

1. Introduction

This report presents the results of the traffic study prepared for the proposed residential development at 965 Weeks Street in East Palo Alto, California (see Figure 1). The project site is currently vacant. The proposed residential development would include 136 units of affordable rental housing with office spaces for Property Management and Resident Services staff, as well as community amenity spaces including a community room with kitchen, outdoor play areas, and space for an after-school program. The site would include a total of 215 parking spaces within a four-level parking garage. Vehicular access to and from the project site would be provided via one full-access driveway on Weeks Street. The project site and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2. The site is within the Ravenswood Four Corners Specific Plan area and is zoned as Urban Residential.

Scope of Study

The purpose of the traffic study is to identify any impacts of the proposed project and to recommend improvements, if necessary. The impacts of the project were evaluated following the standards and methodologies set forth by the City of East Palo Alto and the City of Palo Alto. The traffic study includes an analysis of the following 12 study intersections in the vicinity of the project site.

1. University Avenue and Bay Road
2. Clarke Avenue/Illinois Street and Bay Road (unsignalized)
3. Clarke Avenue and Weeks Street (unsignalized)
4. Clarke Avenue and Runnymede Street (unsignalized)
5. Clarke Avenue and Donohoe Street (unsignalized)
6. Demeter Street and Bay Road (unsignalized)
7. Pulgas Avenue and Bay Road (unsignalized)
8. Pulgas Avenue and Weeks Street (unsignalized)
9. Pulgas Avenue and Runnymede Street (unsignalized)
10. Pulgas Avenue and O'Connor Street (unsignalized)
11. Pulgas Avenue and East Bayshore Road
12. East Bayshore Road and Embarcadero Road (Palo Alto)

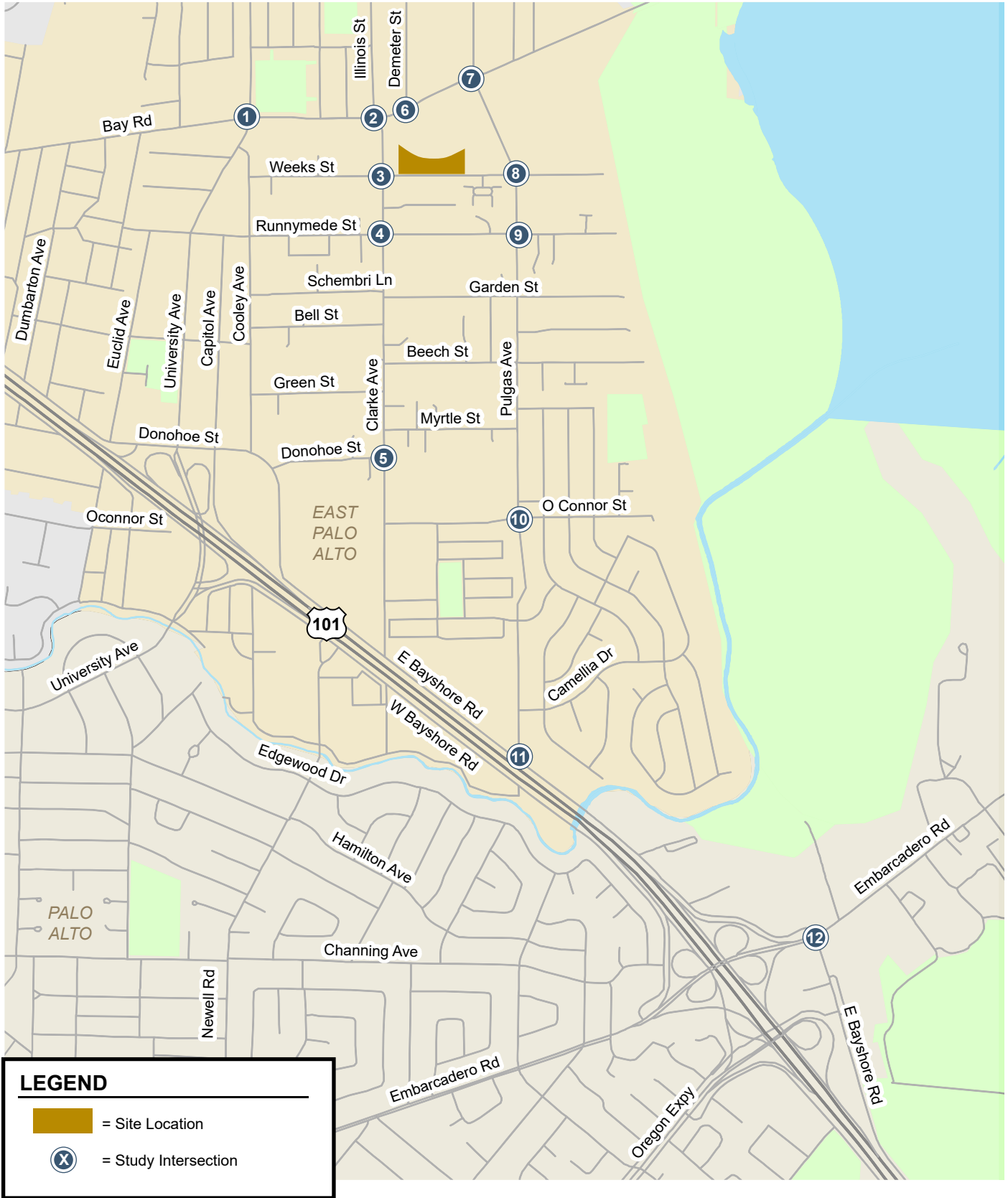
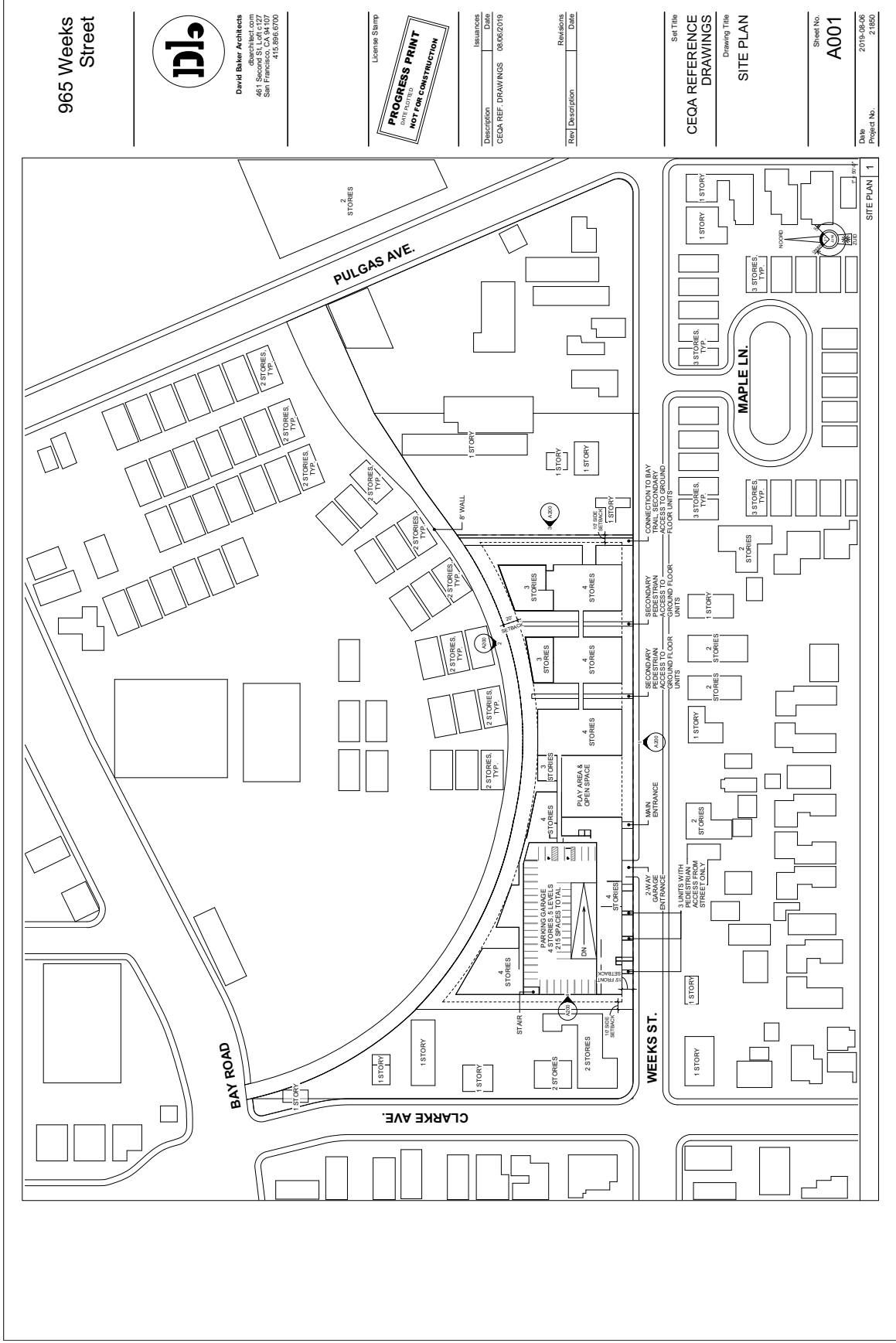


Figure 1
Site Location and Study Intersections



965 Weeks Street



David Baker Architects
461 Second St, LFL 6127
San Francisco, CA 94107
415.886.6700

License Stamp

PROGRESS PRINT
DATE FOR TIA
NOT FOR CONSTRUCTION

| Description | Date |
|--------------------|------------|
| CEQA REF. DRAWINGS | 06/06/2019 |

| Revision | Date |
|----------|------|
| | |

Set Title
CEQA REFERENCE DRAWINGS

Drawing Title
SITE PLAN

Sheet No.
A001

Date
2019-08-06

Project No.
21860

SITE PLAN | 1

Figure 2
Site Plan



Traffic conditions at the intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is between 7:00 and 9:00 AM, and the PM peak hour is between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: Existing Conditions. Existing traffic conditions are based on traffic counts conducted in 2018 and 2019.

Scenario 2: Existing Plus Project Conditions. Existing plus project traffic volumes were estimated by adding to existing traffic volumes the trips associated with the proposed project. Two existing plus project scenarios were evaluated to assess traffic conditions both with and without the loop road identified in the Ravenswood Four Corners Specific Plan.

Scenario 3: 2040 Cumulative Conditions. Cumulative conditions represent future traffic volumes with all foreseeable development expected to occur by the year 2040 on the future transportation network. Cumulative traffic volumes were estimated by applying a growth factor (1.2 percent per year) for 22/21 years to existing (2018/2019) traffic volumes to account for regional growth and adding trips associated with the development allowed under the Ravenswood Specific Plan and other approved and pending development projects in the City of East Palo Alto other than the proposed project. Cumulative conditions were evaluated both with and without the loop road.

Scenario 4: 2040 Cumulative Plus Project Conditions. Cumulative plus project conditions reflect the projected traffic volumes with implementation of the project. Projected peak-hour traffic volumes were estimated by adding to cumulative traffic volumes the additional traffic generated by the project. Cumulative plus project conditions were evaluated relative to cumulative no project conditions in order to determine potential impacts.

Methodology

This section describes the methods used to determine the traffic conditions for each scenario described above. 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 new traffic counts, the City of East Palo Alto, the City of Palo Alto and field observations. The following data were collected from these sources:

- Existing traffic, bicycle, and pedestrian volumes
- Existing intersection lane configurations
- Existing signal timing and phasing
- A list of approved and pending but not yet completed projects

Analysis Methodologies and Level of Service Standards

Traffic conditions 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 forced-flow conditions with extreme delays. The City of East Palo Alto level of service standard for all intersections is LOS D or better. The City of Palo Alto has established LOS D as the

minimum acceptable intersection level of service for the intersection at East Bayshore Road and Embarcadero Road.

Signalized Intersections

The City of East Palo Alto and the City of Palo Alto evaluate level of service at signalized intersections based on the *2000 Highway Capacity Manual* (HCM) level of service methodology using the TRAFFIX software. The 2000 HCM evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Table 1 shows the level of service definitions for signalized intersections.

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

| Level of Service | Description | Average Control Delay Per Vehicle (sec.) |
|------------------|--|--|
| A | Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay. | 10.0 or less |
| B | Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay. | 10.1 to 20.0 |
| C | Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping. | 20.1 to 35.0 |
| D | The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable. | 35.1 to 55.0 |
| E | This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently. | 55.1 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.

Unsignalized Intersections

Peak-hour levels of motor vehicle delay at unsignalized intersections were estimated using the method described in Chapter 17 of the *2000 Highway Capacity Manual*. With this method, operations are defined by the average control delay per vehicle (measured in seconds) for each movement that must yield the right-of-way. At side-street controlled intersections (two-way or one-way stop control), the control delay (and LOS) is reported for the approach with the highest delay. For all-way stop controlled intersections, the average delay (and LOS) for all movements is reported. Table 2 summarizes the relationship between average control delay per vehicle and LOS for unsignalized intersections.

Table 2
Unsignalized Intersection Level of Service Definition 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.

Freeway Segments

It is not anticipated that the project would generate more than 100 peak-hour trips on CMP facilities. Therefore, an analysis in accordance with the C/CAG’s CMP guidelines, as well as a C/CAG checklist will not be required. Since the number of project trips generated by the new project added to the freeways in the area is estimated to be well below the one percent threshold, a detailed analysis of freeway segment levels of service was not performed.

Report Organization

This report has a total of five chapters. Chapter 2 describes existing conditions, including the existing roadway network, transit service, bicycle and pedestrian facilities, and intersection operations. Chapter 3 describes the methods used to estimate the project traffic on the roadway network and presents the intersection operations under existing plus project conditions. Chapter 4 presents the intersection operations under cumulative conditions. Chapter 5 provides an evaluation of other transportation-related issues, such as vehicle queuing, site access, and on-site circulation.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project study area is provided by US 101 and SR 84. These facilities are described below.

US 101 is a north-south freeway in the vicinity of the site. US 101 extends northward through San Francisco and southward through San Jose. Within East Palo Alto, US 101 has three general-purpose travel lanes, one high-occupancy vehicle (HOV) lane, and one auxiliary lane in each direction. Access to and from the project study area is provided via full-access interchanges at Embarcadero Road and at University Avenue.

Bayfront Expressway (SR 84) is a six-lane expressway that extends along the northern edge of East Palo Alto. SR 84 extends eastward across the Dumbarton Bridge into Alameda County and westward to Marsh Road in Menlo Park. Bayfront Expressway provides access to the project study area via University Avenue.

Local access to the project site is provided via University Avenue, East Bayshore Road, Bay Road, Clarke Avenue, Pulgas Avenue, Weeks Street, Runnymede Street, and Donohoe Street. The facilities are described below.

University Avenue is a north-south arterial that extends from Stanford University in Palo Alto to Bayfront Expressway just north of the City of East Palo Alto. Within East Palo Alto, University Avenue is a four-lane divided roadway with no on-street parking. South of Bay Road, University Avenue has continuous sidewalks on both sides of the street. Between Bay Road and Purdue Avenue, University Avenue has a sidewalk on only one side of the street. The posted speed limit on University Avenue is 25 mph.

East Bayshore Road is a two-lane north-south frontage road with two disjointed segments directly east of US 101. East Bayshore Road extends southward from Saratoga Avenue near Willow Road to Euclid Avenue, where it becomes Donohoe Street. East of University Avenue, East Bayshore Road extends southward from Donohoe Street to San Antonio Road where it becomes Bayshore Parkway in Palo Alto. East Bayshore Road has on-street parking on the east side of the street between Clarke Avenue and Pulgas Avenue. East of Donohoe Street, East Bayshore Road has continuous sidewalks on the north side of the street. The posted speed limit on East Bayshore Road is 25 mph.

Bay Road is a four-lane east-west collector street within the project vicinity beginning at East Bayshore Road continuing to Pulgas Avenue. From Pulgas Avenue, Bay Road is a two lane-road that terminates at Cooley Landing and the San Francisco Bay. Bay Road has continuous sidewalks with on-street parking on both sides of the street west of Pulgas Avenue. However, east of Pulgas Avenue, Bay Road has no sidewalks. The posted speed limit on Bay Road is 25 mph.

Clarke Avenue is a two-lane north-south local collector street within the vicinity of the site extending from East Bayshore Road in the south to Bay Road to the north, where it becomes Illinois Street. Clarke Avenue has continuous sidewalks with on-street parking on both sides of the street and provides access to the project site via Weeks Street. The posted speed limit on Clarke Avenue is 25 mph.

Pulgas Avenue is a two-lane north-south collector within the vicinity of the site with on-street parking on both sides of the street. Pulgas Avenue extends from East Bayshore Road in the south to just north of Bay Road. Pulgas Avenue provides access to the project site via Weeks Street. Pulgas Avenue has sidewalks on both sides of the street near the project site; however, there is no sidewalk on the west side between Oakes Street and East Bayshore Road. The posted speed limit on Pulgas Avenue is 25 mph.

Weeks Street is a two-lane east-west local street directly adjacent to the southern boundary of the project site. Weeks Street extends from Cooley Avenue in the west to its terminus near the Bay trail. Weeks Street provides direct access to the project site via one full-access driveway. Weeks Street has sidewalks with on-street parking on both sides of the street. The prima facie speed limit for Weeks Street is 25 mph. Speed humps are found at four locations along Weeks Street including directly adjacent the project site.

Runnymede Street is a two-lane east-west local street within the vicinity of the site with on-street parking on both sides of the street. Runnymede Street extends from Palo Verde Avenue in the west to its terminus near the Bay trail. The sidewalks along Runnymede Street are discontinuous. The posted speed limit on Runnymede Street is 25 mph.

Donohoe Street is an east-west street the extends from E. Bayshore Road in the west to Clarke Avenue in the east. Its classification varies from a local street to a major thoroughfare, while the cross section varies from a two-lane street with on-street parking to a divided six lane street. Donohoe Street has continuous sidewalks on both sides of the street east of University Avenue. Donohoe Street has a prima facie speed limit of 25 mph.

Existing Bicycle Facilities

Within the vicinity of the project site, Class II bicycle lanes exist on Bay Road from Newbridge Street to Clarke Avenue, and on University Avenue starting just north of Donohoe Street and extending to the location of the future loop road. Between the future loop road and Bayfront Expressway, there is a bike lane on the west (southbound) side of University Avenue and a separate bikeway on the east side of University Avenue. The Bay Trail, a bike and pedestrian path, runs along the west boundary of the Baylands Nature Preserve area, which is about one quarter mile east of the project site. The Bay Trail connects to several local neighborhood streets, including Weeks Street and Runnymede Street (see Figure 3). There is also a paved mixed-use trail adjacent the northern edge of the project site that extends from Bay Road to Pulgas Avenue that would provide direct access to the project site. These bicycle facilities are not well-connected. No bicycle lanes are provided on the other local and neighborhood streets surrounding the project site. However, due to low traffic volumes, Weeks Street and many other nearby neighborhood streets are conducive to bicycle traffic.

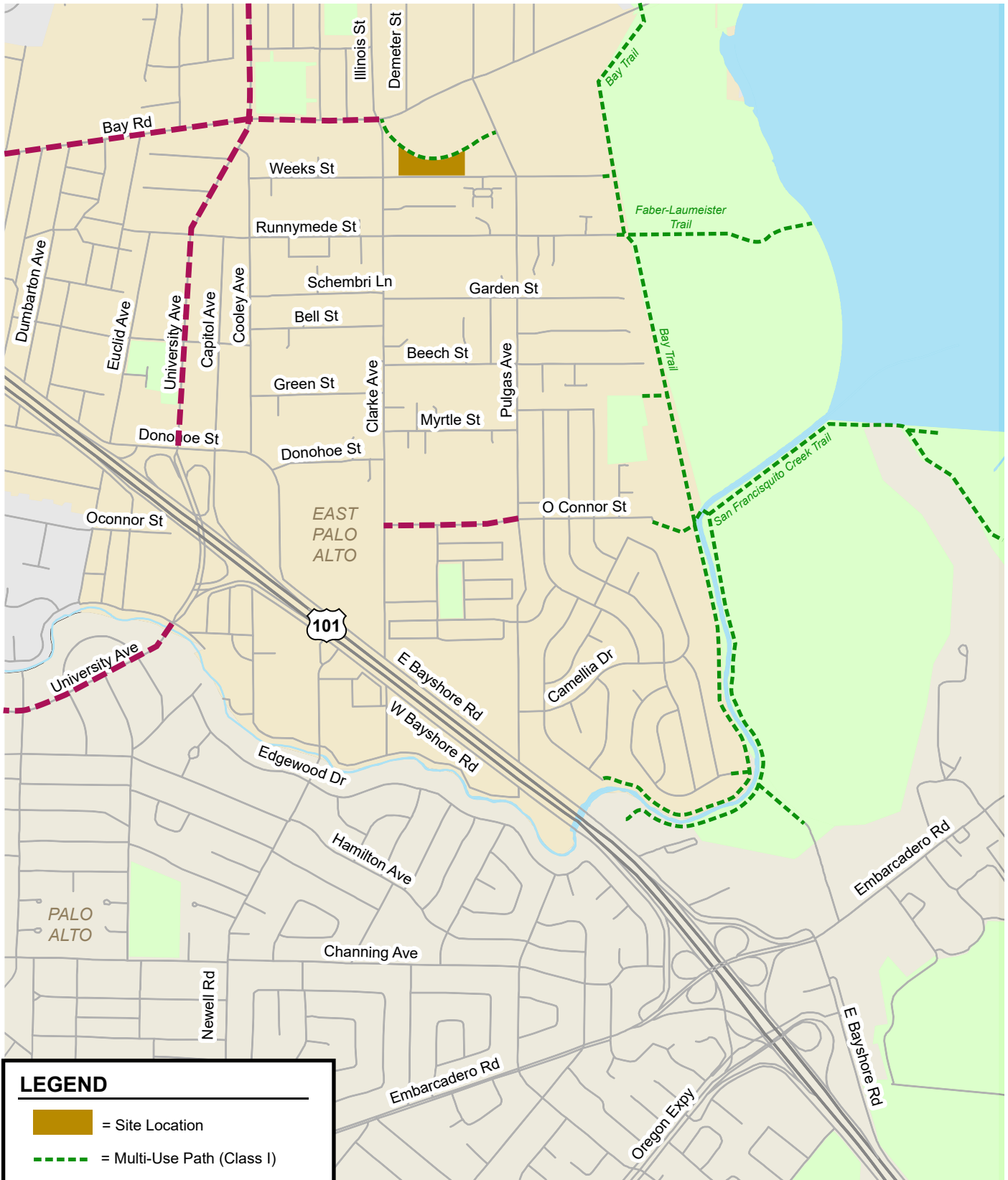


Figure 3
Existing Bicycle Facilities

Hexagon conducted bicycle counts at the study intersections and determined that bicycle volumes at all study intersections are quite low. All bicycle counts are included in Appendix A.

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, sidewalks are provided on both sides of Weeks Street. Crosswalks are found on one or more approaches on all of the signalized study intersections. The intersection of University Avenue and Bay Road has crosswalks on all approaches. The intersection of Pulgas Avenue and East Bayshore Road has a crosswalk on the north approach. The intersection of East Bayshore Road and Embarcadero Road has crosswalks on the south and east approaches.

The all-way stop controlled intersection of Clarke Avenue/Illinois Street and Bay Road has crosswalks on all four approaches. There are no crosswalks available at the following four unsignalized study intersections:

- Demeter Street and Bay Road
- Pulgas Avenue and Weeks Street
- Clarke Avenue and Weeks Street
- Clarke Avenue and Runnymede Street

The remaining four unsignalized intersections have crosswalks along some but not all approaches.

Hexagon conducted pedestrian counts at each study intersection. The greatest pedestrian volumes were observed at the intersection of University Avenue and Bay Road /intersection, where 138 pedestrians were counted during the AM peak hour and 108 pedestrians during the PM peak hour. The study intersection with the next highest pedestrian volumes is Clarke Avenue and Donohoe Street, which had 88 pedestrians during the AM peak hour and 75 pedestrians during the PM peak hour. All pedestrian counts are included in Appendix A.

Existing Transit Services

Existing transit services in the study area are provided by the San Mateo County Transit District (SamTrans). SamTrans bus services and the locations of the nearest bus stops are described below and shown on Figure 4.

The 81 line operates on Bay Road, University Avenue, and Pulgas Avenue within the study area, providing service between Menlo-Atherton High School looping throughout East Palo Alto. The line operates twice in the morning and once in the afternoon on school days only.

The 280 line operates on Bay Road and Pulgas Avenue within the study area, providing service between the Stanford Shopping Center and East Palo Alto. The line operates with approximately 60-minute headways during the AM and PM peak periods.

The 296 line operates on Bay Road, Pulgas Avenue, and Clarke Avenue within the study area, providing service between the Redwood City Caltrain Station and East Palo Alto. The line operates with 20-minute headways during the AM and PM peak periods.

The bus stops closest to the project site are at the intersection of Clarke Avenue and Bay Road and at the intersection of Pulgas Avenue and Weeks Street.



Figure 4
Existing Transit Service

Existing Lane Configurations and Traffic Volumes

The existing intersection lane configurations were obtained from field observations (see Figure 5).

Existing traffic volumes were obtained from new manual peak-hour turning-movement counts conducted in 2018 and 2019 while nearby schools were in session (see Figure 6). The traffic count data (including pedestrian and bicycle count data) are included in Appendix A.

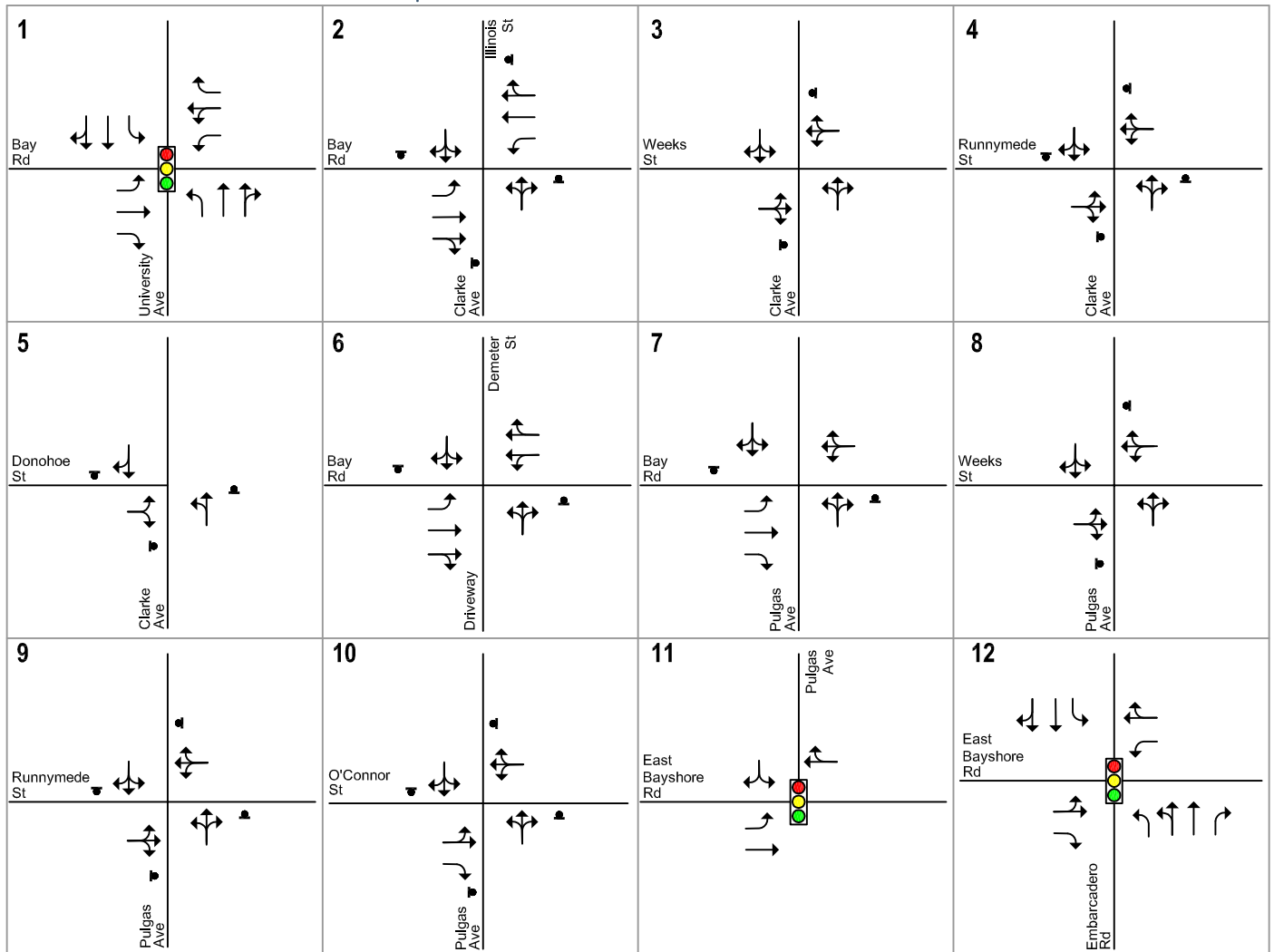
Existing Intersection Levels of Service

The results of the intersection level of service analysis and field observations show that most of the study intersections currently operate at acceptable levels, with the exception of the Embarcadero Road/East Bayshore Road intersection (see Table 3).

Table 3
Existing Condition Intersection Levels of Service Summary

| Study Number | Intersection | Peak Hour | Count Date | Avg Delay (sec/veh) | LOS |
|--------------|--|-----------|------------|---------------------|----------|
| 1 | University Avenue and Bay Road | AM | 04/17/19 | 41.7 | D |
| | | PM | 04/16/19 | 48.4 | D |
| 2 | Clarke Avenue/Illinois Street and Bay Road (All-way Stop) | AM | 05/09/19 | 16.0 | C |
| | | PM | 05/09/19 | 19.9 | C |
| 3 | Clarke Avenue and Weeks Street (Two-way Stop ¹) | AM | 05/09/19 | 14.7 | B |
| | | PM | 05/09/19 | 16.0 | C |
| 4 | Clarke Avenue and Runnymede Street (All-way Stop) | AM | 05/09/19 | 16.1 | C |
| | | PM | 05/09/19 | 13.3 | B |
| 5 | Clarke Avenue and Donohoe Street (All-way Stop) | AM | 05/09/19 | 17.8 | C |
| | | PM | 05/09/19 | 18.5 | C |
| 6 | Demeter Street and Bay Road (Two-way Stop ¹) | AM | 05/09/19 | 10.2 | B |
| | | PM | 05/09/19 | 13.0 | B |
| 7 | Pulgas Avenue and Bay Road (Two-way Stop ¹) | AM | 02/28/19 | 13.8 | B |
| | | PM | 02/28/19 | 32.4 | D |
| 8 | Pulgas Avenue and Weeks Street (Two-way Stop ¹) | AM | 05/09/19 | 12.5 | B |
| | | PM | 05/09/19 | 13.7 | B |
| 9 | Pulgas Avenue and Runnymede Street (All-way Stop) | AM | 05/09/19 | 15.0 | C |
| | | PM | 05/09/19 | 16.4 | C |
| 10 | Pulgas Avenue and O'Connor Street (All-way Stop) | AM | 05/09/19 | 13.6 | B |
| | | PM | 05/09/19 | 15.7 | C |
| 11 | Pulgas Avenue and East Bayshore Road | AM | 09/25/18 | 19.9 | B |
| | | PM | 09/25/18 | 23.9 | C |
| 12 | Embarcadero Road and East Bayshore Road [City of Palo Alto] | AM | 04/17/19 | 33.8 | C |
| | | PM | 04/16/19 | 81.2 | F |

Notes:
Bold indicates a substandard level of service.
 1. For two-way stop controlled intersections, the average delay and LOS is reported for the worst approach.



LEGEND


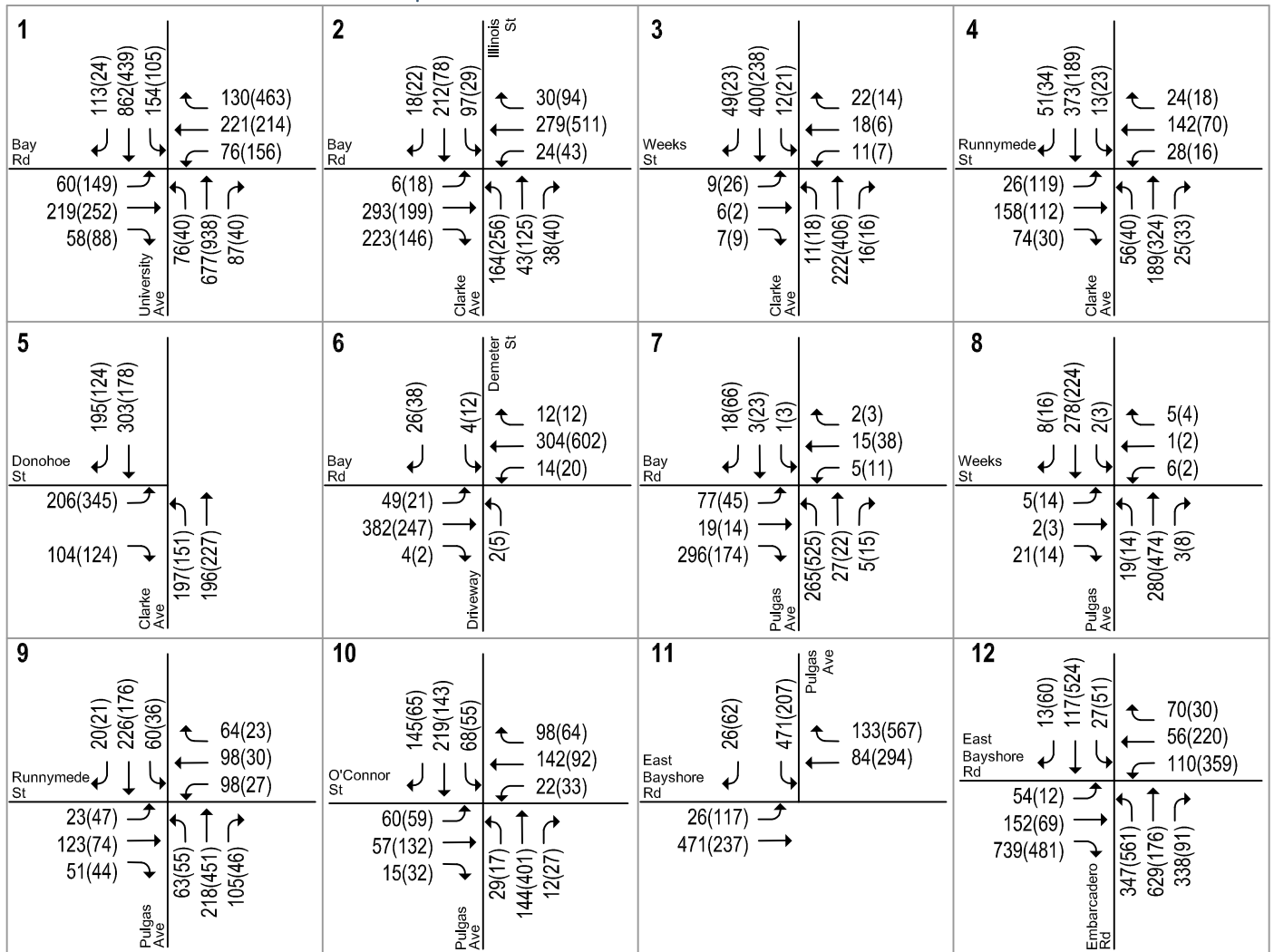
-  = Signalized Intersection
-  = Stop Sign

Figure 5
Existing Lane Configurations

965 Weeks Street Residential Development TIA



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 6
Existing Traffic Volumes

Field observations, as described below, indicate that operational issues currently occur at the Embarcadero Road/E. Bayshore Road intersection that may not be reflected using the standard level of service methodology, which assumes isolated intersection operations. Therefore, the level of service analysis at this intersection was adjusted to reflect the maximum queue length observed in the field and reduced saturation flow rates due to downstream congestion on East Bayshore Road that impedes traffic flow through the intersection. During the PM peak hour, the intersection is shown to operate at an unacceptable LOS F with the adjustments.

The intersection levels of service calculation sheets are included in Appendix C.

Observed Traffic Conditions

Traffic conditions were observed in the field in order to identify existing operational deficiencies and to confirm the accuracy of calculated intersection levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to level of service, and (2) to identify any locations where the level of service analysis does not accurately reflect existing traffic conditions.

University Avenue and Bay Road

This intersection operates without any significant operational issues during the AM peak hour.

During the PM peak hour, queues on northbound University Avenue extend from Bayfront Expressway through the University/Bay intersection to Bell Street. Spillback from the downstream intersections impedes traffic flow and causes vehicles on the northbound approach at the University/Bay intersection to wait through several signal cycles to clear the intersection.

Clarke Avenue and Bay Road

During the AM peak hour, through queues on southbound University Avenue extend approximately 10 to 15 vehicles in each lane before the start of each green phase. In most cases the queues clear before the green phase terminates but occasionally one or two vehicles fail to clear and have to wait through another signal cycle.

During the PM peak hour, queues on northbound Clarke Avenue extend approximately 1,200 feet to Runnymede Street.

Clarke Avenue and Weeks Street

The intersection operates acceptably without any operational issues during the AM peak hour.

During the PM peak hour, the queue on northbound Clarke Avenue spillbacks from the intersection at Bay Road past Weeks Street to Runnymede Street blocking traffic on the stop-controlled Weeks Street approaches. However, the spillback along Clarke Avenue does not cause a backup on Weeks Street since the traffic volumes on Weeks Street are quite low and because queued vehicles on Clarke Avenue frequently allow side street vehicles to pass through or join the queue.

Clarke Avenue and Donohoe Street

During the AM peak hour, the intersection generally operates well without any operational issues.

While this intersection generally operates acceptably, the eastbound approach experiences lengthy queues (up to approximately 400 feet) that extend beyond Salas Court at times during the PM peak hour.

Pulgas Avenue and Bay Road

The intersection operates acceptably without any operational issues during the AM peak hour.

During the PM peak hour, queues on northbound Pulgas Avenue extend approximately 500 feet upstream but do not affect the intersection of Pulgas Avenue and Weeks Street.

Pulgas Avenue and East Bayshore Road

During the AM peak hour, the eastbound queues at the downstream intersection on East Bayshore Road spills back through the Pulgas Avenue/East Bayshore Road intersection, causing delay for eastbound through traffic on East Bayshore Road and southbound left traffic from Pulgas Avenue to East Bayshore Road. Queues on southbound Pulgas Avenue extend approximately 1,200 feet to Gaillardia Way. Long queues also were observed on the eastbound approach on East Bayshore Road, extending to Clarke Avenue. Due to this congestion, it takes multiple green cycles for these movements to clear the intersection. This congestion is short lived, however, lasting only about 15 minutes. The intersection operates at an acceptable level during the remainder of the AM peak hour.

There is a near constant stream of traffic on the westbound East Bayshore Road approach during the PM peak hour. While, queues on this approach are lengthy, they do not extend to the upstream signalized intersection at Laura Lane. Most of the vehicles on westbound East Bayshore Road turn right onto northbound Pulgas Avenue. The downstream all-way stop controlled intersection at Pulgas Avenue and Camellia Drive causes queues that occasionally extend to the Pulgas/East Bayshore intersection. However, the back-up on northbound Pulgas Avenue is usually resolved without noticeably affecting traffic flow at the Pulgas/East Bayshore intersection.

Embarcadero Road and East Bayshore Road

During the AM peak hour, northbound left and through queues on Embarcadero Road occasionally extend to the US 101 northbound off-ramp and the US 101 overpass. Generally, the queues are able clear with each cycle and the intersection operates at acceptable levels. Heavy traffic was observed on eastbound East Bayshore Road. There was a long right-turn queue on eastbound East Bayshore Road. Vehicles were observed to take more than one cycle to get through the intersection.

During the PM peak hour, there were long vehicle queues in the northbound lanes on Embarcadero Road and the westbound lanes on East Bayshore Road. The long vehicle queues result from the high northbound to westbound left-turn and the westbound through traffic. Two westbound departure lanes on East Bayshore Road are reduced to one lane immediately west of the intersection, which causes stop-and-go conditions for merging traffic that frequently extends to Embarcadero Road and delays northbound left-turn and westbound through traffic that often have no space to enter the intersection when the traffic signal indication was still green. Adding to the issues along westbound East Bayshore Road is the signalized intersection at Laura Lane, which causes queues that extend along East Bayshore Road past Embarcadero Road.

The long vehicle queue caused by the heavy northbound left-turn volume extended beyond the junction with the US101 northbound off-ramp resulting in a vehicle queue on the off-ramp because it is difficult for the off-ramp vehicles to merge into the northbound traffic on Embarcadero Road. Vehicles on northbound Embarcadero Road and the northbound off-ramp were observed to take two to three signal cycles to clear the intersection, and vehicles on westbound East Bayshore Road were observed to take three to four cycles to clear the intersection.

The southbound vehicle queue on Embarcadero Road occasionally reached Geng Road and took more than one cycle to clear the intersection during the PM peak hour.

The level of service analysis at this intersection was adjusted to reflect the maximum queue lengths observed in the field and reduced saturation flow rates due to queue spillback, which impedes traffic flow through the intersection. With the adjustments, the level of service analysis results reflect observed levels of service.

3.

Existing Plus Project Conditions

This chapter describes the roadway traffic operations under existing plus project conditions, the method by which project traffic is estimated, and any impacts caused by the project.

The Ravenswood Four Corners Specific Plan identifies the construction of a new “loop road”, which would extend northward from the current terminus of Demeter Street and then turn westward to connect to University Avenue at the northern edge of the Ravenswood Specific Plan area. Because it is uncertain when the planned loop road will be constructed, the analysis of existing plus project conditions was conducted both with and without the loop road.

Significant Impact Criteria

The traffic impacts of the project are evaluated against the following criteria to determine whether the impacts are significant.

City of East Palo Alto Definition of Significant Intersection Impacts

The City of East Palo Alto assesses motor vehicle delays using a level of service standard of LOS D for intersections. Specifically, a significant automobile delay impact under this LOS D standard would be considered to occur at an intersection if for any peak hour the Project would result in any of the following:

At a signalized intersection, an impact is considered significant if it:

- a) Causes operations to degrade from LOS D (or better) to LOS E or F; or
- b) Exacerbates LOS E or F conditions by both increasing critical movement delay by four or more seconds and increasing volume-to-capacity ratio (V/C ratio) by 0.01; or
- c) Increases the V/C ratio by > 0.01 at an intersection that exhibits unacceptable operations, even if the calculated LOS is acceptable.

At an unsignalized intersection, an impact is considered significant if it:

- a) Causes operations to degrade from LOS D or better to LOS E or F; or
- b) Exacerbates LOS E or F conditions by increasing control delay by five or more seconds; and
- c) Causes volumes under project conditions to exceed the Caltrans Peak Hour Volume Warrant Criteria.

City of Palo Alto Definition of Significant Intersection Impacts

The intersection at Embarcadero Road and East Bayshore Road is located within the City of Palo Alto. The project is said to create a significant adverse impact on traffic conditions at a signalized intersection in the City of Palo Alto if for either peak hour:

- a) The level of service at the intersection degrades from an acceptable level (LOS D or better for non-CMP intersections and LOS E or better for CMP intersections) under background conditions to an unacceptable level under background plus project conditions, or
- b) The level of service at the intersection is an unacceptable level (LOS E or F at non-CMP intersections and LOS F at CMP intersections) under background conditions and the addition of project trips causes the critical-movement delay at the intersection to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by .01 or more.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e. the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by .01 or more.

A significant impact by City of Palo Alto standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to its level of service standard or to an average delay that is better than background conditions.

Transportation Network under Project Conditions

The transportation network and intersection lane configurations under existing plus project conditions are assumed to be the same as that described under existing conditions. A second scenario was analyzed to evaluate existing plus project conditions with the planned loop road, which would extend northward from the current terminus of Demeter Street to connect with University Avenue (see Figure 1).

Diversion of the Existing Traffic Due to the Planned Loop Road

The planned loop road is expected to cause some of the existing westbound right-turn and southbound left-turn traffic at the University/Bay intersection to instead use the loop road, thereby reducing the traffic at several study intersections on Bay Road and University Avenue. Figure 7 shows the affected study intersections, the existing traffic volumes, and the estimate of diverted traffic at each intersection.

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are 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 entering and exiting the site is estimated for the AM and PM peak hours. As part of the project trip distribution, an estimate is made of the directions to and from which the project trips would travel. In the project trip assignment, the project trips are assigned to specific streets and intersections. These procedures are described below.

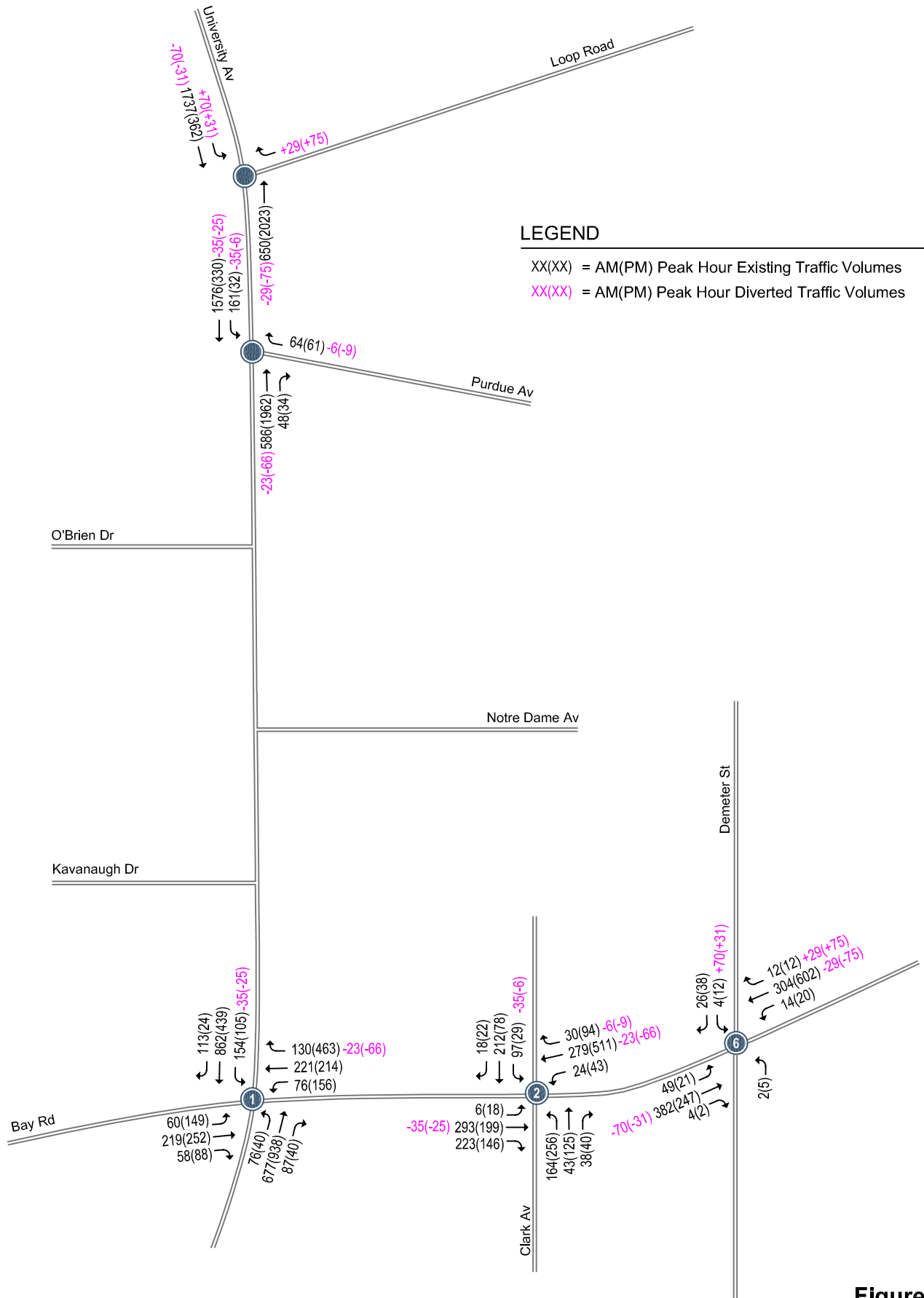


Figure 7
Existing Traffic Volumes and Diverted Traffic with New Loop Road

Trip Generation

Through empirical research, data has been collected that quantifies the amount of traffic produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increase that would result from a new development. 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 trip generation rates published in the Institute of Transportation Engineers’ (ITE) manual entitled *Trip Generation Manual, 10th Edition (2017)* for Multifamily Housing (Mid-Rise) (Land Use Code 221) were used for this study. Based on the ITE rates, the proposed residential development project is estimated to generate 49 gross AM peak-hour trips and 60 gross PM peak-hour trips.

The project will implement a number of travel demand management (TDM) measures intended to reduce single-occupant vehicle (SOV) trips including bike parking, a pathway connecting to the paved mixed-use trail immediately adjacent to the north edge of the project site, and fully-subsidized transit passes for every resident over the age of 5. A 5 percent trip reduction was assumed for this project based on the proposed TDM measures. After applying the TDM reduction, the proposed project is expected to generate 47 net new vehicle trips (12 inbound and 34 outbound) during the AM peak hour and 57 net new vehicle trips (35 inbound and 22 outbound) during the PM peak hour. The project trip generation summary is shown in Table 4.

**Table 4
Project Trip Generation Estimates**

| Land Use | Size | Daily Rate ¹ | Daily Trips | AM Peak Hour | | | PM Peak Hour | | | | |
|--|----------|-------------------------|-------------|-------------------|-----------|-----------|--------------|-------------------|-----------|-----------|-----------|
| | | | | Rate ¹ | In | Out | Total | Rate ¹ | In | Out | Total |
| Proposed | | | | | | | | | | | |
| Apartments ¹ | 136 d.u. | 5.44 | 740 | 0.36 | 13 | 36 | 49 | 0.44 | 37 | 23 | 60 |
| Trip Reduction | | | | | | | | | | | |
| TDM Reduction (5%) | | | (37) | | (1) | (2) | (2) | | (2) | (1) | (3) |
| Net New Project Trips | | | 703 | | 12 | 34 | 47 | | 35 | 22 | 57 |
| Notes | | | | | | | | | | | |
| d.u. = dwelling units | | | | | | | | | | | |
| ¹ Rate expressed in trips per dwelling unit. | | | | | | | | | | | |
| ² Trip generation rate for the proposed apartments are based on the ITE's <i>Trip Generation Manual, 10th Edition</i> rates for Land Use Code 221 "Multifamily Housing (Mid-Rise)." | | | | | | | | | | | |

Trip Distribution and Assignment

The trip distribution pattern for the proposed project was estimated based on existing travel patterns on the surrounding roadway system, and the locations of complementary land uses. The project trip distribution pattern is shown on Figure 8. The project trips were assigned to the roadway network based on the directions of approach and departure, the roadway network connections, and the location of the project driveway.

The peak-hour trips generated by the project were assigned to the roadway network without and with the loop road in accordance with the project trip distribution patterns (see Figures 9 and 10).

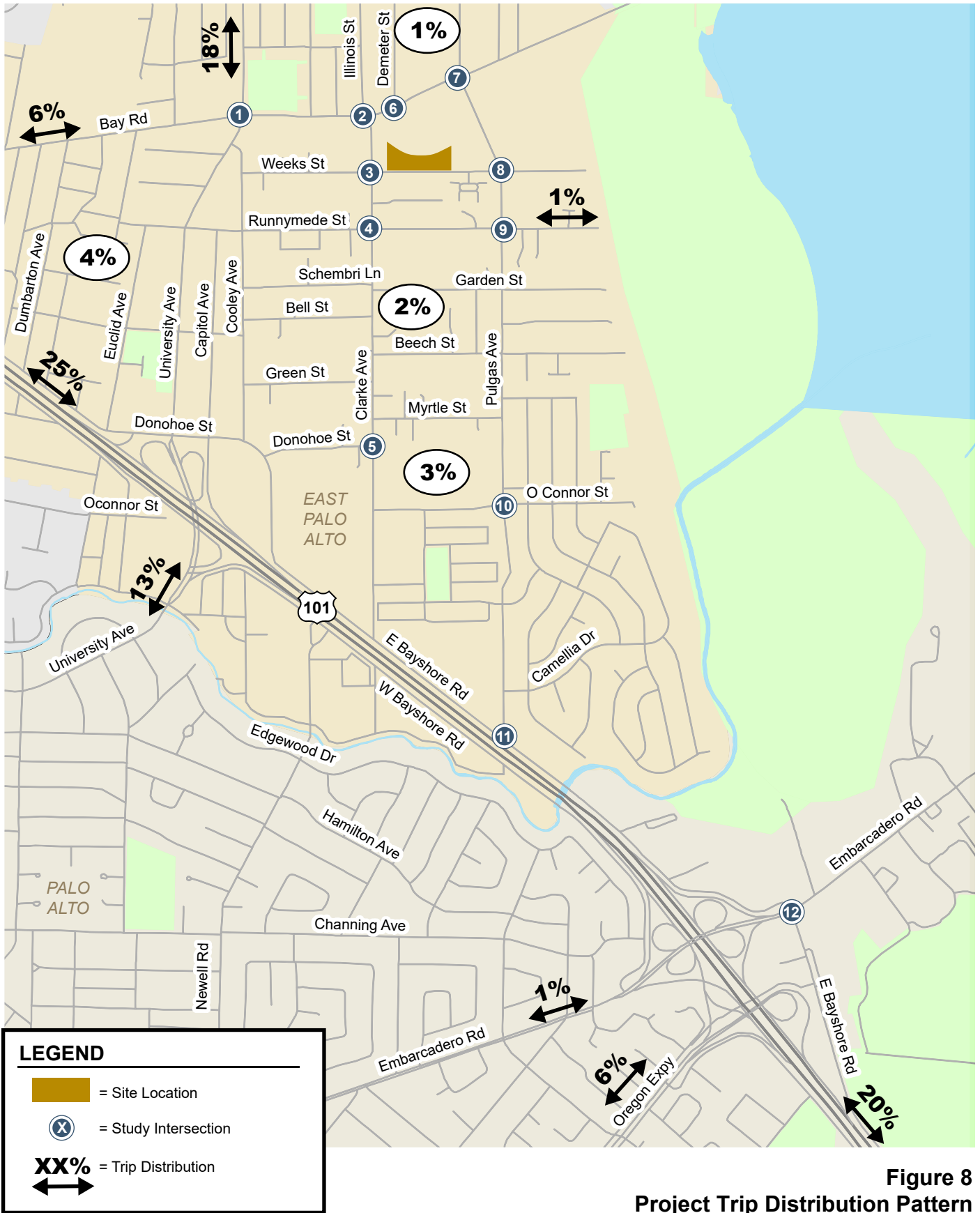
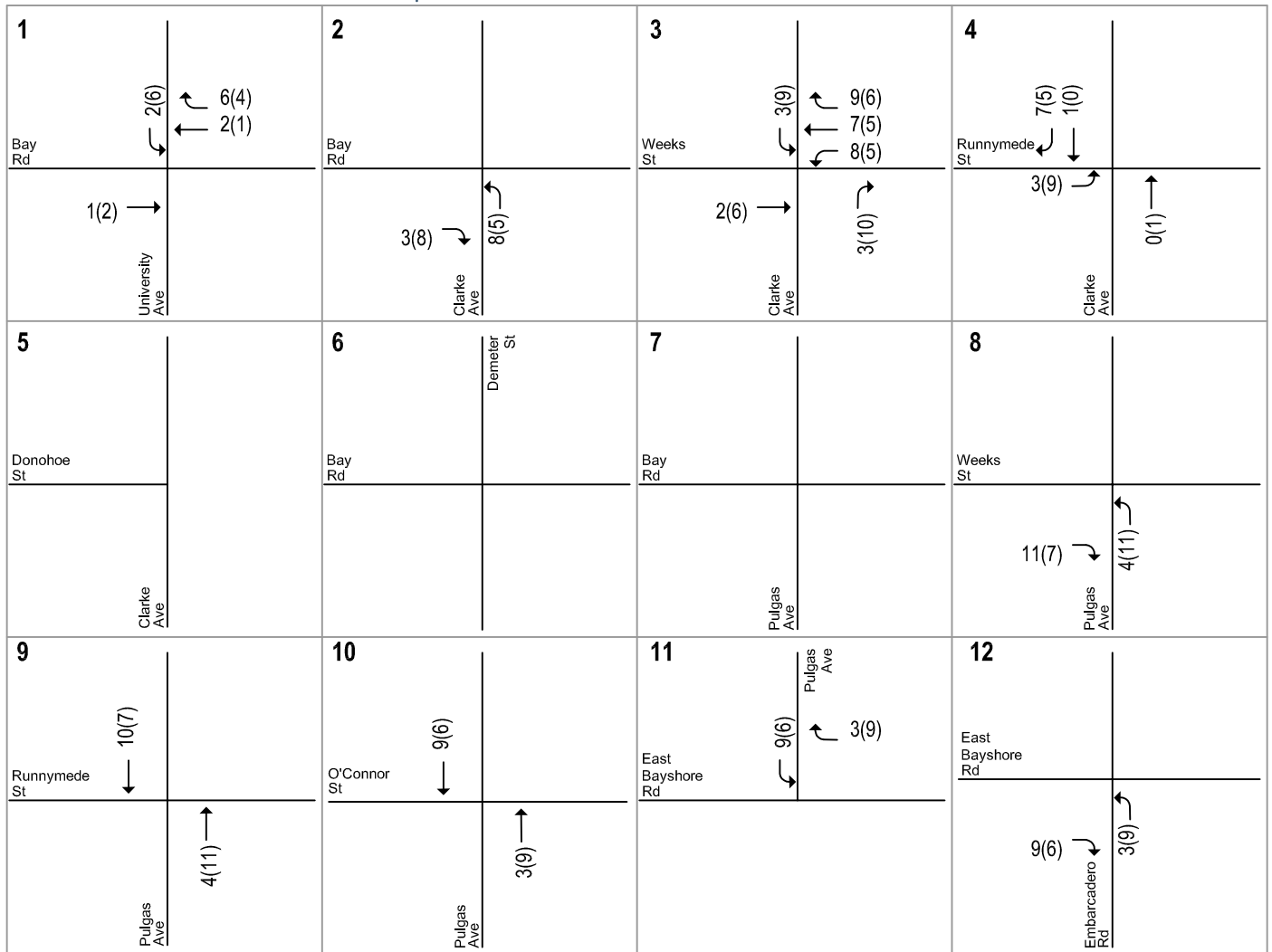


Figure 8
Project Trip Distribution Pattern

965 Weeks Street Residential Development TIA

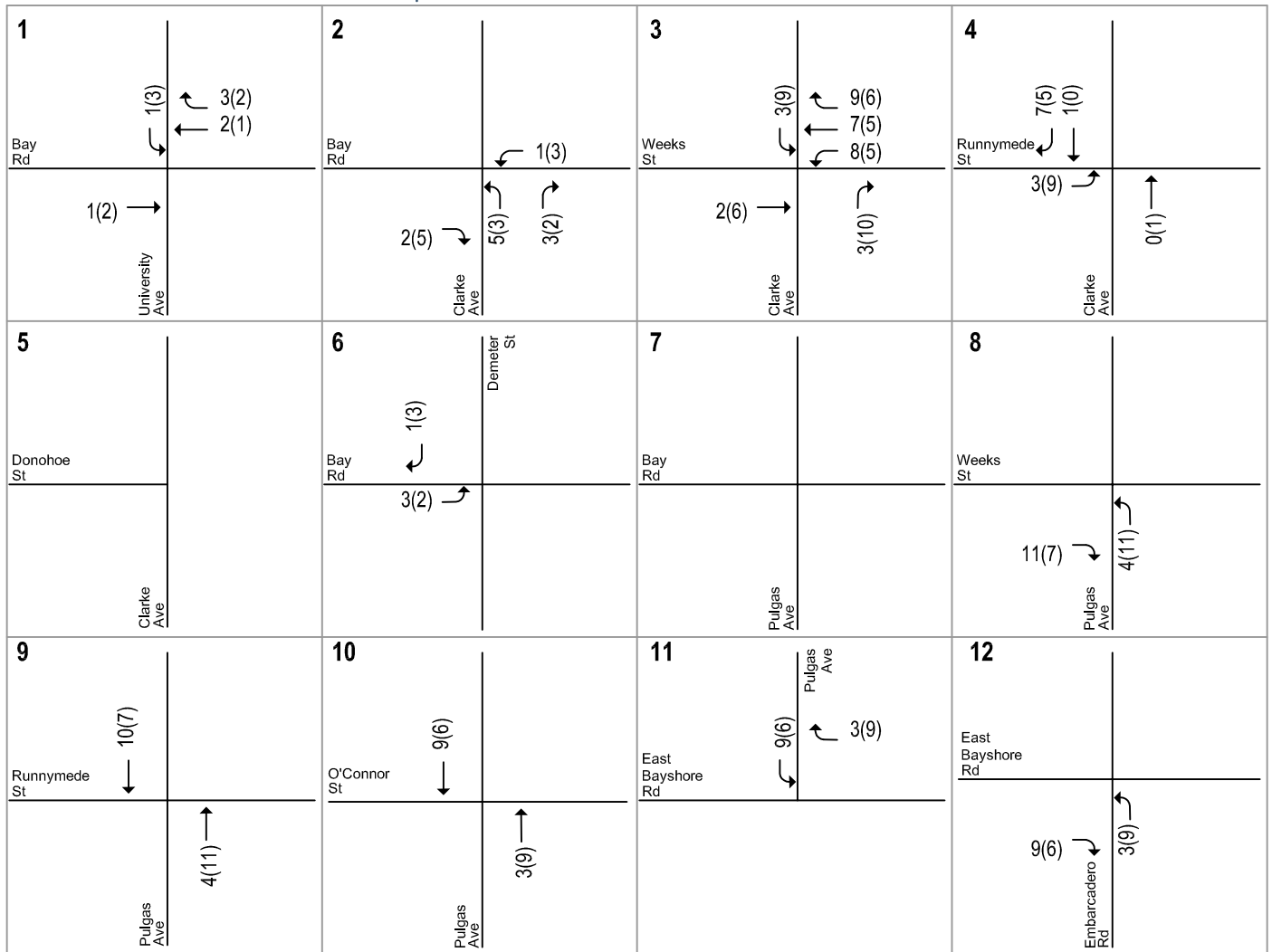


LEGEND

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

Figure 9
Project Trip Assignment without Loop Road

965 Weeks Street Residential Development TIA



LEGEND

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

Figure 10
Project Trip Assignment with Loop Road

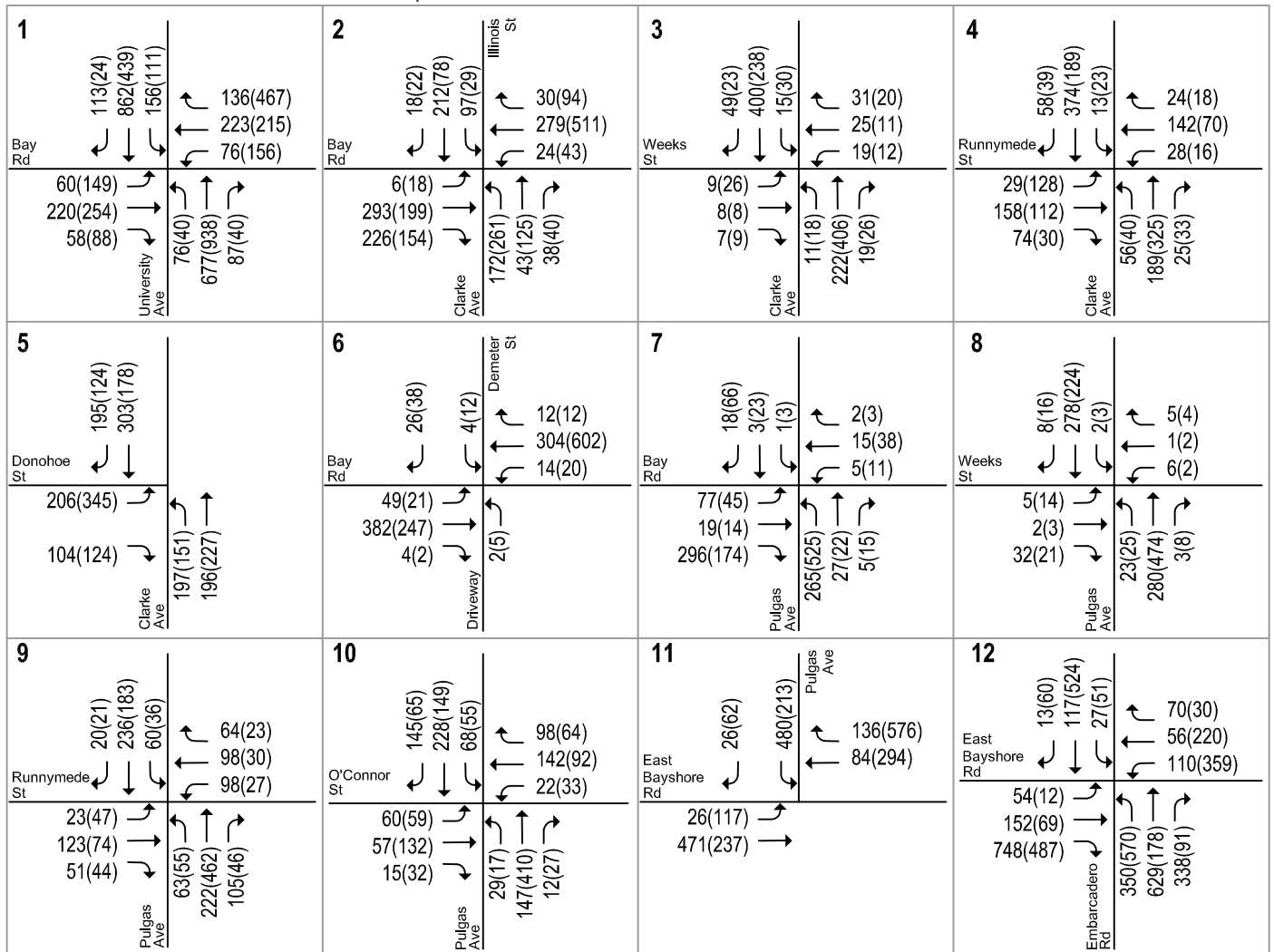
Intersection Traffic Volumes

Project impacts were evaluated relative to existing traffic volumes with and without the planned loop road. For the existing plus project without loop road scenario, the project trips shown on Figure 9 were added to the existing traffic volumes (described in Chapter 2) to derive the existing plus project without loop road traffic volumes (see Figure 11). For the existing plus project with loop road scenario, the project trips shown on Figure 10 were added to the adjusted existing traffic volumes due to the loop road to derive the existing plus project with loop road traffic volumes (see Figure 12).

Existing Plus Project Conditions Intersection Levels of Service

The results of the intersection level of service analysis show that most of the study intersections would continue to operate at acceptable levels of service during both AM or PM peak hours (see Table 5) under existing plus project conditions with and without the loop road. Under existing plus project conditions, the Embarcadero Road and East Bayshore Road intersection would continue to operate at LOS F during the PM peak hour. However, the project would not result in a significant project impact at this intersections because the project traffic would not cause an increase in critical-movement delay of four or more seconds or an increase in critical v/c of one percent (0.01) or more. The intersection level of service calculation sheets are included in Appendix C.

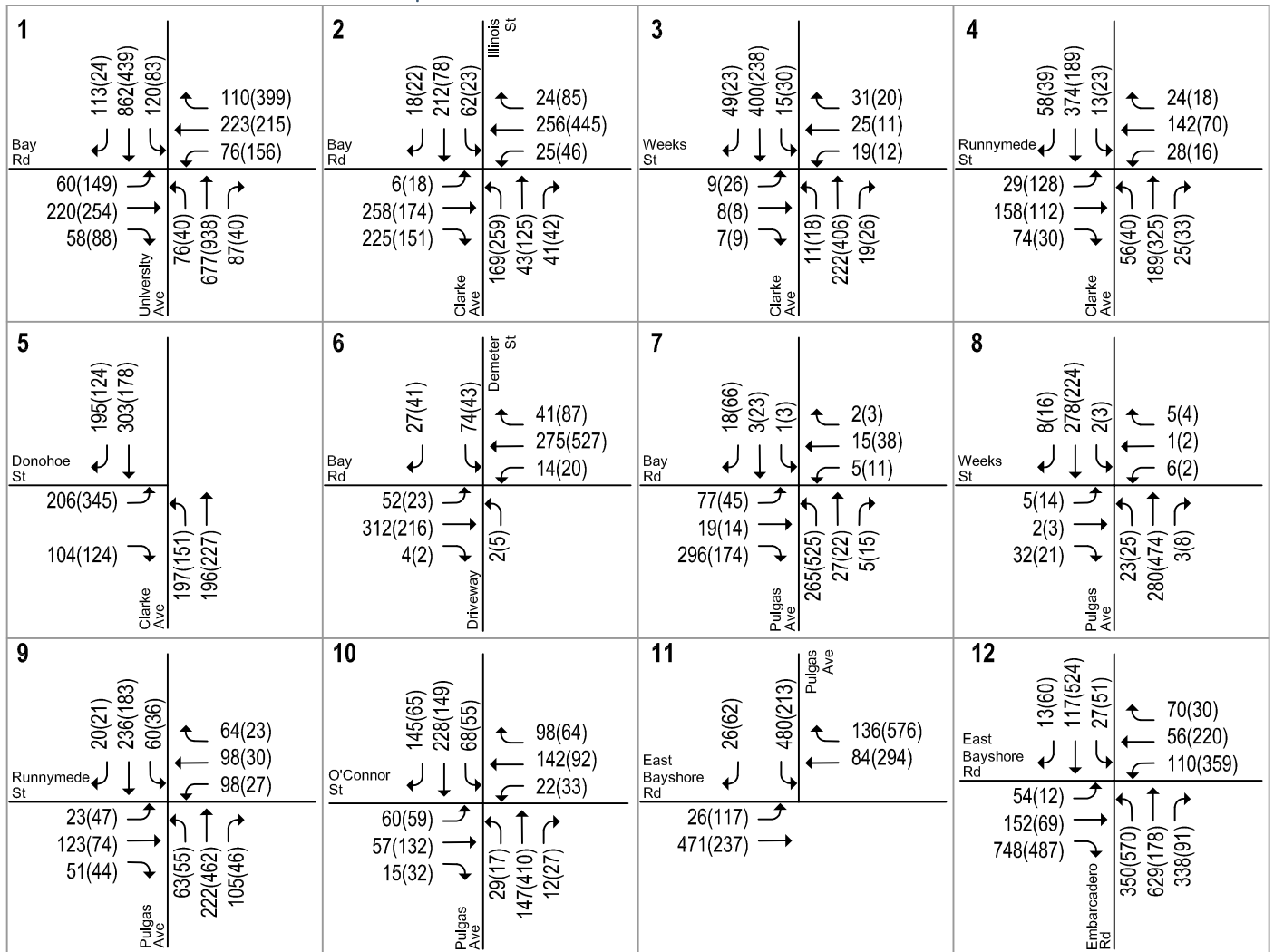
It should be noted that, at some intersections, the average delay is shown to be decreased with the addition of project traffic. This occurs because the intersection delay is a weighted average of all intersection movements. When traffic is added to movements with delays lower than the average intersection delay, the average delay for the entire intersection can decrease.



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 11
Existing Plus Project without Loop Road Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Existing Plus Project with Loop Road Traffic Volumes

**Table 5
Existing plus Project Conditions Intersection Levels of Service Summary**

| Study Number | Intersection | Peak Hour | Existing | | Existing + Project | | | | | | | |
|--------------|---|-----------|---------------------|----------|---------------------|----------|-------------|-----------|---------------------|-----|-------------|-----------|
| | | | Avg Delay (sec/veh) | LOS | without Loop Road | | | | with Loop Road | | | |
| | | | | | Avg Delay (sec/veh) | LOS | Incr. Delay | Incr. V/C | Avg Delay (sec/veh) | LOS | Incr. Delay | Incr. V/C |
| 1 | University Avenue and Bay Road | AM | 41.7 | D | 41.8 | D | 0.1 | 0.002 | 40.8 | D | 0.1 | 0.002 |
| | | PM | 48.4 | D | 48.6 | D | 0.3 | 0.004 | 46.5 | D | -3.0 | -0.043 |
| 2 | Clarke Avenue/Illinois Street and Bay Road <i>(All-way Stop)</i> | AM | 16.0 | C | 16.3 | C | 0.2 | 0.005 | 14.4 | B | -1.6 | -0.081 |
| | | PM | 19.9 | C | 20.3 | C | 0.5 | 0.012 | 18.3 | C | -1.6 | -0.013 |
| 3 | Clarke Avenue and Weeks Street <i>(Two-way Stop¹)</i> | AM | 14.7 | B | 15.2 | C | n/a | n/a | -- | -- | n/a | n/a |
| | | PM | 16.0 | C | 17.2 | C | n/a | n/a | -- | -- | n/a | n/a |
| 4 | Clarke Avenue and Runnymede Street <i>(All-way Stop)</i> | AM | 16.1 | C | 16.5 | C | 0.4 | 0.014 | -- | -- | -- | -- |
| | | PM | 13.3 | B | 13.5 | B | 0.2 | 0.007 | -- | -- | -- | -- |
| 5 | Clarke Avenue and Donohoe Street <i>(All-way Stop)</i> | AM | 17.8 | C | 17.8 | C | 0.0 | 0.000 | -- | -- | -- | -- |
| | | PM | 18.5 | C | 18.5 | C | 0.0 | 0.000 | -- | -- | -- | -- |
| 6 | Demeter Street and Bay Road <i>(Two-way Stop¹)</i> | AM | 10.2 | B | 10.2 | B | n/a | n/a | 15.3 | C | n/a | n/a |
| | | PM | 13.0 | B | 13.0 | B | n/a | n/a | 16.3 | C | n/a | n/a |
| 7 | Pulgas Avenue and Bay Road <i>(Two-way Stop¹)</i> | AM | 13.8 | B | 13.8 | B | n/a | n/a | -- | -- | n/a | n/a |
| | | PM | 32.4 | D | 32.4 | D | n/a | n/a | -- | -- | n/a | n/a |
| 8 | Pulgas Avenue and Weeks Street <i>(Two-way Stop¹)</i> | AM | 12.5 | B | 12.7 | B | n/a | n/a | -- | -- | n/a | n/a |
| | | PM | 13.7 | B | 14.0 | B | n/a | n/a | -- | -- | n/a | n/a |
| 9 | Pulgas Avenue and Runnymede Street <i>(All-way Stop)</i> | AM | 15.0 | C | 15.4 | C | 0.3 | 0.010 | -- | -- | -- | -- |
| | | PM | 16.4 | C | 17.1 | C | 0.7 | 0.017 | -- | -- | -- | -- |
| 10 | Pulgas Avenue and O'Connor Street <i>(All-way Stop)</i> | AM | 13.6 | B | 13.9 | B | 0.3 | 0.015 | -- | -- | -- | -- |
| | | PM | 15.7 | C | 16.2 | C | 0.5 | 0.016 | -- | -- | -- | -- |
| 11 | Pulgas Avenue and East Bayshore Road | AM | 19.9 | B | 20.1 | C | 0.1 | 0.006 | -- | -- | -- | -- |
| | | PM | 23.9 | C | 24.6 | C | 0.8 | 0.010 | -- | -- | -- | -- |
| 12 | Embarcadero Road and East Bayshore Road <i>[City of Palo Alto]</i> | AM | 33.8 | C | 34.0 | C | 0.2 | 0.006 | -- | -- | -- | -- |
| | | PM | 81.2 | F | 81.3 | F | 0.2 | 0.004 | -- | -- | -- | -- |

-- indicates that the intersection level of service and delay with the loop road is the same as without the loop road.
 1. For one-way and two-way stop controlled intersections, the average delay and LOS is reported for the worst approach. Changes in critical delay and v/c for the entire intersection cannot be calculated (n/a).

4. Cumulative Conditions

This chapter describes the roadway traffic operations under cumulative conditions without and with the proposed project. Cumulative conditions represent future traffic conditions (year 2040) with expected growth in the area.

Cumulative Transportation Network

The transportation network under cumulative conditions is assumed to include the following mitigation measures identified in the Ravenswood/4 Corners TOD Specific Plan Environmental Impact Report (February 22, 2013):

University Avenue and Bay Road (Mitigation Measure TRA-CUM-4): add an exclusive northbound right-turn lane and a second northbound left turn lane on University Avenue, add a second westbound left-turn lane on Bay Road, add a second southbound left-turn lane on University Avenue, and modify signal phasing.

Clarke Avenue and Bay Road (Mitigation Measure TRA-CUM-8): A new traffic signal will be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation will be provided.

Demeter Street and Bay Road (Mitigation Measure TRA-CUM-9): A new traffic signal will be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation will be provided.

Pulgas Avenue and Bay Road (Mitigation Measure TRA-CUM-10): A new traffic signal will be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation will be provided.

The planned loop road, which was identified in the Ravenswood/4 Corners TOD Specific Plan DEIR, was not assumed as part of the cumulative transportation network, but rather was evaluated as a possible mitigation measure along with other improvements.

Cumulative Traffic Volumes

Cumulative traffic volumes were estimated by applying a growth factor (1.2 percent per year) for 22/21 years to existing (2018/2019) traffic volumes to account for regional growth and adding trips associated with the development allowed under the Ravenswood Specific Plan and other approved and pending projects in the City of East Palo Alto other than the proposed project. The regional growth factor of

1.2% per year was developed by comparing the existing (Year 2019) traffic volumes and the cumulative with project condition (Year 2040) traffic forecasts presented in the East Palo Alto General Plan Update Traffic Impact Analysis. The following proposed and approved developments are all located within the Ravenswood/4 Corners TOD Specific Plan Area:

- 2020 Bay Road office development (proposed),
- 2519-2535 Pulgas Avenue office development (proposed),
- 2398 University Avenue retail project (proposed),
- 1201 Runnymede Street residential development (proposed), and
- 1950 Bay Road East Palo Alto Art Center (approved).

The development assumptions for the Ravenswood Specific Plan include the trips generated by all of the above-listed projects. The following two projects located within the Ravenswood Specific Plan area are not covered by the development assumed under the Specific Plan:

- 1200 Weeks Street, The Primary School (approved), and
- 2398 University Avenue hotel project (proposed).

Thus, the trips generated by The Primary School and the hotel were added on top of the trips generated by the assumed Specific Plan developments.

Cumulative conditions also include the trips associated with the following notable developments anticipated outside the Ravenswood Specific Plan area:

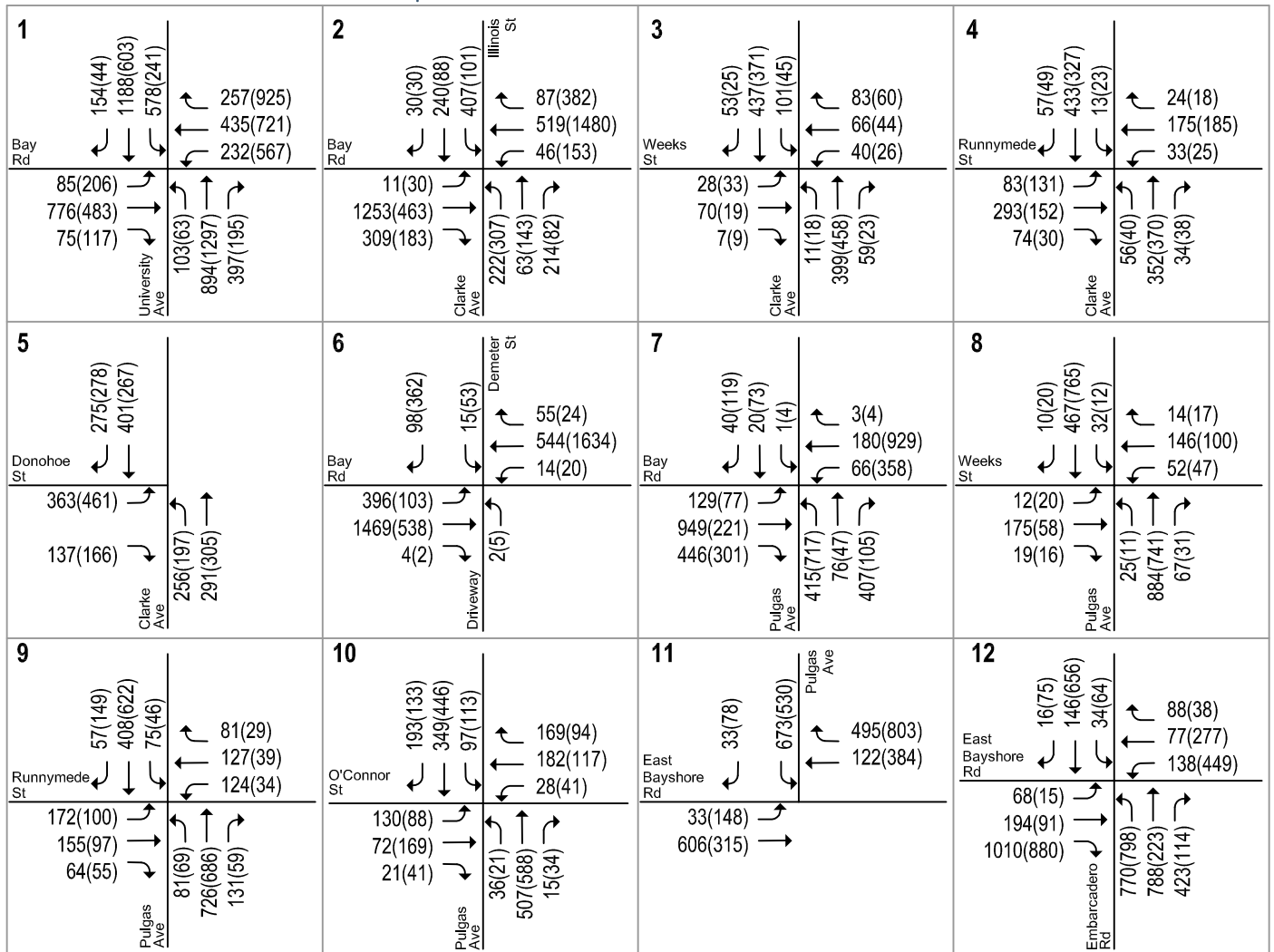
- 2111 University Avenue, University Plaza Phase 2 office development (proposed),
- 1900 University Avenue, University Circle Phase 2 office development (proposed), and
- 2031 Euclid Av.– 2001 Manhattan Av., Woodland Park residential development (proposed).

The regional growth factor was applied only to intersections along the following major roadways, which are expected to experience regional traffic growth not associated with developments in East Palo Alto:

- University Avenue
- East Bayshore Road
- Donohoe Street
- Pulgas Avenue

Although Pulgas Avenue is considered a collector street, it experiences a high volume of cut-through traffic indicating it serves as an alternative route for University Avenue. Therefore, Pulgas Avenue is assumed to experience the same regional traffic growth as other major roadways in the study area. Similarly, Donohoe Street and East Bayshore Road serves regional trips accessing US 101 or diverted from the freeway. The growth factor accounts for the additional traffic that would be generated by approved and proposed developments in Menlo Park, Palo Alto, and other communities.

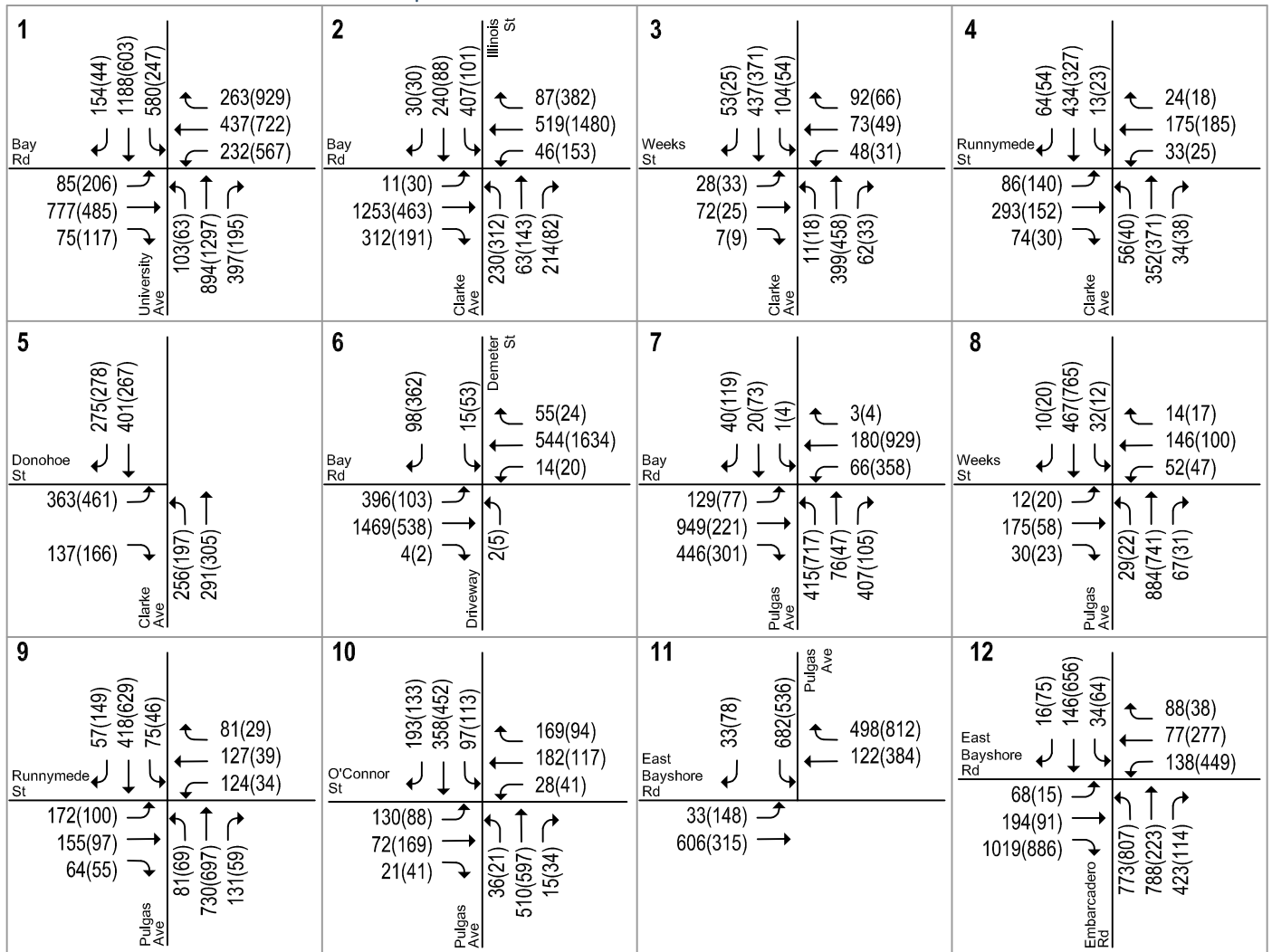
Cumulative plus project peak hour traffic volumes were estimated by adding to cumulative traffic volumes the additional traffic generated by the project. The cumulative no project traffic volumes at study intersections are shown in Figure 13, and the cumulative plus project traffic volumes are shown in Figure 14. As previously stated, the cumulative scenarios do not assume completion of the loop road. The planned loop road was evaluated as a potential mitigation measure since it would divert traffic away from several impacted intersections. Cumulative plus project conditions with the loop road reflect the diversion of existing traffic as well as the reassignment of project trips and trips generated by other developments within the Ravenswood / 4 Corners TOD Specific Plan area. Figure 15 presents cumulative plus project traffic volumes with the loop road.



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

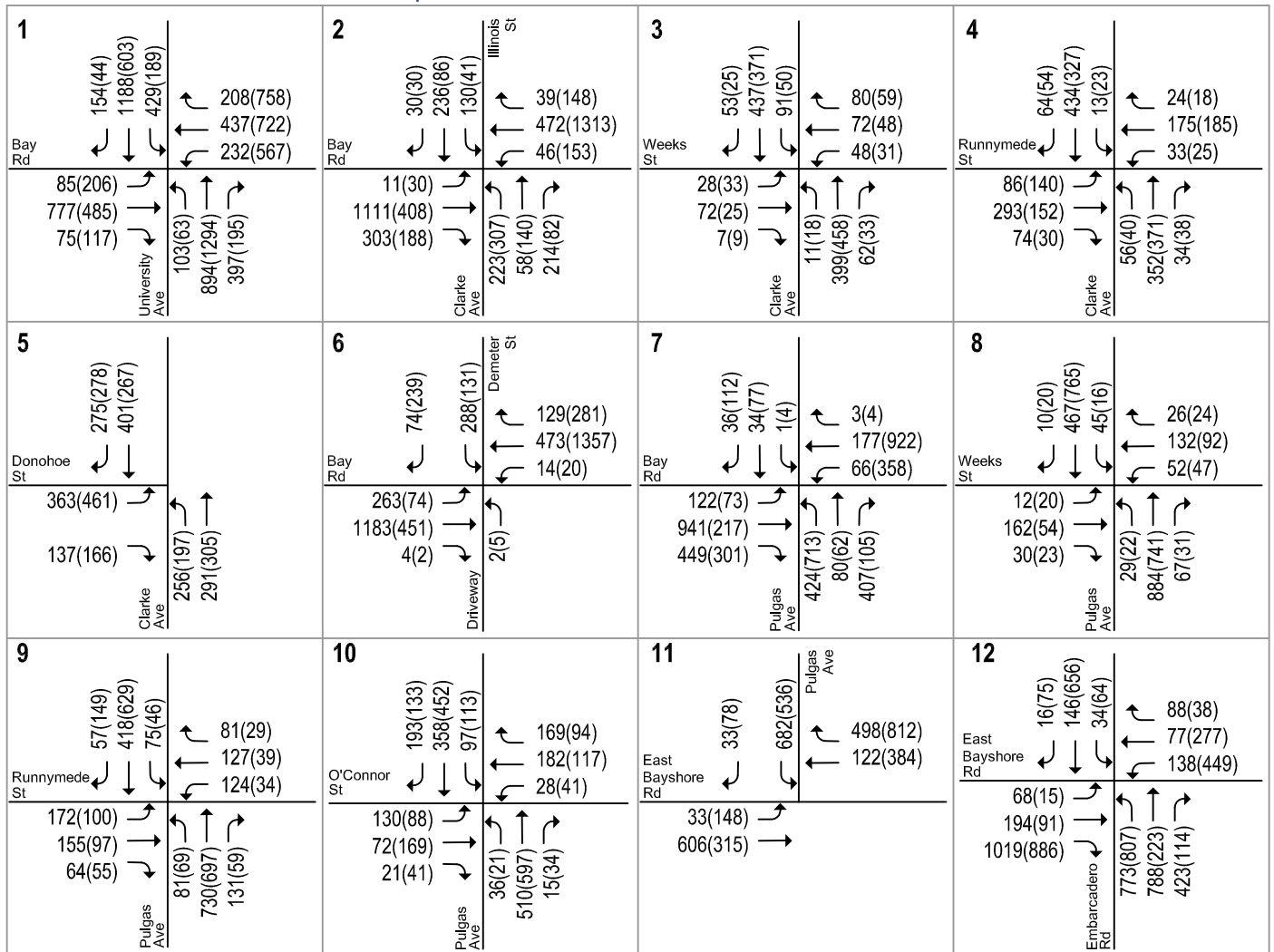
Figure 13
Cumulative No Project Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 14
Cumulative Plus Project Traffic Volumes



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 15
Cumulative Plus Project with Loop Road Traffic Volumes

Intersection Levels of Service Under Cumulative Conditions

Cumulative plus project conditions were evaluated relative to cumulative no-project conditions in order to determine potential project impacts. Cumulative level of service results are shown in Table 6. Under cumulative plus project conditions without the loop road, the following eleven intersections are expected to operate at an unacceptable level, LOS E or F, during one or both peak hours:

- University Avenue and Bay Road
- Clarke Avenue and Bay Road
- Clarke Avenue and Weeks Street
- Clarke Avenue and Runnymede Street
- Clarke Avenue and Donohoe Street
- Pulgas Avenue and Bay Road
- Pulgas Avenue and Weeks Street
- Pulgas Avenue and Runnymede Street
- Pulgas Avenue and O'Connor Street
- Pulgas Avenue and East Bayshore Road
- Embarcadero Road and East Bayshore Road

Of the eleven intersections listed above, the following four intersections were found to be significantly impacted as a result of the project:

- Clarke Avenue and Weeks Street,
- Pulgas Avenue and Weeks Street,
- Pulgas Avenue and Runnymede Street, and
- Pulgas Avenue and East Bayshore Road.

Cumulative Intersection Impacts and Mitigations

The intersection impacts and recommended mitigation measures under cumulative conditions are described below. The mitigated cumulative plus project level of service analysis shown in Table 6 presents the effect of the loop road by itself and the effect of the loop road plus other roadway improvements described below.

**Table 6
Cumulative Conditions Intersection Levels of Service Results**

| # | Intersection | Peak Hour | Cumulative No Project | | Cumulative with Project | | | | Mitigated Cumulative | | | |
|----|---|-----------|-----------------------|-----|-------------------------|----------------------|--------------------|---------------------|--------------------------------|---------------------|------|---|
| | | | without Loop Rd | | without Loop Road | | Loop Road Only | | Loop Road + Other Improvements | | | |
| | | | Avg Delay (sec/veh) | LOS | Avg Delay (sec/veh) | Incr. In Crit. Delay | Incr. In Crit. V/C | Avg Delay (sec/veh) | LOS | Avg Delay (sec/veh) | LOS | |
| | | | | | | | | | | | | |
| 1 | University Avenue and Bay Road | AM | 70.3 | E | 70.5 | E | 0.1 | 0.001 | 65.2 | E | | |
| | | PM | 93.3 | F | 94.0 | F | 1.1 | 0.003 | 74.5 | E | | |
| 2 | Clarke Avenue/Illinois St and Bay Rd ² (All-way Stop) | AM | 121.7 | F | 121.9 | F | -0.2 | 0.000 | 48.1 | D | | |
| | | PM | 77.0 | E | 78.5 | E | 2.2 | 0.005 | 41.4 | D | | |
| 3 | Clarke Avenue and Weeks Street ³ (Two-way Stop ¹) | AM | 74.1 | F | 109.3 | F | n/a | n/a | 89.6 | F | 12.8 | B |
| | | PM | 30.7 | D | 34.3 | D | n/a | n/a | 32.9 | D | 10.4 | B |
| 4 | Clarke Avenue and Runnymede Street (All-way Stop) | AM | 78.7 | F | 81.2 | F | 2.5 | 0.017 | | | | |
| | | PM | 27.3 | D | 28.7 | D | 1.4 | 0.011 | | | | |
| 5 | Clarke Avenue and Donohoe Street (All-way Stop) | AM | 90.8 | F | 90.8 | F | 0.0 | 0.000 | | | | |
| | | PM | 80.3 | F | 80.3 | F | 0.0 | 0.000 | | | | |
| 6 | Demeter Street and Bay Road ² (Two-way Stop ¹) | AM | 21.1 | C | 21.1 | C | n/a | n/a | 33.2 | C | | |
| | | PM | 39.7 | D | 39.7 | D | n/a | n/a | 36.0 | D | | |
| 7 | Pulgas Avenue and Bay Road ² (Two-way Stop ¹) | AM | 106.2 | F | 106.2 | F | n/a | n/a | 108.3 | F | | |
| | | PM | 286.0 | F | 286.0 | F | n/a | n/a | 284.1 | F | | |
| 8 | Pulgas Avenue and Weeks Street ³ (Two-way Stop ¹) | AM | OVFL | F | OVFL | F | n/a | n/a | OVFL | F | 15.2 | B |
| | | PM | OVFL | F | OVFL | F | n/a | n/a | OVFL | F | 10.0 | B |
| 9 | Pulgas Avenue and Runnymede Street ³ (All-way Stop) | AM | 305.1 | F | 309.2 | F | 4.1 | 0.010 | | | 32.7 | C |
| | | PM | 178.4 | F | 184.2 | F | 5.8 | 0.019 | | | 15.3 | B |
| 10 | Pulgas Avenue and O'Connor Street (All-way Stop) | AM | 119.9 | F | 123.8 | F | 4.0 | 0.019 | | | | |
| | | PM | 146.1 | F | 150.9 | F | 4.9 | 0.012 | | | | |
| 11 | Pulgas Avenue and East Bayshore Rd | AM | 39.4 | D | 40.9 | D | 2.1 | 0.008 | | | | |
| | | PM | 132.4 | F | 136.3 | F | 4.4 | 0.010 | | | | |
| 12 | Embarcadero Rd and East Bayshore Rd [City of Palo Alto] | AM | 42.1 | D | 42.9 | D | 0.9 | 0.006 | | | | |
| | | PM | 167.5 | F | 168.7 | F | 1.1 | 0.004 | | | | |

Notes:
Bold indicates a substandard level of service.
Box indicates a significant project impact.
OVFL indicates that the result is out of software c
-- indicates that the intersection level of service and delay with the loop road is the same as without the loop road.
1. For one-way and two-way stop controlled intersections, the average delay and LOS is reported for the worst approach. Changes in critical
2. A new traffic signal is assumed under cumulative conditions based on mitigation measures identified in the Ravenswood/Four Corners
3. Average delay and LOS under mitigated cumulative plus project with loop road and other improvements reflect signalization.

3. Clarke Avenue and Weeks Street

Impact: The intersection is expected to operate at an unacceptable LOS F during the AM peak hour under cumulative no project conditions. The addition of project traffic would cause the control delay at the intersection to increase by five or more seconds during the AM peak hour under cumulative plus project conditions, and the projected intersection traffic volumes under cumulative plus project conditions would satisfy the Peak-Hour Volume Warrant. This constitutes a significant adverse impact according to the thresholds established by the City of East Palo Alto.

Mitigation: Enhanced TDM measures that would reduce project trip generation by greater than five percent could reduce delays and improve intersection operations somewhat. However,

the project would still have a significant impact even with a 25 percent reduction in trips due to TDM measures. Therefore, it is concluded that TDM measures alone would not be sufficient to reduce the project impacts to a less than significant level.

The construction of the planned loop road would reduce the traffic volume at the Clarke/Weeks intersection causing a decrease in the average vehicle delay during the AM peak hour. However, the intersection delay under cumulative plus project conditions with the loop road would be greater than under cumulative no project conditions. Therefore, construction of the loop road would only partially mitigate the impact at this intersection.

The significant cumulative impact at this intersection could be fully mitigated by constructing the planned loop road and installing a new traffic signal at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With these improvements, the intersection would operate at an acceptable level (LOS B) during the AM and PM peak hours under cumulative plus project conditions.

An alternative to installing a new traffic signal is to construct a roundabout at the intersection. A one-lane roundabout would operate at an acceptable level (LOS B) during the AM and PM peak hours under cumulative plus project conditions.

8. Pulgas Avenue and Weeks Street

Impact: This intersection would operate at an unacceptable level (LOS F) during the AM and PM peak hours under cumulative no project conditions. The addition of project traffic would cause the control delay at the intersection to increase by five or more seconds during the AM and PM peak hours under cumulative plus project conditions, and the intersection traffic volumes are expected to satisfy the Peak-Hour Volume Warrant. This constitutes a significant adverse impact under the City of East Palo Alto standards.

Mitigation: Enhanced TDM measures that would reduce project trip generation by greater than five percent could reduce delays and improve intersection operations somewhat. However, the project would still have a significant impact even with a 25 percent reduction in trips due to TDM measures. Therefore, it is concluded that TDM measures alone would not be sufficient to reduce the project impacts to a less than significant level.

The construction of the planned loop road would have only a minor effect on the traffic volumes and delay at the Pulgas/Weeks intersection. Therefore, construction of the loop road would not mitigate the significant adverse impact at this intersection.

The significant cumulative impact at this intersection could be mitigated by constructing the planned loop road and installing a new traffic signal at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at an acceptable level (LOS B) during the AM and PM peak hours under cumulative plus project conditions.

9. Pulgas Avenue and Runnymede Street

Impact: This intersection would operate at an unacceptable level (LOS F) during the AM and PM peak hours under cumulative no project conditions. The addition of project traffic would cause the control delay at the intersection to increase by five or more seconds during the

PM peak hour under cumulative plus project conditions, and the intersection traffic volumes are expected to satisfy the Peak-Hour Volume Warrant. This constitutes a significant adverse impact under the City of East Palo Alto standards.

Mitigation: Enhanced TDM measures that would reduce project trip generation by greater than five percent could reduce delays and improve intersection operations. In order to reduce the project impacts to a less than significant level under cumulative plus project conditions without any physical improvements to the intersection, the TDM Plan would need to reduce PM peak-hour trips by 14 percent.

Construction of the planned loop is not expected to affect the traffic volumes or delay at this intersection. As an alternative to an enhanced TDM Plan, the significant cumulative impact at this intersection could be mitigated by installing a new traffic signal at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With these improvements, the intersection would operate at an acceptable level (LOS C or B) during the AM and PM peak hours, respectively, under cumulative plus project conditions.

11. Pulgas Avenue and East Bayshore Road

Impact: This intersection would operate at an acceptable LOS D during the AM peak hour and at an unacceptable level (LOS F) during the PM peak hour under cumulative no project conditions. The addition of project traffic would cause the critical-movement delay at the intersection to increase by four or more seconds and the volume-to-capacity ratio (V/C) to increase by .01 or more during the PM peak hour under cumulative plus project conditions. This constitutes a significant adverse impact under the City of East Palo Alto standards.

Mitigation: Enhanced TDM measures that would reduce project trip generation by greater than five percent could reduce delays and improve intersection operations. In order to reduce the project impacts to a less than significant level under cumulative plus project conditions without any physical improvements at the intersection, the TDM Plan would need to reduce PM peak-hour trips by 14 percent.

Construction of the planned loop is not expected to affect the traffic volumes or delay at this intersection. Physical improvements that would mitigate the significant impact at this intersection are infeasible as it would require acquisition of additional right-of-way and demolition of existing structures on abutting parcels in order to widen the roadway.

5. Other Transportation Issues

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

- Potential impacts on pedestrian, bicycle, and transit facilities
- Queuing analysis at selected intersections
- Vehicle miles travelled
- Site access and circulation

Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Although operational issues are not considered CEQA impacts, they do describe traffic conditions that are relevant to describing the project environment.

Potential Impacts on Pedestrians, Bicycles and Transit

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the vicinity of the project site, sidewalks are provided on both sides of Weeks Street. Sidewalks are also provided on the adjacent streets of Clarke Avenue and Pulgas Avenue. The project site plan shows that the project would retain a sidewalk along its frontage on Weeks Street.

There are no crosswalks at the following study intersections nearest the project site:

- Pulgas Avenue and Weeks Street
- Clarke Avenue and Weeks Street

Crosswalks with ADA-compliant curb ramps should be provided on all approaches at the above-listed intersections to enhance pedestrian access to nearby bus stops, schools, recreational facilities (such as the Bay Trail), and other nearby destinations. The new pedestrian crosswalks at the Pulgas/Weeks intersection should be yellow due to their proximity to the nearby school. For added visibility, the area of the crosswalks should be marked with yellow longitudinal lines parallel to traffic flow.

Designated bicycle facilities in the immediate vicinity of the project site include bike lanes on Bay Road from west of Clarke Avenue and the Bay Trail, a bike and pedestrian path that runs along the west boundary of the Baylands Nature Preserve area about one quarter mile east of the project site. There is also a paved mixed-use trail adjacent the northern edge of the project site that extends from Bay Road to Pulgas Avenue that would provide direct access to the project site. These bicycle facilities are not well-connected. While Weeks Street and many of the other the neighborhood streets in the vicinity of

the project site do not have bicycle lanes, they are conducive to bicycle travel due to their low traffic volumes and low speeds.

It should be noted that the East Palo Alto General Plan 2035 shows planned Class II bike lanes along the entirety of Bay Road and Pulgas Avenue. The General Plan also highlights planned Class III bike routes along Weeks Street, Cooley Avenue, East Bayshore Road, Euclid Avenue, and Runnymede Street between Cooley Avenue and Euclid Avenue. These additions to the bicycle network would improve bike access to the site.

The study area is served by three SamTrans bus routes. The applicant is working with SamTrans to plan a new bus rapid transit (BRT) route between Palo Alto and San Bruno with a stop within a five-minute walking distance of the project site. The project also would provide free transit passes to all residents over age 5, which would encourage residents to use the transit. The new ridership generated by the proposed project could be accommodated by the existing transit service provided in the project vicinity.

Turn Pocket Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for intersection turning movements where the project would add a substantial number of trips. This analysis provides a basis for estimating future storage requirements at the intersections. Vehicle queues were estimated using a Poisson probability distribution, described in Chapter 1. The queuing analysis includes an evaluation of the following turn movement:

- University Avenue and Bay Road – southbound left turn

The analysis findings are described below and presented in Table 7.

University Avenue and Bay Road

Currently, the southbound left-turn pocket is approximately 150 feet long, which provides enough storage for about six vehicles. At this location, the estimated maximum vehicle queue for the southbound left-turn movement would exceed the existing vehicle storage capacity during the AM and PM peak hours. The project would not cause a noticeable increase in vehicle queues. A second left-turn lane on southbound University Avenue was identified as a mitigation measure in the Ravenswood/4 Corners TOD Specific Plan EIR. The turn pocket cannot be extended because it is end-to-end with the northbound left-turn pocket leading to the East Palo Alto City Hall and Library.

**Table 7
Turn Pocket Queuing Analysis**

| Measurement | University Avenue and Bay Road | |
|---|--------------------------------|----------|
| | SBL | |
| | AM | PM |
| Existing | | |
| Cycle/Delay ¹ (sec) | 150 | 150 |
| Volume (vphpl) | 154 | 105 |
| Total 95th %. Queue (veh.) | 11 | 8 |
| Total 95th %. Queue (ft.) ² | 275 | 200 |
| Total Storage | 150 | 150 |
| Adequate (Y/N) | N | N |
| Existing Plus Project without Loop Road | | |
| Cycle/Delay ¹ (sec) | 150 | 150 |
| Volume (vphpl) | 156 | 111 |
| Total 95th %. Queue (veh.) | 11 | 8 |
| Total 95th %. Queue (ft.) ² | 275 | 200 |
| Total Storage | 150 | 150 |
| Adequate (Y/N) | N | N |
| Notes: | | |
| SBL = southbound left movement | | |
| ¹ Vehicle queue calculations based on cycle length for signalized intersections and movement delay for unsignalized intersections. | | |
| ² Assumes 25 Feet Per Vehicle Queued. | | |

Vehicle Miles Travelled (VMT) Analysis

In December 2018, the California Natural Resources Agency certified and adopted the CEQA Guidelines update package, including the Guidelines section implementing Senate Bill 743. The guidelines state that level of service will no longer be considered to be an environmental impact under CEQA and that vehicle-miles-travelled (VMT) is the most appropriate measure of transportation impact. Cities have until July 2020 to adopt the new procedures. The City is currently in the process of preparing a VMT policy, thus the potential CEQA impacts of the proposed project were evaluated based on the City’s established level of service impact criteria.

However, in order to provide decision makers the best available data for the project, a preliminary evaluation of project VMT was conducted. Given that no standard approach or guidelines have been adopted by the City of East Palo Alto, the VMT presented in this report is for information only. It is not intended to provide any indication of the transportation impacts of the project under SB 743.

Daily VMT generated by the project site was estimated using the simulated VMT per capita from the Metropolitan Transportation Commission (MTC) travel demand forecast model¹. Within this part of East Palo Alto (Traffic Analysis Zone 333), the forecasted daily VMT is 14.83 miles per resident in the year 2020. Multiplying the estimated number of residents (assuming 3 residents per unit) by the average forecasted daily VMT of 14.83 miles per resident yields a total of 6,051 vehicle miles travelled per day.

The Governor's Office of Planning and Research (OPR) published the Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018. The technical advisory provided high-level recommendations on the VMT analysis methodology and significance thresholds. For residential projects, OPR's technical advisory recommends a significance threshold that is 15% below that of existing development but does not specify the region of existing development for evaluation.

Notwithstanding OPR's recommended threshold, lead agencies have the discretion to choose the VMT analysis methodology and to set or apply their own thresholds of significance. Several cities (e.g. San Francisco, Oakland, San Jose, and Los Angeles) have established VMT significance thresholds at 15% below average for residential projects. The average is set at either the regional average, the citywide average, or the Planning Area average. The City of Pasadena set the existing citywide average VMT per service population as the significance threshold for residential developments. The City of East Palo Alto could establish a VMT significance threshold at or below the existing citywide or countywide average VMT per resident for residential projects.

The average VMT per resident in San Mateo County is 16.02, and the average VMT per resident in East Palo Alto is 13.24. Thus, the average forecasted daily VMT of 14.83 miles per resident for the project area is 7 percent less than the Countywide average and 12 percent greater than the Citywide average VMT per resident.

While the MTC model provides the average VMT per capita for the project's zone, that does not mean that the project's VMT per capita would match that of the project's zone. VMT for a specific project is affected by a number of factors including location, development density, land use diversity, multimodal infrastructure, parking policies/pricing, and TDM programs. The project would provide free transit passes to all residents over age five, which is expected to reduce peak-hour vehicle trips by approximately five percent below a typical residential development, which would reduce the project's VMT by a similar amount.

Vehicular Site Access and Circulation

A review of the project site plan was performed to determine whether adequate site access and circulation would be provided. This review was based on the site plan prepared by David Baker Architects dated August 6, 2019 shown on Figure 2.

Site Access

Vehicular site access was evaluated to determine the adequacy of the site driveway with regard to traffic volumes. Vehicular access to the proposed site would be provided via a single full-access driveway on Weeks Street that leads to the parking garage. The traffic volumes on Weeks Street are quite low such that vehicles turning to or from the project driveway would encounter minimal delay.

¹ <https://mtc.maps.arcgis.com/home/webmap/viewer.html?webmap=0a94dfbf14824945a84bbd130475d262>, accessed on September 11, 2019.

Recommendation: Prior to final design, the driveway width, radii and throat depth should be measured to confirm that they comply with City of East Palo Alto standards. In order to ensure there would be sufficient sight distance at the project driveway, any landscaping, on-street parking, and signage locations should be consistent with City of East Palo Alto vision triangle standards.

On-Site Circulation

On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards. The project would have a two-way driveway on Weeks Street that leads a parking garage. The parking garage would include a drive aisle with 90-degree parking spaces that allows circulation to and from upper floors. According to the East Palo Alto Municipal Code (18.30.090), the driveway aisles with 90-degree parking spaces should be at least 24 feet wide. The site plan shows the drive aisle ranges from 26 feet to 30 feet, which would provide sufficient spaces for vehicles to back out of the parking stalls. Generally, the proposed plan would provide vehicle traffic with adequate connectivity through the parking areas. However, the site plan shows one fairly long dead-end parking aisle. Generally, dead-end aisles are undesirable because vehicles finding all parking spaces occupied would need to back out. Therefore, the dead-end aisle spaces should be reserved for residents, and guest parking should be located near the garage entrance.

The site includes a pedestrian walkway connecting the garage to the residential buildings and common area. The site plan shows pedestrian connections from Weeks Street to three dwelling units located along the south side of the parking garage and to the main entrance. The site plan also includes secondary pedestrian access from Weeks Street to the ground floor units on the eastern portion of the site. These connections provide convenient paths for residents walking to or from Weeks Street. The site also includes a pedestrian and bicycle pathway located on the eastern edge of the project site. This pathway provides a safe and convenient connection to a paved mixed-use trail that connects to Bay Road and to Pulgas Avenue.

Parking Analysis

City of East Palo Alto Parking Code Requirements

The required parking supply was determined using the parking rates specified in the East Palo Alto Municipal Code Section 18.30.050 (A). For multiple-family dwelling developments, the City Code requires 1.0 resident spaces per studio, 1.5 resident spaces per one-bedroom unit, 1.8 resident spaces per two-bedroom unit, and 2.0 resident spaces per three-bedroom or more unit, plus 0.2 visitor spaces per unit. Based on the site plan, the project would include 4 studios, 23 one-bedroom units, 75 two-bedroom units, 19 three-bedroom units, and 15 four-bedroom units, which require a total of 270 parking spaces (242 spaces for residents and 28 spaces for visitors). The project proposes to provide a total of 215 spaces, including 199 standard parking spaces and 16 ADA spaces, which would not meet the city's standard parking requirement that is typically applied to market-rate residential developments.

Reduced Parking Ratios for Affordable Housing Development

As an affordable housing development, the proposed project would qualify for a density bonus. Based on the East Palo Alto Municipal Code Section 18.36.040 (F), the required parking ratios would be reduced in compliance with Government Code Section 65915(p) as follows:

(p) (1) Except as provided in paragraphs (2) and (3), upon the request of the developer, a city, county, or city and county shall not require a vehicular parking ratio, inclusive of handicapped and guest parking, of a development meeting the criteria of subdivisions (b) and (c), that exceeds the following ratios:

- (A) Zero to one bedroom: one onsite parking space.*
- (B) Two to three bedrooms: two onsite parking spaces.*
- (C) Four and more bedrooms: two and one-half parking spaces.*

Based on the reduced ratios, the project would be required to provide a total of 253 parking spaces (including spaces for residents and visitors), which equates to 1.86 spaces per unit. The proposed parking supply of 215 spaces, which equates to a ratio of 1.58 spaces per unit, is lower than the reduced parking requirement for affordable housing.

In addition, East Palo Alto Municipal Code Section 18.36.050 (C) allows for approval of reduced on-site parking standards, including the number or size of spaces, requirements for spaces to be covered, and restrictions on tandem parking formats on a case-by-case basis. Thus, the project's parking needs were analyzed based on parking surveys at other residential developments in San Mateo and Santa Clara Counties to determine if the proposed parking ratio would be adequate.

Parking Estimates Based on Survey Data

Hexagon has completed a series of parking surveys at 23 existing apartment complexes in the Cities of Mountain View, Cupertino, Santa Clara, San Mateo, Foster City, Redwood City, and Los Altos between the years 2011 and 2017. These sites cover a variety of different apartment complexes with different characteristics, such as transit accessibility, proximity to a major street, and number of dwelling units (ranging from 103 to 1,000). Parking occupancy counts at each site were performed after midnight in order to ensure peak residential demand for parking. Results of the parking counts are provided in Appendix D. The results show an average parking demand of 1.24 spaces per unit. The proposed project would provide 1.58 parking spaces per unit, which is greater than the average parking demand ratio that Hexagon found at the surveyed apartment complexes.

Hexagon recommends that the project consider eliminating assigned resident parking spaces in favor of shared-use spaces that could be used by any resident. Furthermore, the project should consider unbundling the cost of parking from the rental fee charged for each dwelling unit. Unbundled parking has been shown to reduce residential parking demand since it provides a financial incentive for residents to own fewer (or no) vehicles. The project should develop a parking management plan to ensure the effective operation and maintenance of the on-site parking facilities and to avoid parking intrusion on the adjacent neighborhood streets.

**965 Weeks Street Residential Development – Draft
Traffic Study Report
Technical Appendices**

Appendix A

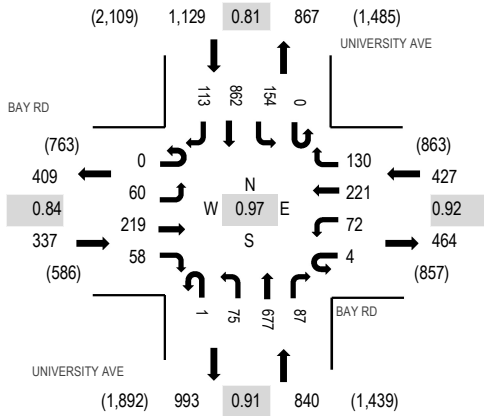
Traffic Counts



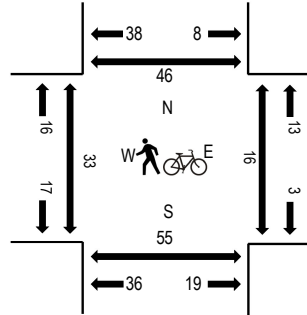
(303) 216-2439
www.alltrafficdata.net

Location: 1 UNIVERSITY AVE & BAY RD AM
Date: Wednesday, April 17, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | BAY RD Eastbound | | | | BAY RD Westbound | | | | UNIVERSITY AVE Northbound | | | | UNIVERSITY AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------|------|------|-------|---------------------|------|------|-------|------------------------------|------|------|-------|------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 10 | 33 | 6 | 1 | 30 | 27 | 26 | 0 | 17 | 96 | 39 | 0 | 30 | 229 | 9 | 553 | 2,264 | 4 | 0 | 4 | 5 |
| 7:15 AM | 0 | 10 | 46 | 8 | 0 | 30 | 45 | 44 | 0 | 18 | 88 | 19 | 0 | 22 | 184 | 8 | 522 | 2,404 | 8 | 0 | 9 | 1 |
| 7:30 AM | 0 | 11 | 39 | 10 | 1 | 26 | 50 | 26 | 0 | 16 | 120 | 17 | 0 | 33 | 194 | 33 | 576 | 2,530 | 3 | 0 | 3 | 4 |
| 7:45 AM | 0 | 15 | 56 | 5 | 1 | 15 | 66 | 48 | 0 | 22 | 124 | 23 | 0 | 33 | 162 | 43 | 613 | 2,638 | 4 | 0 | 10 | 3 |
| 8:00 AM | 0 | 15 | 71 | 8 | 2 | 21 | 67 | 37 | 0 | 26 | 162 | 23 | 0 | 50 | 153 | 58 | 693 | 2,733 | 7 | 6 | 14 | 13 |
| 8:15 AM | 0 | 24 | 66 | 18 | 2 | 14 | 65 | 27 | 0 | 17 | 154 | 28 | 0 | 36 | 168 | 29 | 648 | | 6 | 6 | 27 | 14 |
| 8:30 AM | 0 | 14 | 56 | 14 | 0 | 19 | 52 | 43 | 1 | 15 | 160 | 22 | 0 | 41 | 230 | 17 | 684 | | 10 | 1 | 5 | 5 |
| 8:45 AM | 0 | 7 | 26 | 18 | 0 | 18 | 37 | 23 | 0 | 17 | 201 | 14 | 0 | 27 | 311 | 9 | 708 | | 7 | 3 | 7 | 7 |

Peak Rolling Hour Flow Rates

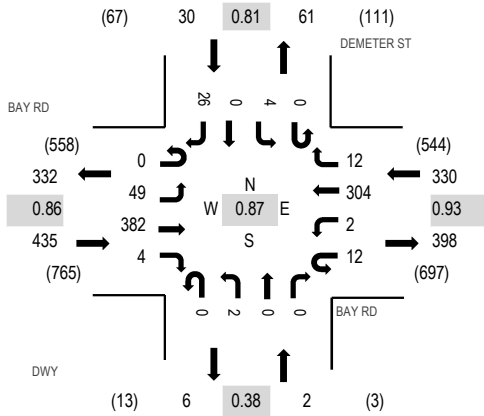
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 10 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 59 | 213 | 56 | 4 | 65 | 215 | 123 | 1 | 72 | 662 | 84 | 0 | 147 | 830 | 110 | 2,641 |
| Mediums | 0 | 1 | 6 | 2 | 0 | 4 | 6 | 5 | 0 | 3 | 14 | 2 | 0 | 6 | 30 | 3 | 82 |
| Total | 0 | 60 | 219 | 58 | 4 | 72 | 221 | 130 | 1 | 75 | 677 | 87 | 0 | 154 | 862 | 113 | 2,733 |



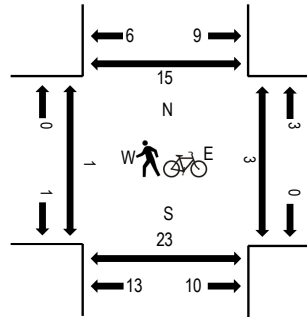
(303) 216-2439
www.alltrafficdata.net

Location: 1 DWY & BAY RD AM
Date: Thursday, May 9, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | BAY RD Eastbound | | | | BAY RD Westbound | | | | DWY Northbound | | | | DEMETER ST Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | | | | |
|------------------------|---------------------|------|------|-------|---------------------|------|------|-------|-------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|----|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North | | | |
| 7:00 AM | 0 | 17 | 66 | 0 | 0 | 0 | 1 | 29 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 121 | 640 | 2 | 0 | 6 | 1 |
| 7:15 AM | 0 | 9 | 73 | 1 | 2 | 0 | 0 | 49 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 147 | 748 | 0 | 0 | 15 | 1 | |
| 7:30 AM | 0 | 9 | 89 | 0 | 1 | 0 | 0 | 78 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 183 | 797 | 1 | 1 | 8 | 2 | |
| 7:45 AM | 0 | 14 | 92 | 1 | 4 | 1 | 0 | 65 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 189 | 796 | 0 | 1 | 7 | 4 | |
| 8:00 AM | 0 | 10 | 115 | 2 | 2 | 0 | 0 | 86 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 229 | 739 | 0 | 0 | 4 | 2 | |
| 8:15 AM | 0 | 16 | 86 | 1 | 5 | 1 | 0 | 75 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 | 196 | | 0 | 1 | 4 | 7 | |
| 8:30 AM | 0 | 4 | 86 | 2 | 1 | 1 | 0 | 70 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 11 | 182 | | 0 | 0 | 1 | 2 | |
| 8:45 AM | 0 | 7 | 63 | 2 | 2 | 0 | 0 | 46 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 132 | | 0 | 0 | 3 | 2 | |

Peak Rolling Hour Flow Rates

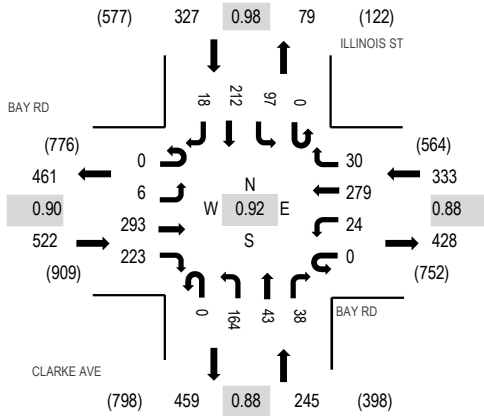
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 45 | 369 | 4 | 12 | 2 | 286 | 11 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 22 | 757 |
| Mediums | 0 | 4 | 12 | 0 | 0 | 0 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 39 |
| Total | 0 | 49 | 382 | 4 | 12 | 2 | 304 | 12 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 26 | 797 |



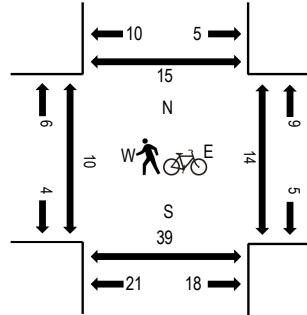
(303) 216-2439
www.alltrafficdata.net

Location: 2 CLARKE AVE & BAY RD AM
Date: Thursday, May 9, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | BAY RD Eastbound | | | | BAY RD Westbound | | | | CLARKE AVE Northbound | | | | ILLINOIS ST Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------|------|------|-------|---------------------|------|------|-------|--------------------------|------|------|-------|---------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 65 | 32 | 1 | 0 | 31 | 2 | 0 | 11 | 3 | 4 | 1 | 13 | 43 | 5 | 211 | 1,174 | 1 | 0 | 5 | 2 |
| 7:15 AM | 0 | 2 | 57 | 40 | 0 | 9 | 47 | 4 | 0 | 34 | 4 | 1 | 0 | 24 | 47 | 8 | 277 | 1,349 | 0 | 1 | 9 | 2 |
| 7:30 AM | 0 | 3 | 67 | 54 | 0 | 2 | 70 | 9 | 0 | 33 | 7 | 8 | 0 | 24 | 53 | 6 | 336 | 1,427 | 1 | 0 | 15 | 0 |
| 7:45 AM | 0 | 2 | 74 | 47 | 0 | 6 | 66 | 3 | 0 | 57 | 5 | 8 | 0 | 24 | 51 | 7 | 350 | 1,385 | 1 | 6 | 11 | 3 |
| 8:00 AM | 0 | 1 | 79 | 65 | 0 | 7 | 78 | 10 | 0 | 35 | 15 | 13 | 0 | 29 | 53 | 1 | 386 | 1,274 | 2 | 3 | 3 | 2 |
| 8:15 AM | 0 | 0 | 73 | 57 | 0 | 9 | 65 | 8 | 0 | 39 | 16 | 9 | 0 | 20 | 55 | 4 | 355 | | 3 | 4 | 6 | 9 |
| 8:30 AM | 0 | 1 | 70 | 39 | 1 | 11 | 67 | 4 | 0 | 26 | 9 | 9 | 0 | 10 | 43 | 4 | 294 | | 1 | 3 | 1 | 1 |
| 8:45 AM | 0 | 3 | 41 | 37 | 1 | 8 | 43 | 2 | 0 | 36 | 8 | 8 | 0 | 19 | 30 | 3 | 239 | | 0 | 3 | 4 | 5 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 6 | 278 | 219 | 0 | 22 | 262 | 27 | 0 | 157 | 42 | 36 | 0 | 97 | 209 | 18 | 1,373 |
| Mediums | 0 | 0 | 14 | 3 | 0 | 2 | 16 | 3 | 0 | 6 | 1 | 1 | 0 | 0 | 2 | 0 | 48 |
| Total | 0 | 6 | 293 | 223 | 0 | 24 | 279 | 30 | 0 | 164 | 43 | 38 | 0 | 97 | 212 | 18 | 1,427 |



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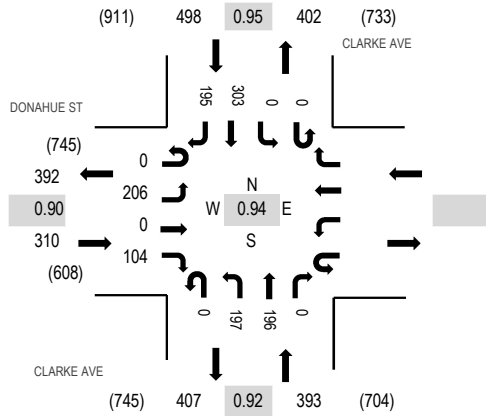
Location: 3 CLARKE AVE & DONAHUE ST AM

Date: Thursday, May 9, 2019

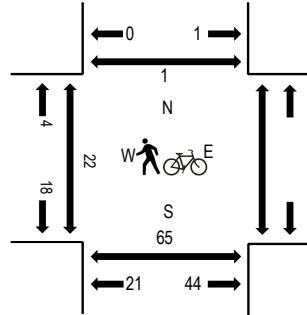
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | DONAHUE ST Eastbound | | | | Westbound | | | CLARKE AVE Northbound | | | | CLARKE AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | | |
|------------------------|-------------------------|------|------|-------|-----------|------|------|--------------------------|--------|------|------|--------------------------|--------|------|------|-------|-----------------|----------------------|-------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | | | Right | West | East | South | North |
| 7:00 AM | 0 | 47 | 0 | 19 | | | | | 0 | 47 | 16 | 0 | 0 | 0 | 0 | 45 | 32 | 206 | 1,120 | 3 | 4 | 0 |
| 7:15 AM | 0 | 58 | 0 | 24 | | | | | 0 | 61 | 30 | 0 | 0 | 0 | 80 | 53 | 306 | 1,194 | 3 | 2 | 2 | |
| 7:30 AM | 0 | 63 | 0 | 23 | | | | | 0 | 57 | 50 | 0 | 0 | 0 | 78 | 48 | 319 | 1,201 | 4 | 5 | 0 | |
| 7:45 AM | 0 | 69 | 0 | 21 | | | | | 0 | 39 | 43 | 0 | 0 | 0 | 60 | 57 | 289 | 1,191 | 9 | 21 | 0 | |
| 8:00 AM | 0 | 32 | 0 | 20 | | | | | 0 | 43 | 57 | 0 | 0 | 0 | 85 | 43 | 280 | 1,103 | 3 | 17 | 0 | |
| 8:15 AM | 0 | 42 | 0 | 40 | | | | | 0 | 58 | 46 | 0 | 0 | 0 | 80 | 47 | 313 | | 6 | 21 | 1 | |
| 8:30 AM | 0 | 54 | 0 | 26 | | | | | 0 | 48 | 56 | 0 | 0 | 0 | 79 | 46 | 309 | | 3 | 27 | 0 | |
| 8:45 AM | 0 | 49 | 0 | 21 | | | | | 0 | 32 | 21 | 0 | 0 | 0 | 44 | 34 | 201 | | 2 | 6 | 0 | |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 201 | 0 | 99 | | | | | 0 | 194 | 189 | 0 | 0 | 0 | 298 | 192 | 1,173 |
| Mediums | 0 | 5 | 0 | 5 | | | | | 0 | 2 | 7 | 0 | 0 | 0 | 4 | 3 | 26 |
| Total | 0 | 206 | 0 | 104 | | | | | 0 | 197 | 196 | 0 | 0 | 0 | 303 | 195 | 1,201 |



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www.alltrafficdata.net

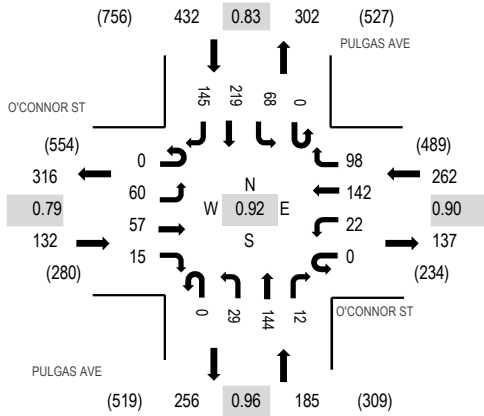
Location: 4 PULGAS AVE & O'CONNOR ST AM

Date: Thursday, May 9, 2019

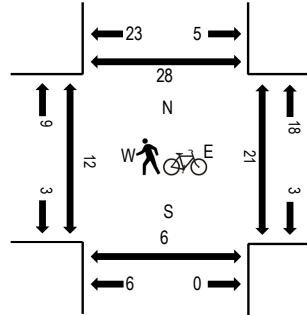
Peak Hour: 07:45 AM - 08:45 AM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | O'CONNOR ST Eastbound | | | | O'CONNOR ST Westbound | | | | PULGAS AVE Northbound | | | | PULGAS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | | | |
|------------------------|--------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|----|----|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North | | |
| 7:00 AM | 0 | 10 | 6 | 15 | 0 | 10 | 36 | 10 | 0 | 1 | 8 | 17 | 4 | 0 | 0 | 5 | 38 | 15 | 175 | 897 | 11 | 7 | 0 | 14 |
| 7:15 AM | 0 | 23 | 11 | 13 | 0 | 17 | 34 | 18 | 0 | 3 | 20 | 4 | 4 | 0 | 10 | 40 | 30 | 223 | 949 | 18 | 5 | 1 | 14 | |
| 7:30 AM | 0 | 26 | 11 | 2 | 0 | 12 | 38 | 21 | 0 | 2 | 32 | 2 | 2 | 0 | 16 | 45 | 52 | 259 | 1,000 | 8 | 5 | 1 | 7 | |
| 7:45 AM | 0 | 18 | 10 | 4 | 0 | 6 | 36 | 32 | 0 | 7 | 39 | 1 | 1 | 0 | 15 | 31 | 41 | 240 | 1,011 | 1 | 6 | 0 | 9 | |
| 8:00 AM | 0 | 6 | 12 | 8 | 0 | 5 | 28 | 22 | 0 | 10 | 35 | 3 | 3 | 0 | 16 | 51 | 31 | 227 | 937 | 3 | 9 | 0 | 7 | |
| 8:15 AM | 0 | 18 | 15 | 1 | 0 | 3 | 49 | 25 | 0 | 8 | 31 | 7 | 7 | 0 | 19 | 60 | 38 | 274 | | 3 | 3 | 3 | 11 | |
| 8:30 AM | 0 | 18 | 20 | 2 | 0 | 8 | 29 | 19 | 0 | 4 | 39 | 1 | 1 | 0 | 18 | 77 | 35 | 270 | | 4 | 0 | 3 | 1 | |
| 8:45 AM | 0 | 4 | 19 | 8 | 0 | 3 | 14 | 14 | 0 | 1 | 30 | 0 | 0 | 0 | 9 | 59 | 5 | 166 | | 0 | 3 | 0 | 3 | |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 57 | 57 | 14 | 0 | 21 | 141 | 97 | 0 | 28 | 138 | 12 | 0 | 68 | 215 | 140 | 988 |
| Mediums | 0 | 3 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | 1 | 6 | 0 | 0 | 0 | 4 | 5 | 23 |
| Total | 0 | 60 | 57 | 15 | 0 | 22 | 142 | 98 | 0 | 29 | 144 | 12 | 0 | 68 | 219 | 145 | 1,011 |



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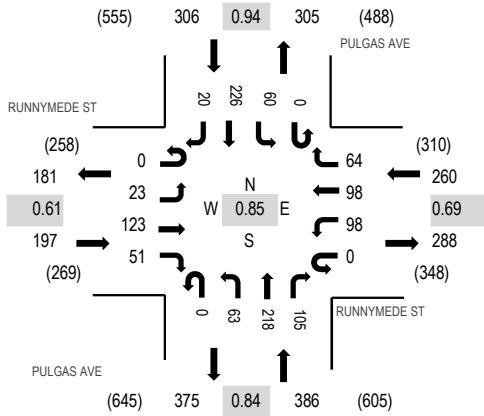
Location: 5 PULGAS AVE & RUNNYMEDE ST AM

Date: Thursday, May 9, 2019

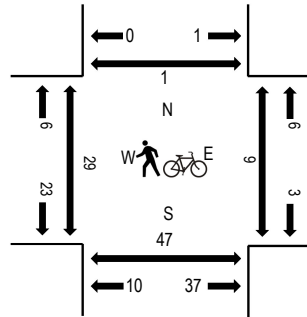
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | RUNNYMEDE ST Eastbound | | | | RUNNYMEDE ST Westbound | | | | PULGAS AVE Northbound | | | | PULGAS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 9 | 6 | 5 | 0 | 9 | 4 | 1 | 0 | 5 | 23 | 5 | 0 | 7 | 42 | 7 | 123 | 907 | 1 | 0 | 1 | 0 |
| 7:15 AM | 0 | 1 | 10 | 11 | 0 | 5 | 6 | 3 | 0 | 11 | 37 | 13 | 0 | 4 | 54 | 8 | 163 | 1,089 | 1 | 0 | 0 | 0 |
| 7:30 AM | 0 | 3 | 19 | 10 | 0 | 23 | 20 | 12 | 0 | 27 | 57 | 31 | 0 | 23 | 53 | 5 | 283 | 1,149 | 2 | 0 | 11 | 1 |
| 7:45 AM | 0 | 10 | 59 | 12 | 0 | 30 | 29 | 20 | 0 | 12 | 51 | 49 | 0 | 23 | 37 | 6 | 338 | 1,043 | 19 | 4 | 24 | 0 |
| 8:00 AM | 0 | 3 | 37 | 15 | 0 | 31 | 38 | 25 | 0 | 10 | 45 | 21 | 0 | 11 | 62 | 7 | 305 | 832 | 4 | 1 | 10 | 0 |
| 8:15 AM | 0 | 7 | 8 | 14 | 0 | 14 | 11 | 7 | 0 | 14 | 65 | 4 | 0 | 3 | 74 | 2 | 223 | | 2 | 4 | 1 | 0 |
| 8:30 AM | 0 | 4 | 3 | 13 | 0 | 8 | 6 | 2 | 0 | 11 | 55 | 3 | 0 | 0 | 66 | 6 | 177 | | 0 | 2 | 0 | 0 |
| 8:45 AM | 0 | 2 | 3 | 5 | 0 | 4 | 0 | 2 | 1 | 6 | 44 | 5 | 0 | 1 | 47 | 7 | 127 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

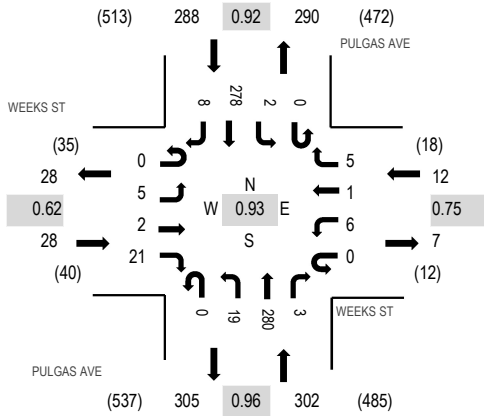
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 20 | 123 | 49 | 0 | 98 | 98 | 64 | 0 | 59 | 211 | 105 | 0 | 60 | 222 | 16 | 1,125 |
| Mediums | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 4 | 4 | 23 |
| Total | 0 | 23 | 123 | 51 | 0 | 98 | 98 | 64 | 0 | 63 | 218 | 105 | 0 | 60 | 226 | 20 | 1,149 |



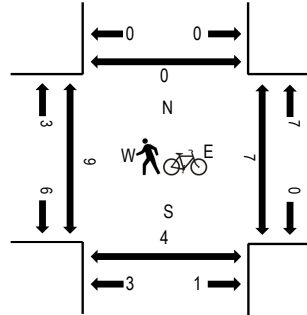
(303) 216-2439
www.alltrafficdata.net

Location: 6 PULGAS AVE & WEEKS ST AM
Date: Thursday, May 9, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | WEEKS ST Eastbound | | | | WEEKS ST Westbound | | | | PULGAS AVE Northbound | | | | PULGAS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | | |
|------------------------|-----------------------|------|------|-------|-----------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 31 | 0 | 0 | 0 | 50 | 0 | 83 | 484 | 1 | 0 | 1 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 40 | 0 | 0 | 0 | 61 | 0 | 103 | 563 | 2 | 0 | 0 | 0 |
| 7:30 AM | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 2 | 69 | 0 | 0 | 1 | 76 | 1 | 155 | 630 | 2 | 1 | 0 | 0 | |
| 7:45 AM | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 5 | 68 | 2 | 0 | 0 | 59 | 2 | 143 | 610 | 3 | 0 | 1 | 0 | |
| 8:00 AM | 0 | 0 | 0 | 7 | 0 | 2 | 1 | 0 | 0 | 8 | 68 | 1 | 0 | 0 | 71 | 4 | 162 | 572 | 0 | 0 | 0 | 0 | |
| 8:15 AM | 0 | 3 | 2 | 8 | 0 | 2 | 0 | 2 | 0 | 4 | 75 | 0 | 0 | 1 | 72 | 1 | 170 | | 3 | 6 | 2 | 0 | |
| 8:30 AM | 0 | 1 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 61 | 0 | 0 | 1 | 67 | 0 | 135 | | 0 | 1 | 0 | 0 | |
| 8:45 AM | 0 | 3 | 0 | 6 | 1 | 1 | 1 | 0 | 0 | 0 | 46 | 1 | 0 | 1 | 44 | 1 | 105 | | 0 | 1 | 0 | 1 | |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 5 | 2 | 20 | 0 | 6 | 1 | 4 | 0 | 19 | 270 | 3 | 0 | 1 | 272 | 6 | 609 |
| Mediums | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 0 | 0 | 1 | 6 | 2 | 21 |
| Total | 0 | 5 | 2 | 21 | 0 | 6 | 1 | 5 | 0 | 19 | 280 | 3 | 0 | 2 | 278 | 8 | 630 |



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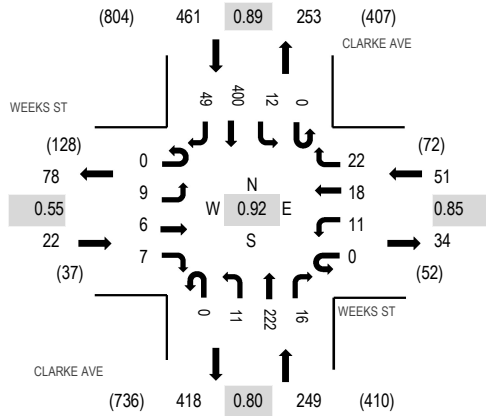
Location: 7 CLARKE AVE & WEEKS ST AM

Date: Thursday, May 9, 2019

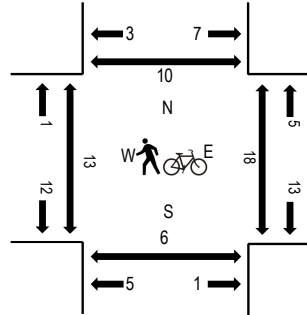
Peak Hour: 07:30 AM - 08:30 AM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | WEEKS ST Eastbound | | | | WEEKS ST Westbound | | | | CLARKE AVE Northbound | | | | CLARKE AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | | |
|------------------------|-----------------------|------|------|-------|-----------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North | |
| 7:00 AM | 0 | 1 | 0 | 4 | 0 | 2 | 4 | 0 | 0 | 1 | 3 | 16 | 0 | 1 | 1 | 69 | 5 | 107 | 628 | 5 | 1 | 0 | 0 |
| 7:15 AM | 0 | 1 | 1 | 3 | 0 | 0 | 4 | 1 | 0 | 2 | 40 | 0 | 0 | 1 | 82 | 13 | 148 | 733 | 5 | 0 | 0 | 1 | |
| 7:30 AM | 0 | 6 | 3 | 2 | 0 | 2 | 6 | 3 | 0 | 2 | 40 | 1 | 0 | 0 | 98 | 15 | 178 | 783 | 3 | 5 | 3 | 5 | |
| 7:45 AM | 0 | 0 | 1 | 2 | 0 | 4 | 4 | 4 | 0 | 3 | 72 | 4 | 0 | 4 | 88 | 9 | 195 | 754 | 4 | 2 | 1 | 2 | |
| 8:00 AM | 0 | 1 | 1 | 0 | 0 | 3 | 6 | 4 | 0 | 1 | 58 | 9 | 0 | 4 | 107 | 18 | 212 | 695 | 5 | 2 | 1 | 0 | |
| 8:15 AM | 0 | 2 | 1 | 3 | 0 | 2 | 2 | 11 | 0 | 5 | 52 | 2 | 0 | 4 | 107 | 7 | 198 | | 1 | 7 | 1 | 2 | |
| 8:30 AM | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 43 | 2 | 0 | 3 | 87 | 7 | 149 | | 1 | 3 | 0 | 0 | |
| 8:45 AM | 0 | 1 | 1 | 1 | 0 | 4 | 1 | 1 | 0 | 1 | 47 | 5 | 1 | 3 | 62 | 8 | 136 | | 0 | 1 | 0 | 0 | |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 7 | 6 | 7 | 0 | 11 | 18 | 21 | 0 | 10 | 217 | 16 | 0 | 12 | 394 | 44 | 763 |
| Mediums | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 4 | 17 |
| Total | 0 | 9 | 6 | 7 | 0 | 11 | 18 | 22 | 0 | 11 | 222 | 16 | 0 | 12 | 400 | 49 | 783 |



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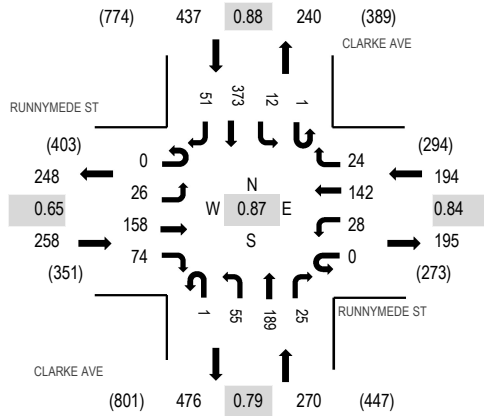
Location: 8 CLARKE AVE & RUNNYMEDE ST AM

Date: Thursday, May 9, 2019

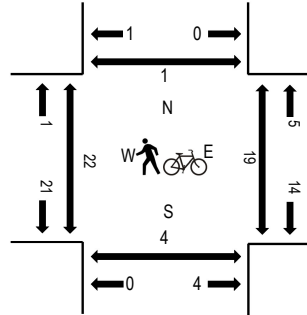
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | RUNNYMEDE ST Eastbound | | | | RUNNYMEDE ST Westbound | | | | CLARKE AVE Northbound | | | | CLARKE AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North | |
| 7:00 AM | 0 | 2 | 12 | 8 | 0 | 5 | 18 | 2 | 0 | 1 | 5 | 14 | 8 | 1 | 3 | 56 | 16 | 151 | 937 | 13 | 2 | 1 | 8 |
| 7:15 AM | 0 | 3 | 19 | 8 | 0 | 5 | 27 | 3 | 0 | 2 | 29 | 3 | 0 | 0 | 85 | 15 | 199 | 1,100 | 6 | 2 | 1 | 5 | |
| 7:30 AM | 0 | 4 | 28 | 18 | 0 | 5 | 43 | 3 | 0 | 7 | 34 | 5 | 1 | 1 | 85 | 19 | 253 | 1,159 | 6 | 6 | 0 | 0 | |
| 7:45 AM | 0 | 7 | 71 | 22 | 0 | 7 | 37 | 8 | 1 | 21 | 59 | 10 | 0 | 3 | 79 | 9 | 334 | 1,115 | 3 | 2 | 2 | 0 | |
| 8:00 AM | 0 | 10 | 38 | 11 | 0 | 10 | 41 | 7 | 0 | 16 | 51 | 6 | 0 | 5 | 110 | 9 | 314 | 929 | 5 | 4 | 0 | 0 | |
| 8:15 AM | 0 | 5 | 21 | 23 | 0 | 6 | 21 | 6 | 0 | 11 | 45 | 4 | 0 | 3 | 99 | 14 | 258 | | 5 | 4 | 1 | 1 | |
| 8:30 AM | 0 | 1 | 13 | 15 | 0 | 3 | 17 | 3 | 0 | 18 | 42 | 2 | 0 | 5 | 78 | 12 | 209 | | 1 | 3 | 0 | 0 | |
| 8:45 AM | 0 | 3 | 6 | 3 | 0 | 4 | 11 | 2 | 0 | 5 | 44 | 4 | 0 | 3 | 54 | 9 | 148 | | 1 | 1 | 0 | 0 | |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 26 | 156 | 72 | 0 | 24 | 139 | 22 | 1 | 54 | 186 | 22 | 1 | 12 | 368 | 51 | 1,134 |
| Mediums | 0 | 0 | 2 | 2 | 0 | 4 | 3 | 1 | 0 | 1 | 3 | 3 | 0 | 0 | 4 | 0 | 23 |
| Total | 0 | 26 | 158 | 74 | 0 | 28 | 142 | 24 | 1 | 55 | 189 | 25 | 1 | 12 | 373 | 51 | 1,159 |



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Location: 2 E BAYSHORE RD & PULGAS AVE AM

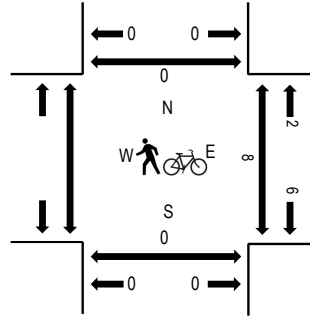
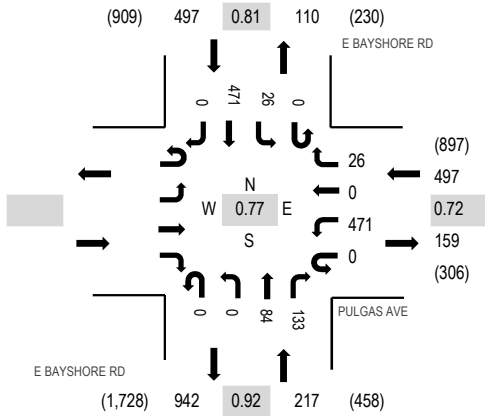
Date: Tuesday, September 25, 2018

Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:15 AM - 07:30 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

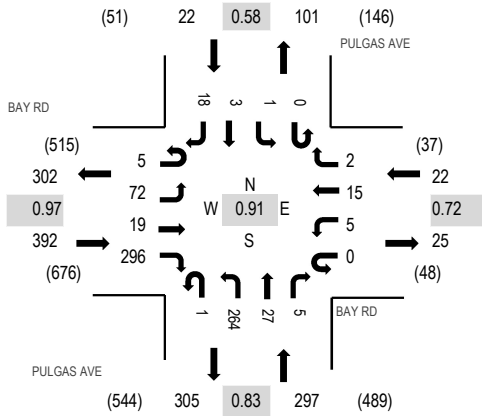
| Interval Start Time | PULGAS AVE | | | | E BAYSHORE RD | | | | E BAYSHORE RD | | | | Total | Rolling Hour | Pedestrian Crossings | | | | | | |
|------------------------|------------|--|-----------|--|---------------|-----|------------|----|---------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|----|----|---|
| | Eastbound | | Westbound | | Northbound | | Southbound | | U-Turn | Left | Thru | Right | | | West | East | South | North | | | |
| 7:00 AM | | | | | 0 | 137 | 0 | 15 | | | | | 0 | 0 | | | | | 14 | 26 | 0 |
| 7:15 AM | | | | | 0 | 164 | 0 | 8 | 0 | 0 | 23 | 43 | 0 | 7 | 147 | 0 | 392 | 1,105 | 1 | 0 | 0 |
| 7:30 AM | | | | | 0 | 105 | 0 | 1 | 0 | 0 | 22 | 30 | 0 | 7 | 127 | 0 | 292 | 956 | 0 | 0 | 0 |
| 7:45 AM | | | | | 0 | 65 | 0 | 2 | 0 | 0 | 25 | 34 | 0 | 4 | 95 | 0 | 225 | 967 | 3 | 0 | 0 |
| 8:00 AM | | | | | 0 | 46 | 0 | 0 | 0 | 0 | 19 | 40 | 0 | 2 | 89 | 0 | 196 | 1,053 | 2 | 0 | 0 |
| 8:15 AM | | | | | 0 | 97 | 0 | 4 | 0 | 0 | 38 | 29 | 0 | 4 | 71 | 0 | 243 | | 1 | 0 | 0 |
| 8:30 AM | | | | | 0 | 125 | 0 | 2 | 0 | 0 | 31 | 31 | 0 | 0 | 114 | 0 | 303 | | 0 | 0 | 0 |
| 8:45 AM | | | | | 0 | 116 | 0 | 10 | 0 | 0 | 16 | 37 | 0 | 4 | 128 | 0 | 311 | | 2 | 0 | 0 |
| Count Total | | | | | 0 | 855 | 0 | 42 | 0 | 0 | 188 | 270 | 0 | 36 | 873 | 0 | 2,264 | | 9 | 0 | 0 |
| Peak Hour | | | | | 0 | 471 | 0 | 26 | 0 | 0 | 84 | 133 | 0 | 26 | 471 | 0 | ##### | | 4 | 0 | 0 |



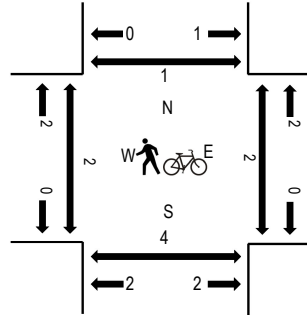
(303) 216-2439
www.alltrafficdata.net

Location: 1 PULGAS AVE & BAY RD AM
Date: Thursday, February 28, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | BAY RD Eastbound | | | | BAY RD Westbound | | | | PULGAS AVE Northbound | | | | PULGAS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | | | |
|------------------------|---------------------|------|------|-------|---------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North | | |
| 7:00 AM | 0 | 11 | 4 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 2 | 1 | 0 | 0 | 0 | 3 | 4 | 94 | 609 | 1 | 0 | 1 | 0 |
| 7:15 AM | 1 | 9 | 3 | 64 | 0 | 2 | 2 | 0 | 0 | 0 | 52 | 2 | 1 | 0 | 0 | 1 | 0 | 5 | 142 | 700 | 0 | 0 | 0 | 1 |
| 7:30 AM | 1 | 17 | 3 | 74 | 0 | 0 | 6 | 2 | 1 | 54 | 10 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 171 | 733 | 2 | 0 | 0 | 0 |
| 7:45 AM | 1 | 21 | 5 | 74 | 0 | 1 | 3 | 0 | 0 | 82 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 202 | 723 | 0 | 0 | 2 | 1 |
| 8:00 AM | 2 | 25 | 5 | 68 | 0 | 2 | 5 | 0 | 0 | 65 | 4 | 2 | 0 | 0 | 0 | 3 | 4 | 185 | 644 | 0 | 2 | 2 | 0 | |
| 8:15 AM | 1 | 9 | 6 | 80 | 0 | 2 | 1 | 0 | 0 | 63 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 175 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 2 | 10 | 5 | 75 | 0 | 0 | 4 | 0 | 0 | 55 | 3 | 3 | 0 | 0 | 0 | 1 | 3 | 161 | | 0 | 0 | 0 | 0 | |
| 8:45 AM | 2 | 6 | 5 | 49 | 0 | 4 | 3 | 0 | 0 | 39 | 2 | 1 | 0 | 0 | 0 | 2 | 10 | 123 | | 0 | 0 | 1 | 0 | |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| Lights | 5 | 70 | 18 | 291 | 0 | 4 | 14 | 2 | 1 | 256 | 25 | 5 | 0 | 1 | 3 | 14 | 709 |
| Mediums | 0 | 2 | 1 | 5 | 0 | 1 | 0 | 0 | 0 | 8 | 2 | 0 | 0 | 0 | 0 | 3 | 22 |
| Total | 5 | 72 | 19 | 296 | 0 | 5 | 15 | 2 | 1 | 264 | 27 | 5 | 0 | 1 | 3 | 18 | 733 |



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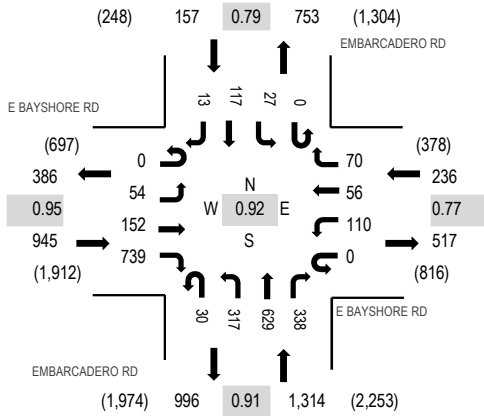
Location: 4 EMBARCADERO RD & E BAYSHORE RD AM

Date: Wednesday, April 17, 2019

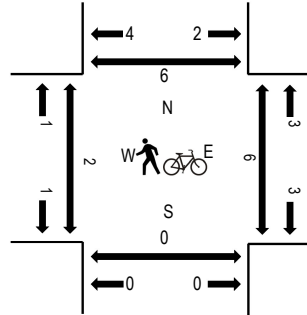
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | E BAYSHORE RD Eastbound | | | | E BAYSHORE RD Westbound | | | | EMBARCADERO RD Northbound | | | | EMBARCADERO RD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|------------------------------|------|------|-------|------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 16 | 19 | 135 | 0 | 13 | 9 | 4 | 5 | 58 | 100 | 35 | 0 | 1 | 14 | 2 | 411 | 2,139 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 11 | 25 | 226 | 0 | 13 | 2 | 8 | 9 | 70 | 106 | 50 | 0 | 2 | 12 | 1 | 535 | 2,358 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 14 | 20 | 237 | 0 | 20 | 10 | 14 | 6 | 60 | 113 | 53 | 0 | 3 | 16 | 3 | 569 | 2,424 | 0 | 1 | 0 | 3 |
| 7:45 AM | 0 | 14 | 29 | 221 | 0 | 15 | 10 | 24 | 4 | 83 | 126 | 61 | 1 | 1 | 32 | 3 | 624 | 2,552 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 11 | 33 | 184 | 0 | 22 | 12 | 14 | 5 | 75 | 166 | 67 | 0 | 6 | 32 | 3 | 630 | 2,652 | 0 | 1 | 0 | 1 |
| 8:15 AM | 0 | 11 | 26 | 188 | 0 | 20 | 18 | 23 | 6 | 72 | 132 | 81 | 0 | 3 | 21 | 0 | 601 | | 0 | 4 | 0 | 1 |
| 8:30 AM | 0 | 16 | 37 | 192 | 0 | 20 | 13 | 17 | 12 | 95 | 165 | 88 | 0 | 8 | 29 | 5 | 697 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 16 | 56 | 175 | 0 | 48 | 13 | 16 | 7 | 75 | 166 | 102 | 0 | 10 | 35 | 5 | 724 | | 2 | 1 | 0 | 1 |

Peak Rolling Hour Flow Rates

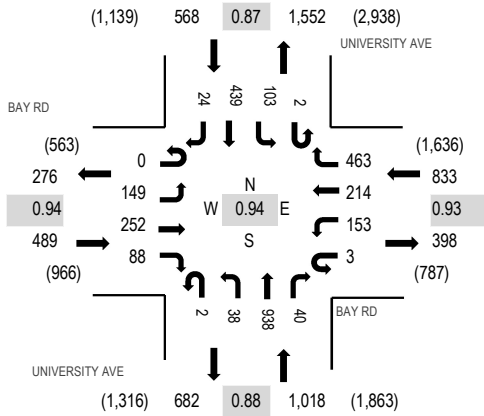
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 6 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 52 | 151 | 732 | 0 | 91 | 55 | 64 | 28 | 312 | 615 | 328 | 0 | 23 | 106 | 11 | 2,568 |
| Mediums | 0 | 2 | 1 | 6 | 0 | 19 | 1 | 6 | 2 | 4 | 12 | 10 | 0 | 3 | 10 | 2 | 78 |
| Total | 0 | 54 | 152 | 739 | 0 | 110 | 56 | 70 | 30 | 317 | 629 | 338 | 0 | 27 | 117 | 13 | 2,652 |



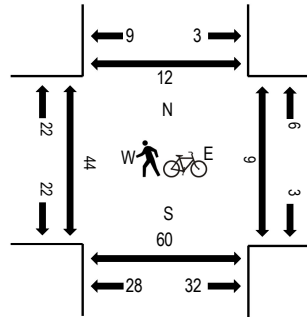
(303) 216-2439
www.alltrafficdata.net

Location: 1 UNIVERSITY AVE & BAY RD PM
Date: Tuesday, April 16, 2019
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | BAY RD Eastbound | | | | BAY RD Westbound | | | | UNIVERSITY AVE Northbound | | | | UNIVERSITY AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------|------|------|-------|---------------------|------|------|-------|------------------------------|------|------|-------|------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 51 | 65 | 19 | 1 | 36 | 47 | 123 | 1 | 8 | 213 | 13 | 0 | 30 | 87 | 11 | 705 | 2,876 | 11 | 4 | 16 | 11 |
| 4:15 PM | 0 | 48 | 49 | 15 | 1 | 36 | 52 | 102 | 0 | 9 | 246 | 11 | 1 | 24 | 99 | 7 | 700 | 2,908 | 11 | 0 | 20 | 0 |
| 4:30 PM | 0 | 36 | 62 | 30 | 1 | 36 | 40 | 146 | 0 | 13 | 267 | 12 | 0 | 29 | 96 | 4 | 772 | 2,875 | 6 | 2 | 9 | 1 |
| 4:45 PM | 0 | 39 | 71 | 24 | 1 | 34 | 54 | 103 | 1 | 9 | 210 | 12 | 0 | 31 | 103 | 7 | 699 | 2,772 | 12 | 0 | 16 | 2 |
| 5:00 PM | 0 | 26 | 70 | 19 | 0 | 47 | 68 | 112 | 1 | 7 | 215 | 5 | 1 | 19 | 141 | 6 | 737 | 2,728 | 8 | 3 | 10 | 8 |
| 5:15 PM | 0 | 27 | 69 | 26 | 2 | 33 | 48 | 123 | 0 | 9 | 192 | 5 | 0 | 24 | 101 | 8 | 667 | | 3 | 3 | 8 | 7 |
| 5:30 PM | 0 | 28 | 57 | 19 | 0 | 31 | 50 | 111 | 0 | 4 | 184 | 8 | 1 | 24 | 141 | 11 | 669 | | 7 | 2 | 9 | 8 |
| 5:45 PM | 0 | 35 | 63 | 18 | 1 | 27 | 69 | 101 | 0 | 4 | 197 | 7 | 0 | 20 | 95 | 18 | 655 | | 11 | 1 | 17 | 7 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 3 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 146 | 244 | 84 | 3 | 152 | 207 | 455 | 2 | 33 | 918 | 37 | 2 | 98 | 432 | 21 | 2,834 |
| Mediums | 0 | 3 | 8 | 4 | 0 | 1 | 7 | 8 | 0 | 5 | 18 | 2 | 0 | 5 | 7 | 3 | 71 |
| Total | 0 | 149 | 252 | 88 | 3 | 153 | 214 | 463 | 2 | 38 | 938 | 40 | 2 | 103 | 439 | 24 | 2,908 |



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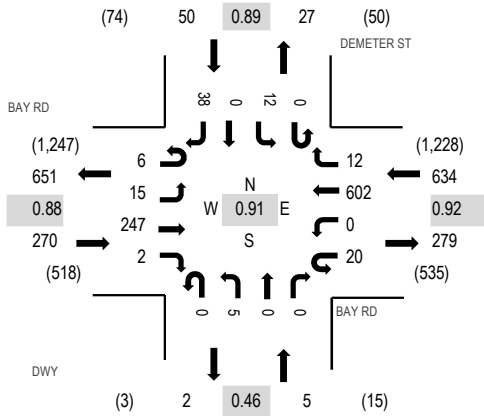
Location: 1 DWY & BAY RD PM

Date: Thursday, May 9, 2019

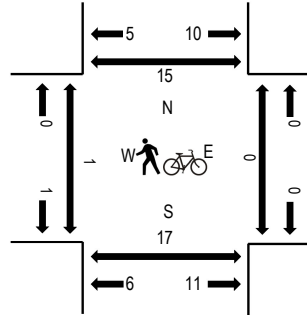
Peak Hour: 04:15 PM - 05:15 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | BAY RD Eastbound | | | | BAY RD Westbound | | | | DWY Northbound | | | | DEMETER ST Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------|------|------|-------|---------------------|------|------|-------|-------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 5 | 64 | 0 | 6 | 0 | 143 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 9 | 234 | 930 | 0 | 0 | 2 | 5 |
| 4:15 PM | 1 | 4 | 54 | 0 | 7 | 0 | 141 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 12 | 225 | 959 | 0 | 0 | 4 | 5 | |
| 4:30 PM | 3 | 5 | 66 | 0 | 5 | 0 | 152 | 4 | 0 | 1 | 0 | 0 | 3 | 0 | 8 | 247 | 950 | 0 | 0 | 3 | 5 | |
| 4:45 PM | 1 | 3 | 55 | 1 | 6 | 0 | 141 | 2 | 0 | 1 | 0 | 0 | 3 | 0 | 11 | 224 | 906 | 0 | 0 | 2 | 5 | |
| 5:00 PM | 1 | 3 | 72 | 1 | 2 | 0 | 168 | 2 | 0 | 3 | 0 | 0 | 4 | 0 | 7 | 263 | 905 | 0 | 0 | 7 | 0 | |
| 5:15 PM | 0 | 2 | 54 | 0 | 6 | 0 | 141 | 3 | 0 | 4 | 0 | 2 | 0 | 1 | 3 | 216 | | 0 | 0 | 2 | 7 | |
| 5:30 PM | 2 | 5 | 60 | 0 | 1 | 0 | 126 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 203 | | 0 | 0 | 4 | 2 | |
| 5:45 PM | 0 | 1 | 55 | 0 | 1 | 1 | 159 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 223 | | 0 | 0 | 5 | 1 | |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 6 | 14 | 237 | 2 | 20 | 0 | 588 | 12 | 0 | 5 | 0 | 0 | 12 | 0 | 38 | 934 | |
| Mediums | 0 | 1 | 9 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | |
| Total | 6 | 15 | 247 | 2 | 20 | 0 | 602 | 12 | 0 | 5 | 0 | 0 | 12 | 0 | 38 | 959 | |



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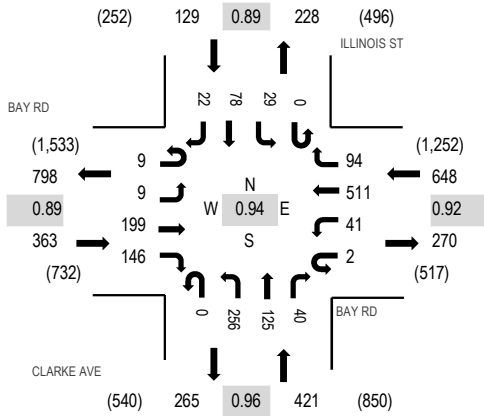
Location: 2 CLARKE AVE & BAY RD PM

Date: Thursday, May 9, 2019

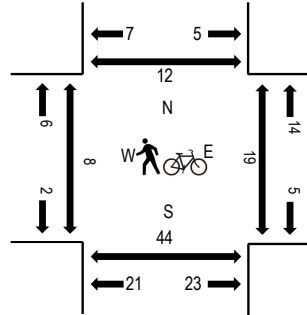
Peak Hour: 04:15 PM - 05:15 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | BAY RD Eastbound | | | | BAY RD Westbound | | | | CLARKE AVE Northbound | | | | ILLINOIS ST Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------|------|------|-------|---------------------|------|------|-------|--------------------------|------|------|-------|---------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 5 | 55 | 37 | 0 | 9 | 135 | 15 | 0 | 55 | 40 | 9 | 0 | 5 | 17 | 3 | 385 | 1,531 | 3 | 6 | 2 | 3 |
| 4:15 PM | 1 | 3 | 46 | 36 | 1 | 11 | 123 | 20 | 0 | 65 | 33 | 9 | 0 | 4 | 22 | 6 | 380 | 1,561 | 1 | 8 | 17 | 1 |
| 4:30 PM | 1 | 2 | 51 | 35 | 0 | 7 | 134 | 25 | 0 | 71 | 30 | 11 | 0 | 10 | 13 | 7 | 397 | 1,560 | 3 | 3 | 8 | 5 |
| 4:45 PM | 2 | 0 | 43 | 36 | 1 | 13 | 116 | 21 | 0 | 64 | 32 | 11 | 0 | 7 | 19 | 4 | 369 | 1,534 | 0 | 3 | 4 | 1 |
| 5:00 PM | 5 | 4 | 59 | 39 | 0 | 10 | 138 | 28 | 0 | 56 | 30 | 9 | 0 | 8 | 24 | 5 | 415 | 1,555 | 3 | 2 | 12 | 1 |
| 5:15 PM | 0 | 6 | 40 | 43 | 0 | 5 | 117 | 29 | 0 | 61 | 43 | 6 | 0 | 11 | 17 | 1 | 379 | | 3 | 4 | 7 | 4 |
| 5:30 PM | 1 | 3 | 42 | 47 | 1 | 13 | 94 | 24 | 0 | 58 | 42 | 8 | 0 | 15 | 18 | 5 | 371 | | 2 | 4 | 7 | 1 |
| 5:45 PM | 3 | 4 | 39 | 44 | 1 | 8 | 130 | 23 | 0 | 66 | 33 | 8 | 1 | 7 | 17 | 6 | 390 | | 2 | 9 | 6 | 1 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 9 | 8 | 188 | 143 | 2 | 41 | 500 | 92 | 0 | 253 | 123 | 40 | 0 | 29 | 78 | 22 | 1,528 |
| Mediums | 0 | 1 | 10 | 3 | 0 | 0 | 11 | 2 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 32 |
| Total | 9 | 9 | 199 | 146 | 2 | 41 | 511 | 94 | 0 | 256 | 125 | 40 | 0 | 29 | 78 | 22 | 1,561 |



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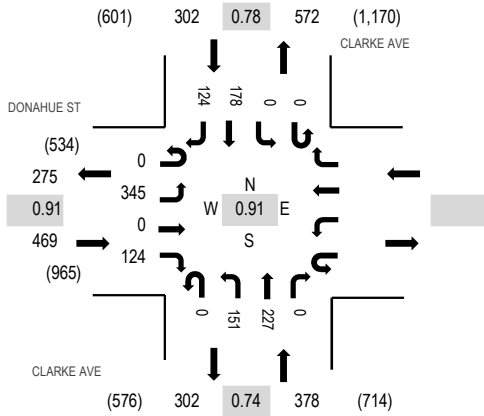
Location: 3 CLARKE AVE & DONAHUE ST PM

Date: Thursday, May 9, 2019

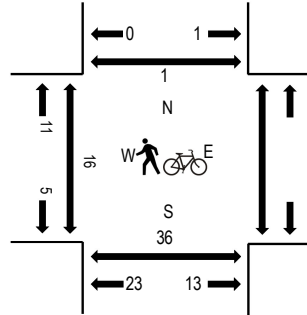
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | DONAHUE ST Eastbound | | | | Westbound | | | CLARKE AVE Northbound | | | CLARKE AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | | | |
|------------------------|-------------------------|------|------|-------|-----------|------|------|--------------------------|--------|------|--------------------------|-------|--------|------|-------|-----------------|----------------------|-------|-------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | | | Thru | Right | West | East | South | North |
| 4:00 PM | 0 | 82 | 0 | 41 | | | | | 0 | 41 | 42 | 0 | 0 | 0 | 0 | 54 | 43 | 303 | 1,149 | 1 | 9 | 0 |
| 4:15 PM | 0 | 91 | 0 | 26 | | | | | 0 | 42 | 85 | 0 | 0 | 0 | 0 | 47 | 25 | 316 | 1,117 | 9 | 9 | 0 |
| 4:30 PM | 0 | 83 | 0 | 25 | | | | | 0 | 37 | 54 | 0 | 0 | 0 | 0 | 38 | 30 | 267 | 1,090 | 2 | 8 | 0 |
| 4:45 PM | 0 | 89 | 0 | 32 | | | | | 0 | 31 | 46 | 0 | 0 | 0 | 0 | 39 | 26 | 263 | 1,106 | 3 | 8 | 0 |
| 5:00 PM | 0 | 78 | 0 | 31 | | | | | 0 | 25 | 52 | 0 | 0 | 0 | 0 | 45 | 40 | 271 | 1,131 | 2 | 12 | 0 |
| 5:15 PM | 0 | 106 | 0 | 30 | | | | | 0 | 26 | 52 | 0 | 0 | 0 | 0 | 35 | 40 | 289 | | 7 | 15 | 0 |
| 5:30 PM | 0 | 95 | 0 | 32 | | | | | 0 | 40 | 49 | 0 | 0 | 0 | 0 | 35 | 32 | 283 | | 2 | 13 | 0 |
| 5:45 PM | 0 | 98 | 0 | 26 | | | | | 0 | 24 | 68 | 0 | 0 | 0 | 0 | 40 | 32 | 288 | | 8 | 15 | 1 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 338 | 0 | 119 | | | | | 0 | 146 | 224 | 0 | 0 | 0 | 172 | 121 | 1,120 |
| Mediums | 0 | 7 | 0 | 5 | | | | | 0 | 5 | 3 | 0 | 0 | 0 | 6 | 2 | 28 |
| Total | 0 | 345 | 0 | 124 | | | | | 0 | 151 | 227 | 0 | 0 | 0 | 178 | 124 | 1,149 |



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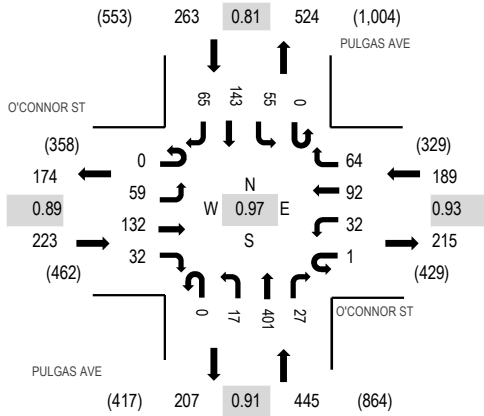
Location: 4 PULGAS AVE & O'CONNOR ST PM

Date: Thursday, May 9, 2019

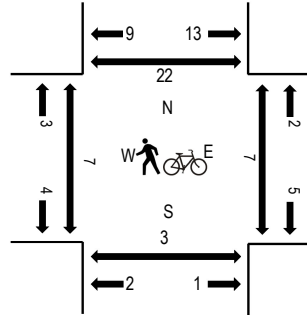
Peak Hour: 05:00 PM - 06:00 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | O'CONNOR ST Eastbound | | | | O'CONNOR ST Westbound | | | | PULGAS AVE Northbound | | | | PULGAS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|--------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 17 | 35 | 12 | 0 | 9 | 19 | 12 | 0 | 4 | 93 | 6 | 0 | 11 | 27 | 33 | 278 | 1,088 | 17 | 6 | 0 | 9 |
| 4:15 PM | 0 | 21 | 35 | 11 | 0 | 6 | 14 | 13 | 0 | 4 | 93 | 11 | 0 | 18 | 42 | 30 | 298 | 1,099 | 11 | 1 | 1 | 4 |
| 4:30 PM | 0 | 18 | 29 | 10 | 0 | 2 | 19 | 11 | 0 | 5 | 100 | 7 | 0 | 5 | 31 | 12 | 249 | 1,086 | 7 | 6 | 0 | 10 |
| 4:45 PM | 0 | 9 | 29 | 13 | 0 | 6 | 18 | 11 | 0 | 6 | 82 | 8 | 0 | 20 | 41 | 20 | 263 | 1,110 | 0 | 1 | 0 | 4 |
| 5:00 PM | 0 | 15 | 31 | 14 | 0 | 10 | 15 | 20 | 0 | 8 | 102 | 7 | 0 | 19 | 33 | 15 | 289 | 1,120 | 3 | 1 | 0 | 6 |
| 5:15 PM | 0 | 9 | 35 | 8 | 0 | 7 | 22 | 16 | 0 | 5 | 113 | 6 | 0 | 10 | 36 | 18 | 285 | | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 19 | 33 | 5 | 0 | 9 | 30 | 12 | 0 | 1 | 87 | 5 | 0 | 15 | 39 | 18 | 273 | | 0 | 4 | 1 | 6 |
| 5:45 PM | 0 | 16 | 33 | 5 | 1 | 6 | 25 | 16 | 0 | 3 | 99 | 9 | 0 | 11 | 35 | 14 | 273 | | 3 | 0 | 1 | 4 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total | | | | | |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | | | | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 58 | 132 | 32 | 1 | 32 | 92 | 64 | 0 | 17 | 398 | 27 | 0 | 55 | 142 | 62 | 1,112 | | | | | |
| Mediums | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 3 | 8 | | | | | |
| Total | 0 | 59 | 132 | 32 | 1 | 32 | 92 | 64 | 0 | 17 | 401 | 27 | 0 | 55 | 143 | 65 | 1,120 | | | | | |



(303) 216-2439
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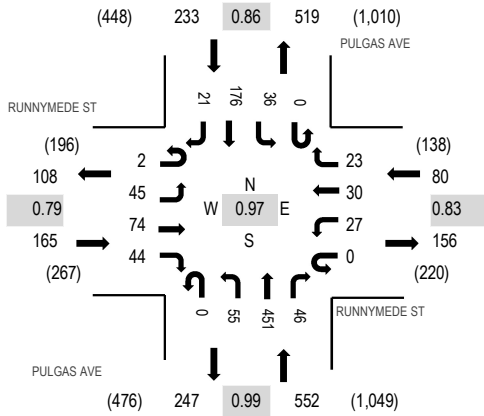
Location: 5 PULGAS AVE & RUNNYMEDE ST PM

Date: Thursday, May 9, 2019

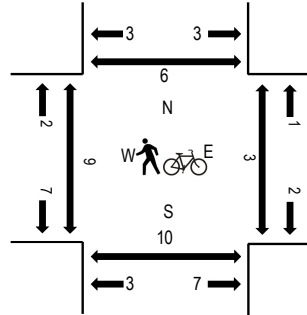
Peak Hour: 05:00 PM - 06:00 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | RUNNYMEDE ST Eastbound | | | | RUNNYMEDE ST Westbound | | | | PULGAS AVE Northbound | | | | PULGAS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 7 | 8 | 4 | 0 | 5 | 5 | 6 | 0 | 13 | 102 | 7 | 0 | 3 | 39 | 1 | 200 | 872 | 5 | 0 | 0 | 2 |
| 4:15 PM | 0 | 10 | 6 | 10 | 0 | 1 | 7 | 6 | 0 | 16 | 118 | 7 | 0 | 2 | 41 | 6 | 230 | 926 | 5 | 0 | 6 | 0 |
| 4:30 PM | 0 | 10 | 9 | 5 | 0 | 4 | 2 | 4 | 1 | 9 | 114 | 2 | 0 | 6 | 39 | 7 | 212 | 962 | 0 | 2 | 1 | 0 |
| 4:45 PM | 0 | 14 | 8 | 11 | 0 | 7 | 9 | 2 | 0 | 7 | 98 | 3 | 0 | 3 | 62 | 6 | 230 | 1,006 | 7 | 1 | 4 | 0 |
| 5:00 PM | 1 | 14 | 9 | 13 | 0 | 7 | 7 | 4 | 0 | 14 | 114 | 10 | 0 | 7 | 45 | 9 | 254 | 1,030 | 0 | 1 | 0 | 0 |
| 5:15 PM | 0 | 14 | 30 | 8 | 0 | 6 | 7 | 4 | 0 | 15 | 112 | 12 | 0 | 12 | 45 | 1 | 266 | | 2 | 0 | 7 | 1 |
| 5:30 PM | 0 | 9 | 20 | 13 | 0 | 5 | 11 | 8 | 0 | 10 | 113 | 13 | 0 | 9 | 42 | 3 | 256 | | 2 | 1 | 1 | 2 |
| 5:45 PM | 1 | 8 | 15 | 10 | 0 | 9 | 5 | 7 | 0 | 16 | 112 | 11 | 0 | 8 | 44 | 8 | 254 | | 1 | 1 | 2 | 3 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 2 | 40 | 73 | 44 | 0 | 26 | 30 | 23 | 0 | 52 | 447 | 45 | 0 | 36 | 175 | 16 | 1,009 |
| Mediums | 0 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 4 | 1 | 0 | 0 | 1 | 5 | 21 |
| Total | 2 | 45 | 74 | 44 | 0 | 27 | 30 | 23 | 0 | 55 | 451 | 46 | 0 | 36 | 176 | 21 | 1,030 |



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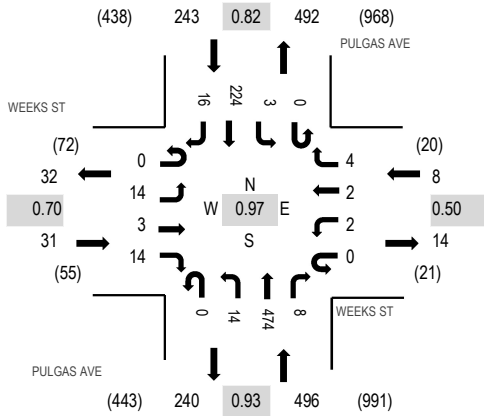
Location: 6 PULGAS AVE & WEEKS ST PM

Date: Thursday, May 9, 2019

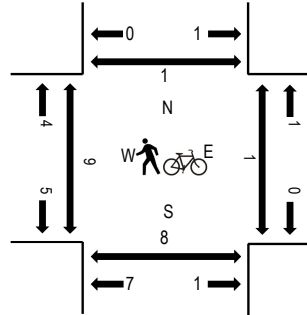
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | WEEKS ST Eastbound | | | | WEEKS ST Westbound | | | | PULGAS AVE Northbound | | | | PULGAS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|-----------------------|------|------|-------|-----------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 1 | 5 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 7 | 107 | 1 | 0 | 0 | 40 | 3 | 167 | 746 | 0 | 1 | 0 | 0 |
| 4:15 PM | 0 | 4 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | 7 | 125 | 1 | 0 | 2 | 44 | 4 | 193 | 772 | 3 | 1 | 0 | 0 |
| 4:30 PM | 0 | 8 | 1 | 2 | 0 | 0 | 2 | 1 | 0 | 4 | 121 | 1 | 0 | 3 | 51 | 6 | 200 | 778 | 1 | 0 | 1 | 0 |
| 4:45 PM | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 2 | 102 | 1 | 0 | 0 | 67 | 7 | 186 | 759 | 3 | 1 | 7 | 0 |
| 5:00 PM | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 5 | 121 | 2 | 0 | 0 | 56 | 3 | 193 | 758 | 1 | 0 | 0 | 1 |
| 5:15 PM | 0 | 2 | 1 | 7 | 0 | 2 | 0 | 0 | 0 | 3 | 130 | 4 | 0 | 0 | 50 | 0 | 199 | | 3 | 0 | 0 | 0 |
| 5:30 PM | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 11 | 114 | 0 | 0 | 0 | 49 | 1 | 181 | | 7 | 0 | 2 | 0 |
| 5:45 PM | 0 | 1 | 0 | 5 | 0 | 4 | 1 | 0 | 0 | 2 | 117 | 3 | 0 | 0 | 49 | 3 | 185 | | 1 | 0 | 1 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 14 | 3 | 14 | 0 | 2 | 2 | 4 | 0 | 14 | 461 | 7 | 0 | 3 | 220 | 15 | 759 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 1 | 0 | 0 | 4 | 1 | 19 |
| Total | 0 | 14 | 3 | 14 | 0 | 2 | 2 | 4 | 0 | 14 | 474 | 8 | 0 | 3 | 224 | 16 | 778 |



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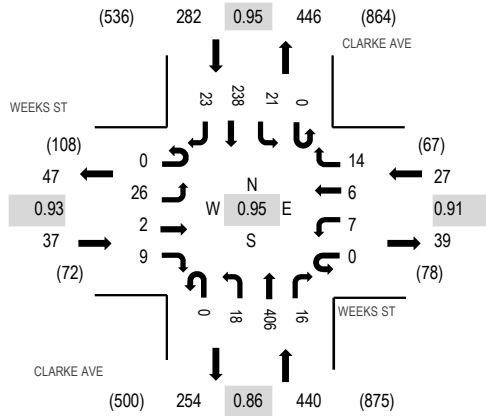
Location: 7 CLARKE AVE & WEEKS ST PM

Date: Thursday, May 9, 2019

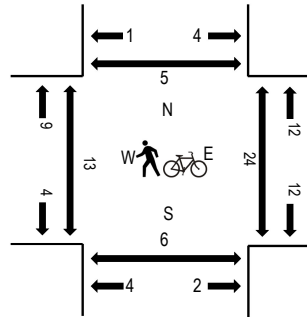
Peak Hour: 05:00 PM - 06:00 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | WEEKS ST Eastbound | | | | WEEKS ST Westbound | | | | CLARKE AVE Northbound | | | | CLARKE AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | | |
|------------------------|-----------------------|------|------|-------|-----------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North | |
| 4:00 PM | 1 | 6 | 2 | 3 | 0 | 1 | 8 | 2 | 0 | 1 | 2 | 86 | 4 | 0 | 3 | 57 | 4 | 180 | 764 | 4 | 3 | 0 | 0 |
| 4:15 PM | 0 | 5 | 0 | 3 | 0 | 4 | 4 | 3 | 0 | 8 | 112 | 9 | 0 | 0 | 61 | 6 | 215 | 780 | 1 | 9 | 0 | 3 | |
| 4:30 PM | 0 | 3 | 1 | 3 | 0 | 2 | 6 | 2 | 0 | 3 | 99 | 10 | 0 | 3 | 46 | 4 | 182 | 771 | 1 | 5 | 1 | 1 | |
| 4:45 PM | 0 | 3 | 1 | 4 | 0 | 2 | 3 | 3 | 0 | 3 | 94 | 4 | 0 | 2 | 59 | 9 | 187 | 772 | 0 | 3 | 0 | 0 | |
| 5:00 PM | 0 | 8 | 0 | 2 | 0 | 3 | 0 | 4 | 0 | 6 | 96 | 3 | 0 | 5 | 63 | 6 | 196 | 786 | 3 | 6 | 4 | 0 | |
| 5:15 PM | 0 | 6 | 1 | 3 | 0 | 1 | 2 | 0 | 0 | 4 | 120 | 6 | 0 | 5 | 51 | 7 | 206 | | 1 | 6 | 0 | 2 | |
| 5:30 PM | 0 | 7 | 0 | 2 | 0 | 1 | 3 | 5 | 0 | 3 | 87 | 2 | 0 | 2 | 69 | 2 | 183 | | 6 | 3 | 2 | 2 | |
| 5:45 PM | 0 | 5 | 1 | 2 | 0 | 2 | 1 | 5 | 0 | 5 | 103 | 5 | 0 | 9 | 55 | 8 | 201 | | 0 | 5 | 0 | 0 | |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 25 | 2 | 9 | 0 | 7 | 6 | 14 | 0 | 18 | 401 | 16 | 0 | 21 | 237 | 23 | 779 |
| Mediums | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 1 | 0 | 7 |
| Total | 0 | 26 | 2 | 9 | 0 | 7 | 6 | 14 | 0 | 18 | 406 | 16 | 0 | 21 | 238 | 23 | 786 |



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Location: 8 CLARKE AVE & RUNNYMEDE ST PM

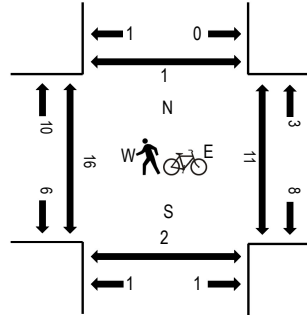
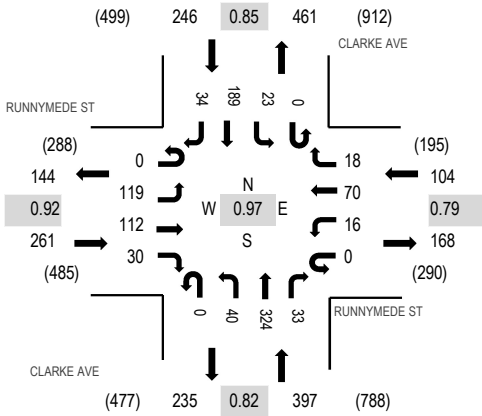
Date: Thursday, May 9, 2019

Peak Hour: 05:00 PM - 06:00 PM

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

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | RUNNYMEDE ST Eastbound | | | | RUNNYMEDE ST Westbound | | | | CLARKE AVE Northbound | | | | CLARKE AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 21 | 16 | 13 | 0 | 3 | 14 | 0 | 0 | 4 | 77 | 4 | 0 | 3 | 51 | 8 | 214 | 959 | 1 | 3 | 0 | 0 |
| 4:15 PM | 0 | 36 | 15 | 7 | 0 | 2 | 21 | 4 | 0 | 10 | 98 | 6 | 0 | 7 | 53 | 9 | 268 | 998 | 0 | 4 | 0 | 3 |
| 4:30 PM | 0 | 27 | 22 | 9 | 0 | 5 | 17 | 3 | 0 | 9 | 82 | 6 | 0 | 5 | 37 | 13 | 235 | 991 | 4 | 4 | 0 | 0 |
| 4:45 PM | 0 | 27 | 25 | 6 | 0 | 3 | 18 | 1 | 0 | 10 | 75 | 10 | 0 | 3 | 53 | 11 | 242 | 996 | 3 | 3 | 0 | 0 |
| 5:00 PM | 0 | 32 | 31 | 8 | 0 | 5 | 15 | 7 | 0 | 12 | 70 | 9 | 0 | 5 | 49 | 10 | 253 | 1,008 | 1 | 1 | 1 | 0 |
| 5:15 PM | 0 | 29 | 33 | 5 | 0 | 1 | 14 | 5 | 0 | 11 | 102 | 11 | 0 | 7 | 41 | 2 | 261 | | 2 | 4 | 1 | 1 |
| 5:30 PM | 0 | 27 | 23 | 5 | 0 | 5 | 16 | 3 | 0 | 11 | 65 | 9 | 0 | 9 | 53 | 14 | 240 | | 4 | 1 | 0 | 0 |
| 5:45 PM | 0 | 31 | 25 | 12 | 0 | 5 | 25 | 3 | 0 | 6 | 87 | 4 | 0 | 2 | 46 | 8 | 254 | | 3 | 2 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 119 | 110 | 30 | 0 | 13 | 69 | 17 | 0 | 39 | 320 | 29 | 0 | 23 | 188 | 34 | 991 |
| Mediums | 0 | 0 | 2 | 0 | 0 | 3 | 1 | 1 | 0 | 1 | 4 | 4 | 0 | 0 | 1 | 0 | 17 |
| Total | 0 | 119 | 112 | 30 | 0 | 16 | 70 | 18 | 0 | 40 | 324 | 33 | 0 | 23 | 189 | 34 | 1,008 |



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Location: 2 E BAYSHORE RD & PULGAS AVE PM

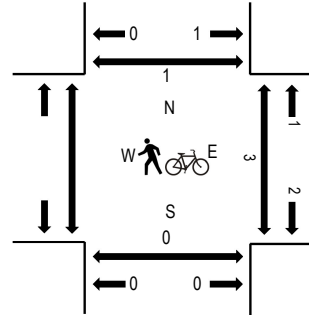
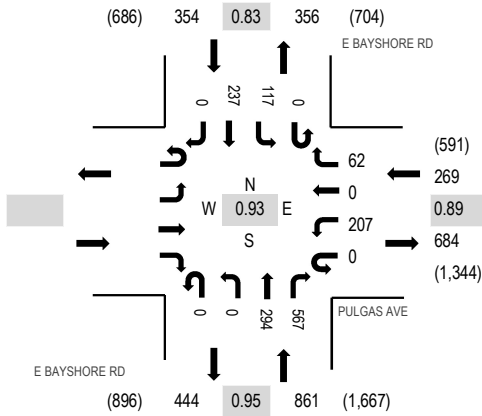
Date: Tuesday, September 25, 2018

Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

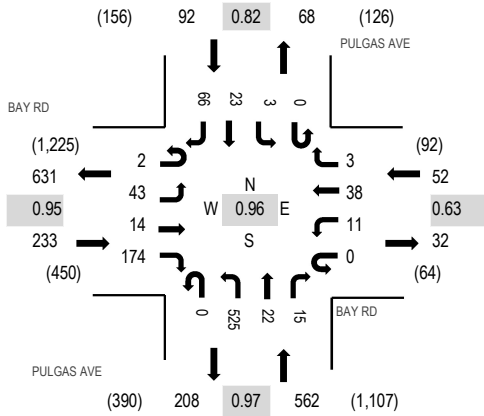
| Interval Start Time | PULGAS AVE | | | | E BAYSHORE RD | | | | E BAYSHORE RD | | | | Total | Rolling Hour | Pedestrian Crossings | | | | | | |
|------------------------|------------|--|-----------|--|---------------|-----|------------|-----|---------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|---|---|---|
| | Eastbound | | Westbound | | Northbound | | Southbound | | U-Turn | Left | Thru | Right | | | West | East | South | North | | | |
| 4:00 PM | | | | | 0 | 55 | 0 | 14 | 0 | 0 | 78 | 129 | 0 | 23 | 63 | 0 | 362 | 1,484 | 1 | 0 | 0 |
| 4:15 PM | | | | | 0 | 44 | 0 | 24 | 0 | 0 | 72 | 151 | 0 | 31 | 75 | 0 | 397 | 1,478 | 1 | 0 | 0 |
| 4:30 PM | | | | | 0 | 58 | 0 | 15 | 0 | 0 | 75 | 130 | 0 | 35 | 47 | 0 | 360 | 1,463 | 1 | 0 | 1 |
| 4:45 PM | | | | | 0 | 50 | 0 | 9 | 0 | 0 | 69 | 157 | 0 | 28 | 52 | 0 | 365 | 1,457 | 0 | 0 | 0 |
| 5:00 PM | | | | | 0 | 70 | 0 | 20 | 0 | 0 | 76 | 118 | 0 | 25 | 47 | 0 | 356 | 1,460 | 3 | 0 | 0 |
| 5:15 PM | | | | | 0 | 48 | 0 | 10 | 0 | 0 | 68 | 152 | 0 | 36 | 68 | 0 | 382 | | 0 | 0 | 0 |
| 5:30 PM | | | | | 0 | 65 | 0 | 24 | 0 | 0 | 54 | 127 | 0 | 38 | 46 | 0 | 354 | | 0 | 0 | 0 |
| 5:45 PM | | | | | 0 | 61 | 0 | 24 | 0 | 0 | 72 | 139 | 0 | 25 | 47 | 0 | 368 | | 0 | 0 | 0 |
| Count Total | | | | | 0 | 451 | 0 | 140 | 0 | 0 | 564 | 1,103 | 0 | 241 | 445 | 0 | 2,944 | | 6 | 0 | 1 |
| Peak Hour | | | | | 0 | 207 | 0 | 62 | 0 | 0 | 294 | 567 | 0 | 117 | 237 | 0 | ##### | | 3 | 0 | 1 |



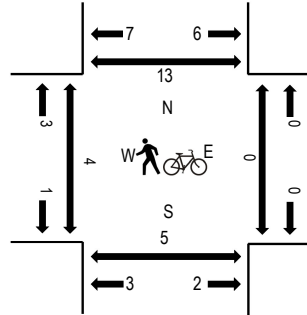
(303) 216-2439
www.alltrafficdata.net

Location: 1 PULGAS AVE & BAY RD PM
Date: Thursday, February 28, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | BAY RD Eastbound | | | | BAY RD Westbound | | | | PULGAS AVE Northbound | | | | PULGAS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------|------|------|-------|---------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 2 | 9 | 3 | 38 | 0 | 3 | 15 | 1 | 0 | 116 | 5 | 6 | 0 | 1 | 3 | 13 | 215 | 910 | 5 | 0 | 1 | 0 |
| 4:15 PM | 0 | 17 | 6 | 41 | 0 | 0 | 7 | 1 | 0 | 127 | 5 | 4 | 0 | 0 | 2 | 14 | 224 | 937 | 5 | 0 | 0 | 0 |
| 4:30 PM | 1 | 16 | 8 | 38 | 0 | 2 | 10 | 0 | 0 | 128 | 9 | 4 | 0 | 0 | 5 | 23 | 244 | 939 | 3 | 0 | 1 | 0 |
| 4:45 PM | 0 | 10 | 2 | 45 | 0 | 6 | 17 | 3 | 0 | 117 | 4 | 4 | 0 | 3 | 5 | 11 | 227 | 910 | 1 | 0 | 2 | 0 |
| 5:00 PM | 1 | 6 | 1 | 51 | 0 | 2 | 6 | 0 | 0 | 139 | 5 | 3 | 0 | 0 | 8 | 20 | 242 | 895 | 0 | 0 | 1 | 6 |
| 5:15 PM | 0 | 11 | 3 | 40 | 0 | 1 | 5 | 0 | 0 | 141 | 4 | 4 | 0 | 0 | 5 | 12 | 226 | | 0 | 0 | 1 | 7 |
| 5:30 PM | 0 | 5 | 4 | 41 | 0 | 4 | 4 | 2 | 0 | 135 | 2 | 2 | 0 | 1 | 3 | 12 | 215 | | 0 | 0 | 0 | 4 |
| 5:45 PM | 1 | 3 | 3 | 44 | 0 | 1 | 2 | 0 | 0 | 133 | 8 | 2 | 0 | 0 | 2 | 13 | 212 | | 3 | 0 | 0 | 1 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 4 |
| Lights | 2 | 40 | 14 | 170 | 0 | 10 | 37 | 2 | 0 | 516 | 21 | 14 | 0 | 3 | 23 | 65 | 917 |
| Mediums | 0 | 1 | 0 | 4 | 0 | 1 | 1 | 1 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| Total | 2 | 43 | 14 | 174 | 0 | 11 | 38 | 3 | 0 | 525 | 22 | 15 | 0 | 3 | 23 | 66 | 939 |



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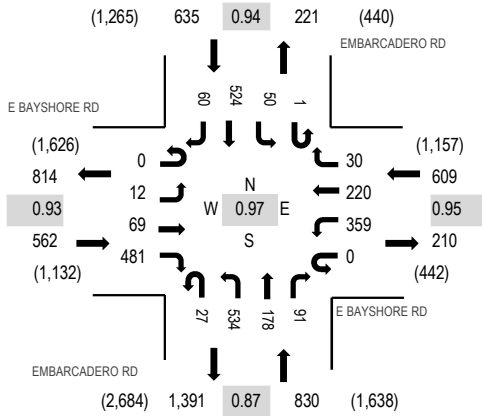
Location: 4 EMBARCADERO RD & E BAYSHORE RD PM

Date: Tuesday, April 16, 2019

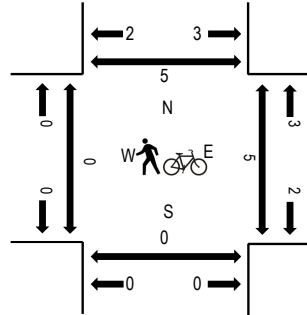
Peak Hour: 04:30 PM - 05:30 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | E BAYSHORE RD Eastbound | | | | E BAYSHORE RD Westbound | | | | EMBARCADERO RD Northbound | | | | EMBARCADERO RD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|----------------------------|------|------|-------|----------------------------|------|------|-------|------------------------------|------|------|-------|------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 3 | 18 | 106 | 0 | 95 | 59 | 3 | 7 | 171 | 47 | 16 | 1 | 13 | 120 | 29 | 688 | 2,579 | 0 | 1 | 0 | 0 |
| 4:15 PM | 0 | 3 | 26 | 129 | 0 | 65 | 58 | 6 | 2 | 98 | 42 | 28 | 0 | 11 | 112 | 16 | 596 | 2,550 | 2 | 0 | 0 | 0 |
| 4:30 PM | 0 | 5 | 13 | 120 | 0 | 91 | 62 | 8 | 4 | 132 | 50 | 26 | 1 | 10 | 119 | 12 | 653 | 2,636 | 0 | 3 | 0 | 1 |
| 4:45 PM | 0 | 5 | 25 | 106 | 0 | 91 | 61 | 7 | 9 | 133 | 48 | 26 | 0 | 11 | 104 | 16 | 642 | 2,631 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 1 | 16 | 120 | 0 | 94 | 56 | 6 | 7 | 129 | 37 | 15 | 0 | 14 | 139 | 25 | 659 | 2,613 | 0 | 1 | 0 | 0 |
| 5:15 PM | 0 | 1 | 15 | 135 | 0 | 83 | 41 | 9 | 7 | 140 | 43 | 24 | 0 | 15 | 162 | 7 | 682 | | 0 | 1 | 0 | 1 |
| 5:30 PM | 0 | 4 | 24 | 129 | 0 | 76 | 55 | 6 | 7 | 122 | 41 | 20 | 0 | 14 | 132 | 18 | 648 | | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 6 | 17 | 105 | 0 | 73 | 47 | 5 | 6 | 122 | 52 | 27 | 0 | 18 | 129 | 17 | 624 | | 1 | 1 | 0 | 2 |

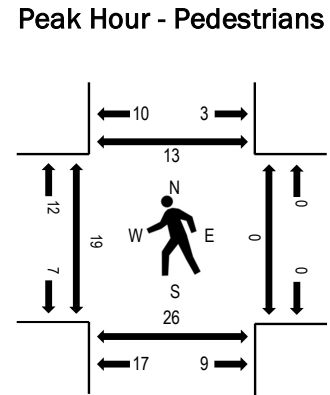
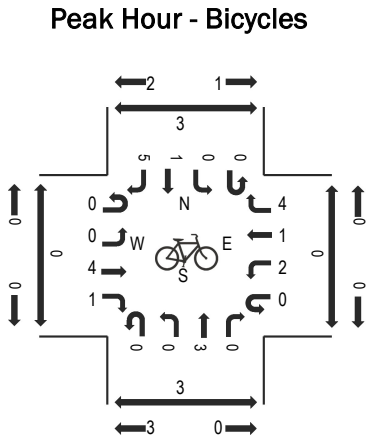
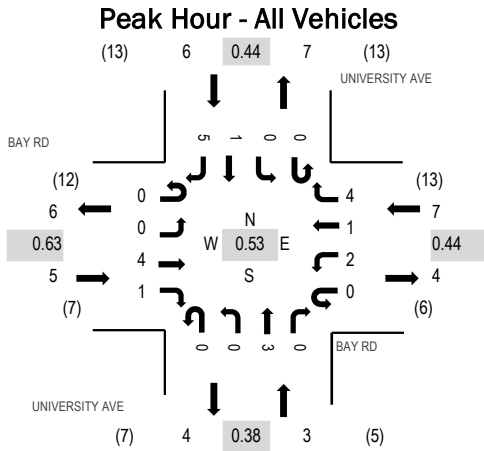
Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Bicycles on Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 12 | 69 | 476 | 0 | 355 | 219 | 27 | 27 | 530 | 175 | 86 | 1 | 48 | 518 | 60 | 2,603 |
| Mediums | 0 | 0 | 0 | 4 | 0 | 4 | 1 | 3 | 0 | 4 | 3 | 5 | 0 | 2 | 6 | 0 | 32 |
| Total | 0 | 12 | 69 | 481 | 0 | 359 | 220 | 30 | 27 | 534 | 178 | 91 | 1 | 50 | 524 | 60 | 2,636 |



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Location: 1 UNIVERSITY AVE & BAY RD AM
Date: Wednesday, April 17, 2019
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | BAY RD Eastbound | | | | BAY RD Westbound | | | | UNIVERSITY AVE Northbound | | | | UNIVERSITY AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|------------------|------|------|-------|------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 | 21 | 4 | 0 | 4 | 5 |
| 7:15 AM | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 18 | 8 | 0 | 9 | 1 |
| 7:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 3 | 0 | 3 | 4 |
| 7:45 AM | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 7 | 17 | 4 | 0 | 10 | 3 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 7 | 6 | 14 | 13 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | | 6 | 6 | 27 | 14 |
| 8:30 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 8 | | 10 | 1 | 5 | 5 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 7 | | 7 | 3 | 7 | 7 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 4 | 1 | 0 | 2 | 1 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 5 | 21 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 4 | 1 | 0 | 2 | 1 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 5 | 21 |



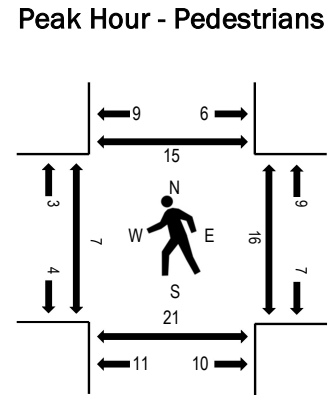
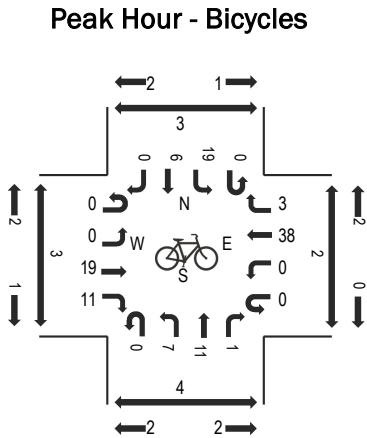
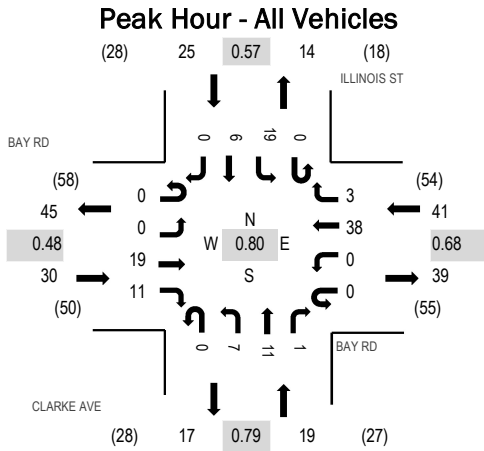
(303) 216-2439
www.alltrafficdata.net

Location: 2 CLARKE AVE & BAY RD AM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | BAY RD Eastbound | | | | BAY RD Westbound | | | | CLARKE AVE Northbound | | | | ILLINOIS ST Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|------------------|------|------|-------|------------------|------|------|-------|-----------------------|------|------|-------|------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 1 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 54 | 1 | 0 | 5 | 2 |
| 7:15 AM | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 70 | 0 | 1 | 9 | 2 |
| 7:30 AM | 0 | 0 | 0 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 12 | 91 | 1 | 0 | 15 | 0 |
| 7:45 AM | 0 | 0 | 12 | 4 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 0 | 28 | 115 | 1 | 6 | 11 | 3 |
| 8:00 AM | 0 | 0 | 3 | 4 | 0 | 0 | 7 | 1 | 0 | 1 | 2 | 1 | 0 | 3 | 1 | 0 | 23 | 105 | 2 | 3 | 3 | 2 |
| 8:15 AM | 0 | 0 | 3 | 1 | 0 | 0 | 10 | 1 | 0 | 3 | 4 | 0 | 0 | 5 | 1 | 0 | 28 | | 3 | 4 | 6 | 9 |
| 8:30 AM | 0 | 0 | 1 | 2 | 0 | 0 | 14 | 1 | 0 | 2 | 5 | 0 | 0 | 11 | 0 | 0 | 36 | | 1 | 3 | 1 | 1 |
| 8:45 AM | 0 | 0 | 7 | 3 | 0 | 0 | 2 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 18 | | 0 | 3 | 4 | 5 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 19 | 11 | 0 | 0 | 38 | 3 | 0 | 7 | 11 | 1 | 0 | 19 | 6 | 0 | 115 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 19 | 11 | 0 | 0 | 38 | 3 | 0 | 7 | 11 | 1 | 0 | 19 | 6 | 0 | 115 |



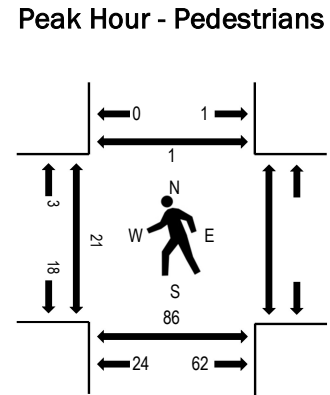
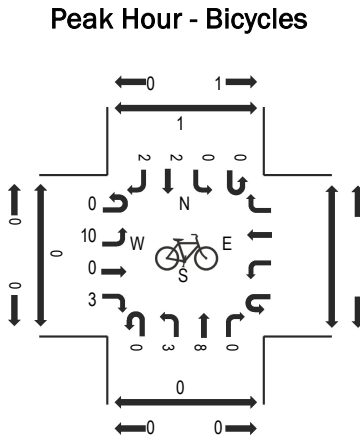
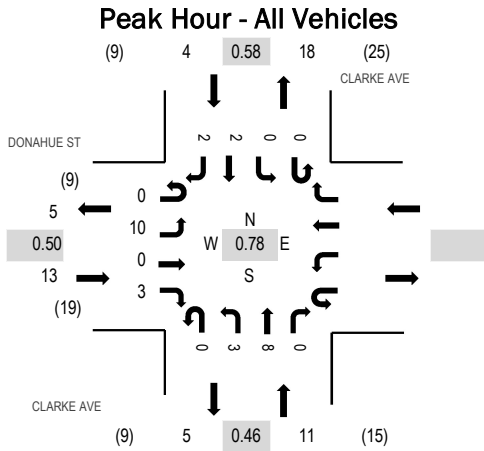
(303) 216-2439
www.alltrafficdata.net

Location: 3 CLARKE AVE & DONAHUE ST AM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | DONAHUE ST Eastbound | | | | Westbound | | | | CLARKE AVE Northbound | | | | CLARKE AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------|------|------|-------|-----------|------|------|-------|-----------------------|------|------|-------|-----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 2 | 0 | 0 | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 19 | 3 | 4 | 0 |
| 7:15 AM | 0 | 2 | 0 | 0 | | | | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 21 | 3 | 2 | 2 |
| 7:30 AM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 24 | 4 | 5 | 0 |
| 7:45 AM | 0 | 0 | 0 | 1 | | | | | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | 28 | 9 | 21 | 0 |
| 8:00 AM | 0 | 2 | 0 | 1 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 6 | 24 | 3 | 17 | 0 |
| 8:15 AM | 0 | 7 | 0 | 0 | | | | | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 6 | 6 | 21 | 1 |
| 8:30 AM | 0 | 1 | 0 | 1 | | | | | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 3 | 27 | 0 |
| 8:45 AM | 0 | 2 | 0 | 0 | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 2 | 2 | 6 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total | | | | | | |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|---|--|--|--|--|----|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | | | | | |
| Articulated Trucks | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| Bicycles on Road | 0 | 10 | 0 | 3 | | | | | 0 | 3 | 8 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | | | | | 28 |
| Lights | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| Mediums | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | 0 |
| Total | 0 | 10 | 0 | 3 | | | | | 0 | 3 | 8 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | | | | | 28 |



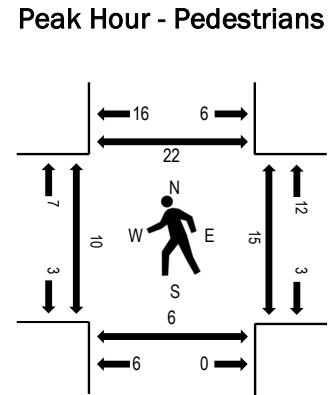
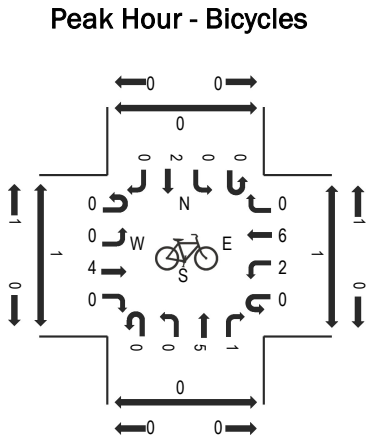
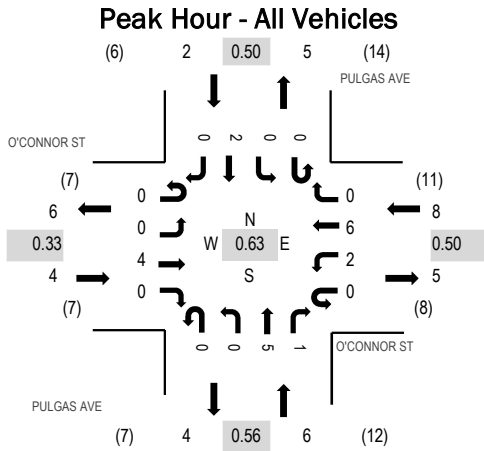
(303) 216-2439
www.alltrafficdata.net

Location: 4 PULGAS AVE & O'CONNOR ST AM

Date: Thursday, May 9, 2019

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | O'CONNOR ST Eastbound | | | | O'CONNOR ST Westbound | | | | PULGAS AVE Northbound | | | | PULGAS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|-----------------------|------|------|-------|-----------------------|------|------|-------|-----------------------|------|------|-------|-----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 16 | 11 | 7 | 0 | 14 |
| 7:15 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 18 | 18 | 5 | 1 | 14 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 5 | 16 | 8 | 5 | 1 | 7 |
| 7:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 1 | 6 | 0 | 9 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 5 | 20 | 3 | 9 | 0 | 7 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | | 3 | 3 | 3 | 11 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | | 4 | 0 | 3 | 1 |
| 8:45 AM | 0 | 0 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 8 | | 0 | 3 | 0 | 3 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 4 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 20 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 4 | 0 | 0 | 2 | 6 | 0 | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 0 | 20 |



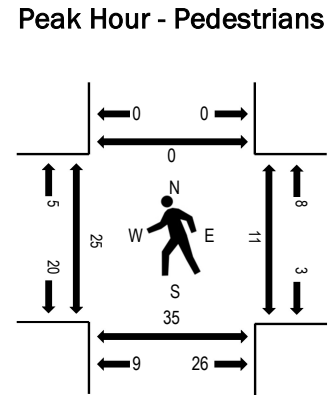
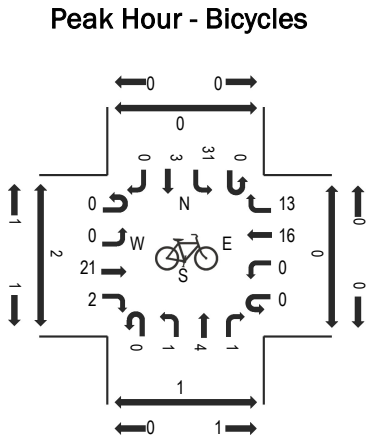
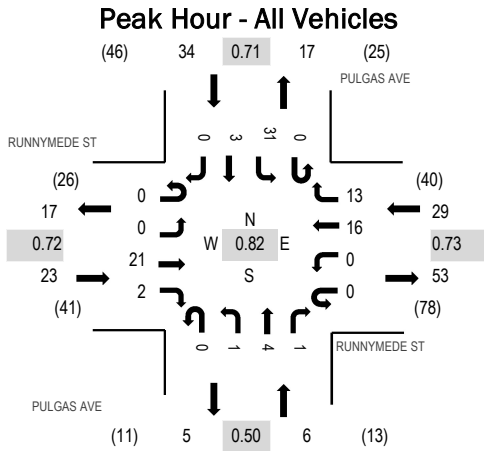
(303) 216-2439
www.alltrafficdata.net

Location: 5 PULGAS AVE & RUNNYMEDE ST AM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | RUNNYMEDE ST Eastbound | | | | RUNNYMEDE ST Westbound | | | | PULGAS AVE Northbound | | | | PULGAS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------------|------|------|-------|---------------------------|------|------|-------|--------------------------|------|------|-------|--------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 11 | 62 | 1 | 0 | 1 | 0 |
| 7:15 AM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 7 | 61 | 1 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 9 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 1 | 0 | 17 | 81 | 2 | 0 | 11 | 1 |
| 7:45 AM | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 1 | 0 | 0 | 12 | 0 | 0 | 27 | 92 | 19 | 4 | 24 | 0 |
| 8:00 AM | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 10 | 78 | 4 | 1 | 10 | 0 |
| 8:15 AM | 0 | 0 | 9 | 0 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 27 | | 2 | 4 | 1 | 0 |
| 8:30 AM | 0 | 0 | 4 | 2 | 0 | 0 | 7 | 2 | 0 | 1 | 1 | 1 | 0 | 8 | 2 | 0 | 28 | | 0 | 2 | 0 | 0 |
| 8:45 AM | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 13 | | 0 | 0 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 21 | 2 | 0 | 0 | 16 | 13 | 0 | 1 | 4 | 1 | 0 | 31 | 3 | 0 | 92 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 21 | 2 | 0 | 0 | 16 | 13 | 0 | 1 | 4 | 1 | 0 | 31 | 3 | 0 | 92 |



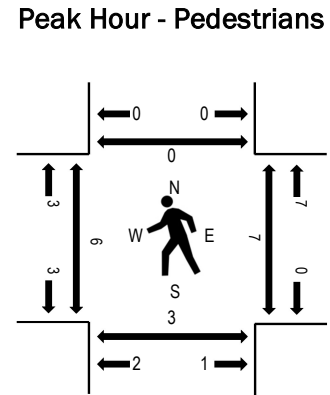
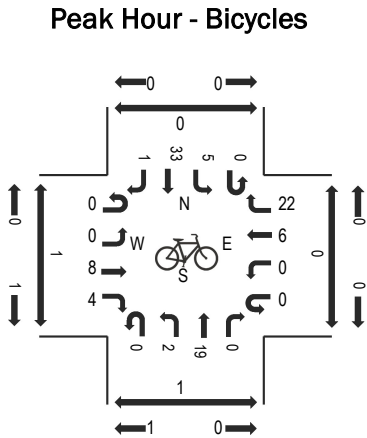
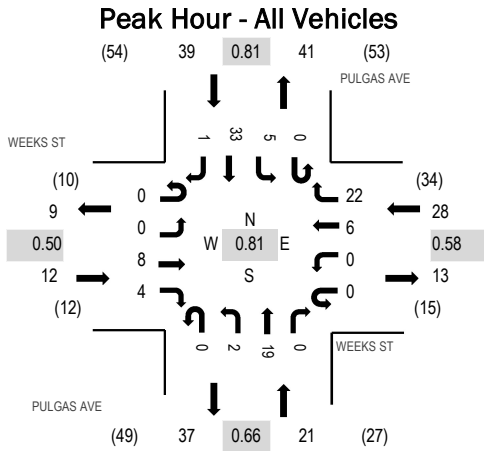
(303) 216-2439
www.alltrafficdata.net

Location: 6 PULGAS AVE & WEEKS ST AM

Date: Thursday, May 9, 2019

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

Peak 15-Minutes: 07:45 AM - 08:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | WEEKS ST Eastbound | | | | WEEKS ST Westbound | | | | PULGAS AVE Northbound | | | | PULGAS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|--------------------|----------|----------|----------|--------------------|----------|----------|----------|-----------------------|----------|----------|----------|-----------------------|----------|-----------|----------|-----------|--------------|----------------------|----------|----------|----------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 46 | 1 | 0 | 1 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 3 | 1 | 8 | 57 | 2 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 4 | 79 | 2 | 1 | 0 | 0 |
| 7:45 AM | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 7 | 0 | 2 | 6 | 0 | 0 | 0 | 10 | 1 | 31 | 100 | 3 | 0 | 1 | 0 |
| 8:00 AM | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 5 | 0 | 14 | 81 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 5 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 7 | 0 | 0 | 4 | 8 | 0 | 30 | | 3 | 6 | 2 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 3 | 0 | 0 | 0 | 10 | 0 | 25 | | 0 | 1 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 12 | | 0 | 1 | 0 | 1 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|----------|----------|----------|-----------|----------|----------|-----------|------------|----------|-----------|----------|------------|----------|-----------|----------|------------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 8 | 4 | 0 | 0 | 6 | 22 | 0 | 2 | 19 | 0 | 0 | 5 | 33 | 1 | 100 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 8 | 4 | 0 | 0 | 6 | 22 | 0 | 2 | 19 | 0 | 0 | 5 | 33 | 1 | 100 |



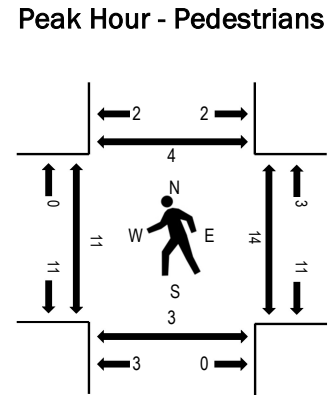
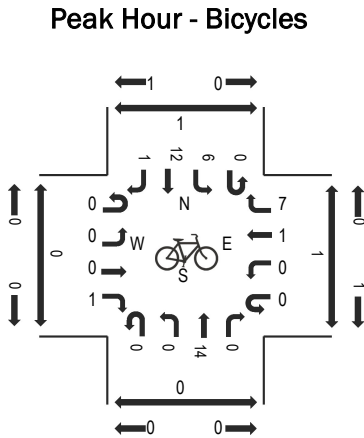
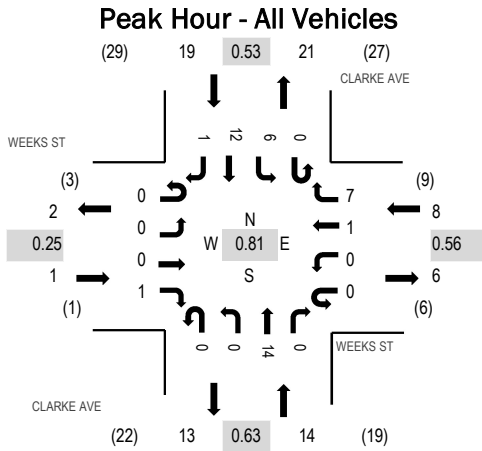
(303) 216-2439
www.alltrafficdata.net

Location: 7 CLARKE AVE & WEEKS ST AM

Date: Thursday, May 9, 2019

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

Peak 15-Minutes: 07:45 AM - 08:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | WEEKS ST Eastbound | | | | WEEKS ST Westbound | | | | CLARKE AVE Northbound | | | | CLARKE AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|--------------------|------|------|-------|--------------------|------|------|-------|-----------------------|------|------|-------|-----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 | 22 | 5 | 1 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 29 | 5 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 37 | 3 | 5 | 3 | 5 |
| 7:45 AM | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 4 | 0 | 13 | 42 | 4 | 2 | 1 | 2 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 10 | 36 | 5 | 2 | 1 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 9 | | 1 | 7 | 1 | 2 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 4 | 0 | 10 | | 1 | 3 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 1 | 7 | | 0 | 1 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 0 | 14 | 0 | 0 | 6 | 12 | 1 | 42 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 7 | 0 | 0 | 14 | 0 | 0 | 6 | 12 | 1 | 42 |



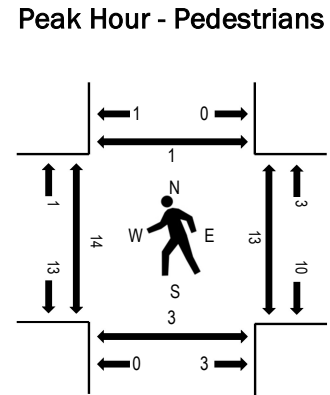
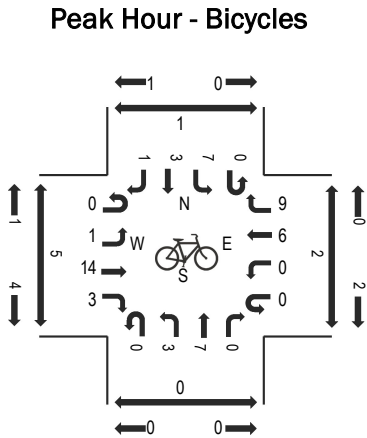
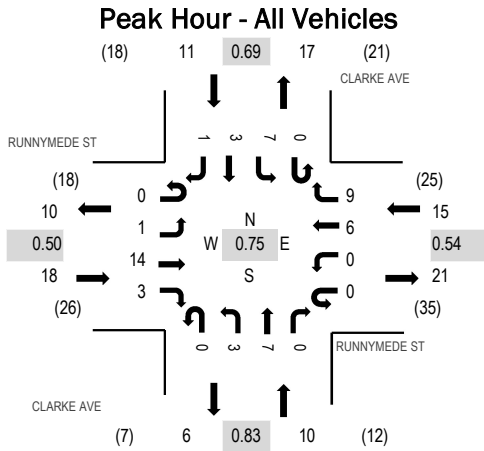
(303) 216-2439
www.alltrafficdata.net

Location: 8 CLARKE AVE & RUNNYMEDE ST AM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | RUNNYMEDE ST Eastbound | | | | RUNNYMEDE ST Westbound | | | | CLARKE AVE Northbound | | | | CLARKE AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|------------------------|------|------|-------|------------------------|------|------|-------|-----------------------|------|------|-------|-----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 31 | 13 | 2 | 1 | 8 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 34 | 6 | 2 | 1 | 5 |
| 7:30 AM | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 12 | 48 | 6 | 6 | 0 | 0 |
| 7:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 1 | 0 | 0 | 2 | 1 | 1 | 11 | 54 | 3 | 2 | 2 | 0 |
| 8:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 2 | 0 | 10 | 50 | 5 | 4 | 0 | 0 |
| 8:15 AM | 0 | 0 | 9 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 15 | | 5 | 4 | 1 | 1 |
| 8:30 AM | 0 | 0 | 3 | 2 | 0 | 0 | 2 | 5 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 18 | | 1 | 3 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 7 | | 1 | 1 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 1 | 14 | 3 | 0 | 0 | 6 | 9 | 0 | 3 | 7 | 0 | 0 | 7 | 3 | 1 | 54 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 14 | 3 | 0 | 0 | 6 | 9 | 0 | 3 | 7 | 0 | 0 | 7 | 3 | 1 | 54 |



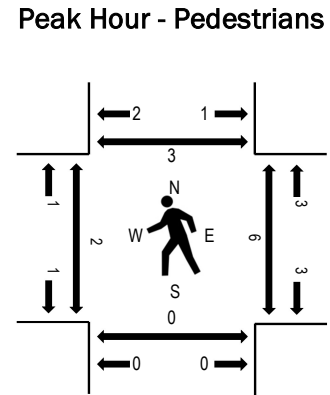
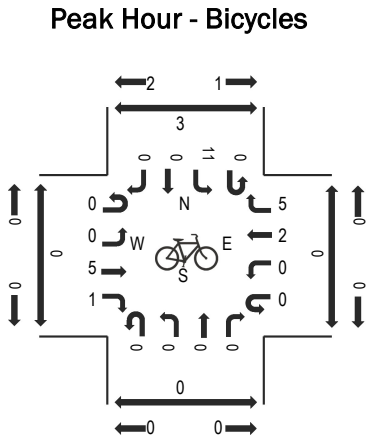
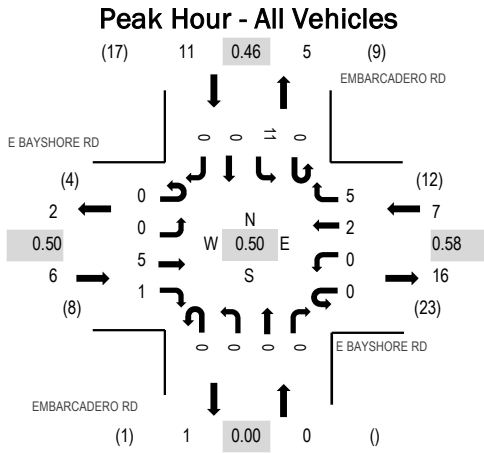
(303) 216-2439
www.alltrafficdata.net

Location: 4 EMBARCADERO RD & E BAYSHORE RD AM

Date: Wednesday, April 17, 2019

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | E BAYSHORE RD Eastbound | | | | E BAYSHORE RD Westbound | | | | EMBARCADERO RD Northbound | | | | EMBARCADERO RD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|-------------------------|------|------|-------|-------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 | 13 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 3 | 13 | 0 | 1 | 0 | 3 |
| 7:45 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 16 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 24 | 0 | 1 | 0 | 1 |
| 8:15 AM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | | 0 | 4 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 6 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 12 | | 2 | 1 | 0 | 1 |

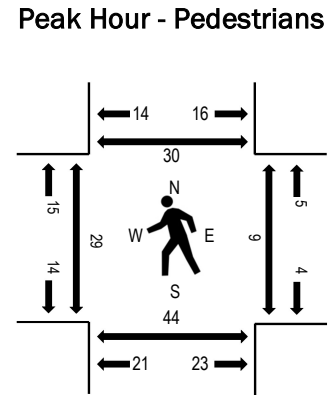
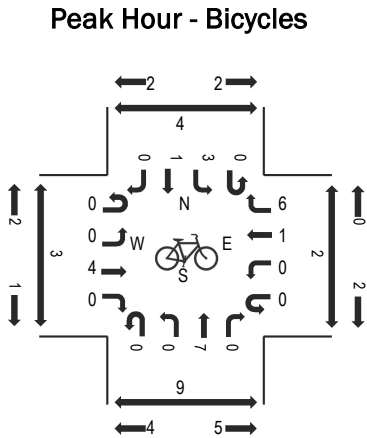
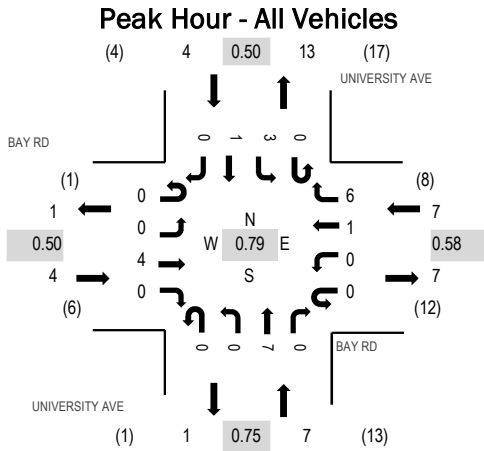
Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 24 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 5 | 1 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 24 |



(303) 216-2439
www.alltrafficdata.net

Location: 1 UNIVERSITY AVE & BAY RD PM
Date: Tuesday, April 16, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | BAY RD Eastbound | | | | BAY RD Westbound | | | | UNIVERSITY AVE Northbound | | | | UNIVERSITY AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------|------|------|-------|---------------------|------|------|-------|------------------------------|------|------|-------|------------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 9 | 11 | 4 | 16 | 11 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 11 | 0 | 20 | 0 |
| 4:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 5 | 16 | 6 | 2 | 9 | 1 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 17 | 12 | 0 | 16 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 3 | 22 | 8 | 3 | 10 | 8 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 6 | | 3 | 3 | 8 | 7 |
| 5:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | | 7 | 2 | 9 | 8 |
| 5:45 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | | 11 | 1 | 17 | 7 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 3 | 1 | 0 | 22 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 0 | 0 | 3 | 1 | 0 | 22 |



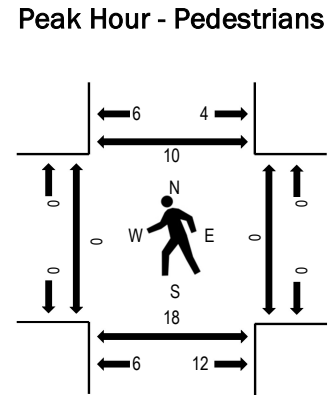
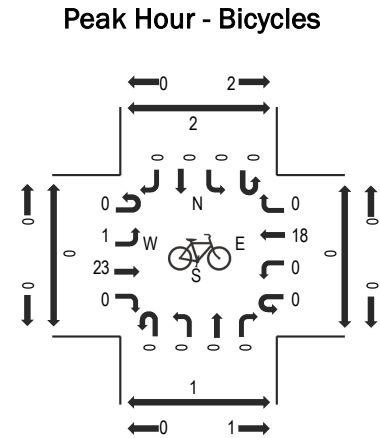
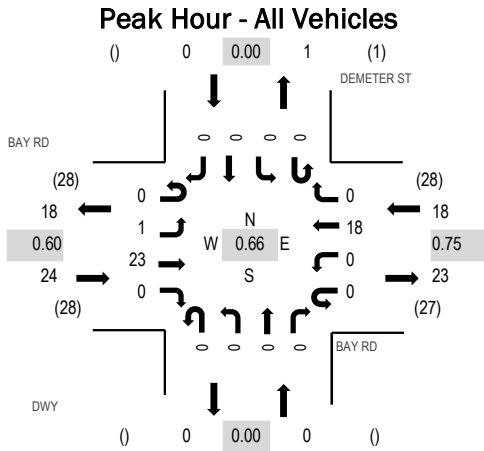
(303) 216-2439
www.alltrafficdata.net

Location: 1 DWY & BAY RD PM

Date: Thursday, May 9, 2019

Peak Hour: 05:00 PM - 06:00 PM

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



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | BAY RD Eastbound | | | | BAY RD Westbound | | | | DWY Northbound | | | | DEMETER ST Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|------------------|------|------|-------|------------------|------|------|-------|----------------|------|------|-------|-----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 14 | 0 | 0 | 2 | 5 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 28 | 0 | 0 | 4 | 5 |
| 4:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 31 | 0 | 0 | 3 | 5 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 38 | 0 | 0 | 2 | 5 |
| 5:00 PM | 0 | 0 | 10 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 42 | 0 | 0 | 7 | 0 |
| 5:15 PM | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | | 0 | 0 | 2 | 7 |
| 5:30 PM | 0 | 0 | 5 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | | 0 | 0 | 4 | 2 |
| 5:45 PM | 0 | 1 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | | 0 | 0 | 5 | 1 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 1 | 23 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 23 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 |



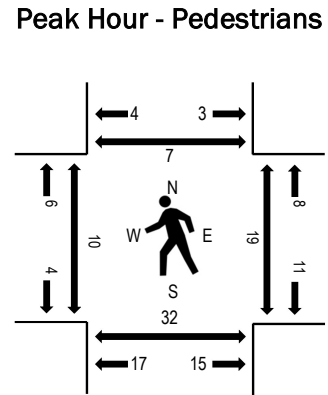
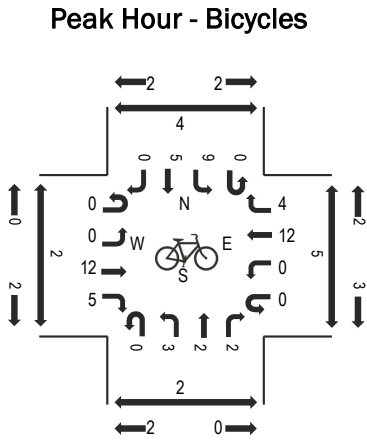
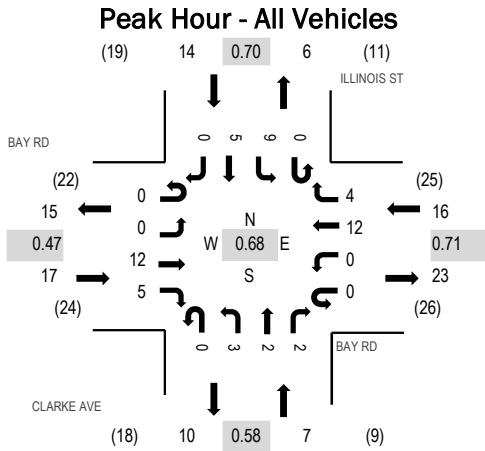
(303) 216-2439
www.alltrafficdata.net

Location: 2 CLARKE AVE & BAY RD PM

Date: Thursday, May 9, 2019

Peak Hour: 05:00 PM - 06:00 PM

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



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | BAY RD Eastbound | | | | BAY RD Westbound | | | | CLARKE AVE Northbound | | | | ILLINOIS ST Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|------------------------|---------------------|------|------|-------|---------------------|------|------|-------|--------------------------|------|------|-------|---------------------------|------|------|-------|-------|-----------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 23 | 3 | 6 | 2 | 3 |
| 4:15 PM | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 41 | 1 | 8 | 17 | 1 |
| 4:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 9 | 46 | 3 | 3 | 8 | 5 |
| 4:45 PM | 0 | 0 | 1 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 50 | 0 | 3 | 4 | 1 |
| 5:00 PM | 0 | 0 | 5 | 4 | 0 | 0 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 4 | 1 | 0 | 20 | 54 | 3 | 2 | 12 | 1 |
| 5:15 PM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 0 | 2 | 1 | 0 | 10 | | 3 | 4 | 7 | 4 |
| 5:30 PM | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 13 | | 2 | 4 | 7 | 1 |
| 5:45 PM | 0 | 0 | 3 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 11 | | 2 | 9 | 6 | 1 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 12 | 5 | 0 | 0 | 12 | 4 | 0 | 3 | 2 | 2 | 0 | 9 | 5 | 0 | 54 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 12 | 5 | 0 | 0 | 12 | 4 | 0 | 3 | 2 | 2 | 0 | 9 | 5 | 0 | 54 |



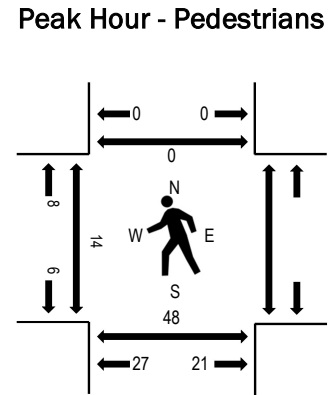
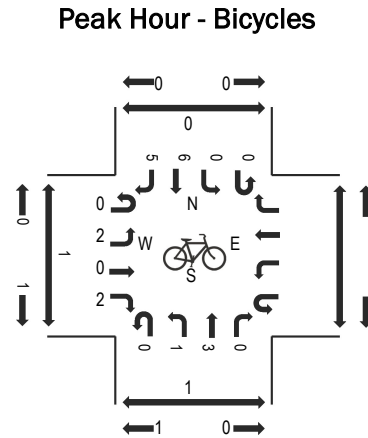
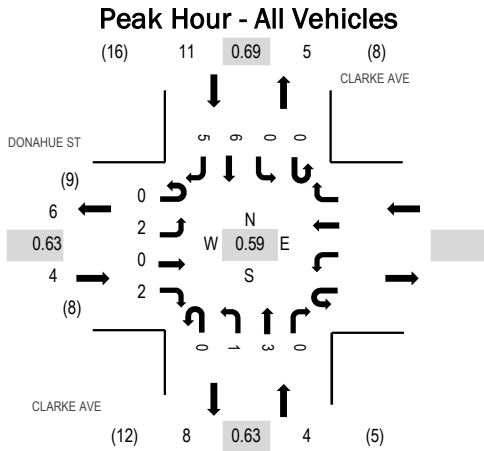
(303) 216-2439
www.alltrafficdata.net

Location: 3 CLARKE AVE & DONAHUE ST PM

Date: Thursday, May 9, 2019

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | DONAHUE ST Eastbound | | | | Westbound | | | | CLARKE AVE Northbound | | | | CLARKE AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|----------------------|------|------|-------|-----------|------|------|-------|-----------------------|------|------|-------|-----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 1 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 1 | 9 | 0 |
| 4:15 PM | 0 | 0 | 0 | 1 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 4 | 12 | 9 | 9 | 0 | |
| 4:30 PM | 0 | 1 | 0 | 1 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 14 | 2 | 8 | 0 | | |
| 4:45 PM | 0 | 0 | 0 | 1 | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | 19 | 3 | 8 | 0 | | |
| 5:00 PM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 17 | 2 | 12 | 0 | | |
| 5:15 PM | 0 | 0 | 0 | 1 | | | | | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 2 | 6 | 7 | 15 | 0 | | |
| 5:30 PM | 0 | 2 | 0 | 0 | | | | | 0 | 0 | 2 | 0 | 0 | 2 | 2 | 8 | 2 | 2 | 13 | 0 | | |
| 5:45 PM | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 8 | 8 | 15 | 1 | | |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total | |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | |
| Articulated Trucks | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 2 | 0 | 2 | | | | | 0 | 1 | 3 | 0 | 0 | 0 | 6 | 5 | 19 | |
| Lights | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Mediums | 0 | 0 | 0 | 0 | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Total | 0 | 2 | 0 | 2 | | | | | 0 | 1 | 3 | 0 | 0 | 0 | 6 | 5 | 19 | |



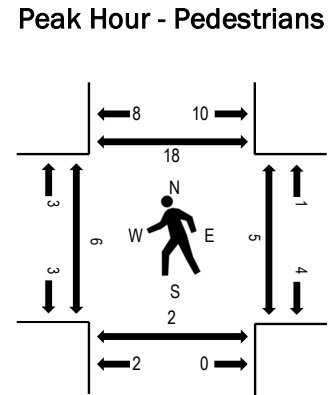
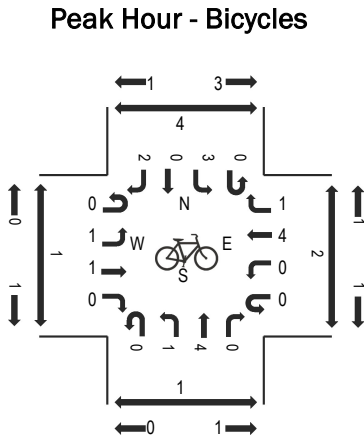
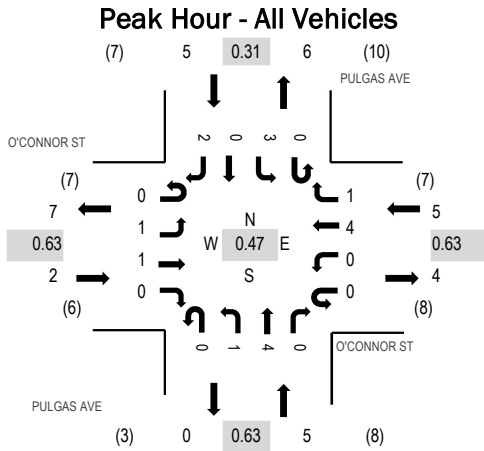
(303) 216-2439
www.alltrafficdata.net

Location: 4 PULGAS AVE & O'CONNOR ST PM

Date: Thursday, May 9, 2019

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:45 PM - 06:00 PM



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | O'CONNOR ST Eastbound | | | | O'CONNOR ST Westbound | | | | PULGAS AVE Northbound | | | | PULGAS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|-----------------------|------|------|-------|-----------------------|------|------|-------|-----------------------|------|------|-------|-----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 11 | 17 | 6 | 0 | 9 |
| 4:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 13 | 11 | 1 | 1 | 4 |
| 4:30 PM | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 14 | 7 | 6 | 0 | 10 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 4 | 12 | 0 | 1 | 0 | 4 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 3 | 1 | 0 | 6 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | | 0 | 4 | 1 | 6 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 2 | 9 | | 3 | 0 | 1 | 4 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 4 | 0 | 0 | 3 | 0 | 2 | 17 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 1 | 1 | 0 | 0 | 0 | 4 | 1 | 0 | 1 | 4 | 0 | 0 | 3 | 0 | 2 | 17 |



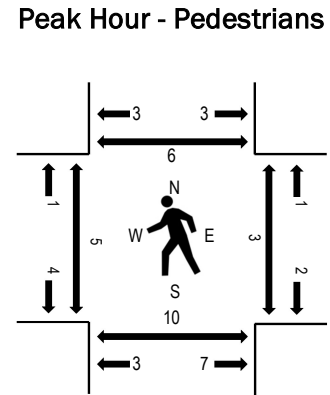
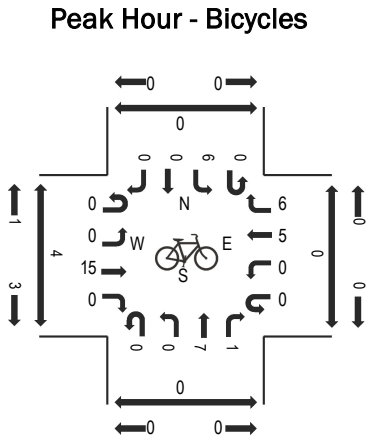
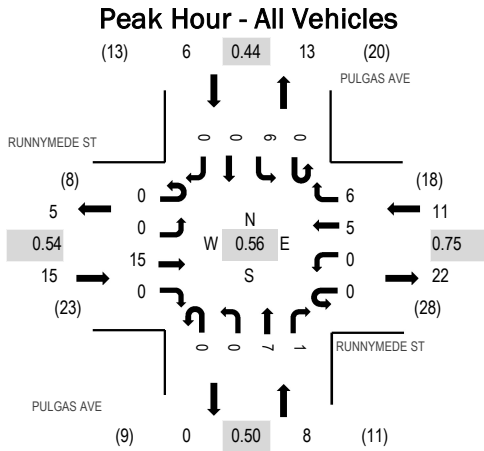
(303) 216-2439
www.alltrafficdata.net

Location: 5 PULGAS AVE & RUNNYMEDE ST PM

Date: Thursday, May 9, 2019

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:45 PM - 06:00 PM



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | RUNNYMEDE ST Eastbound | | | | RUNNYMEDE ST Westbound | | | | PULGAS AVE Northbound | | | | PULGAS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|------------------------|------|------|-------|------------------------|------|------|-------|-----------------------|------|------|-------|-----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 5 | 25 | 5 | 0 | 0 | 2 |
| 4:15 PM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 8 | 25 | 5 | 0 | 6 | 0 |
| 4:30 PM | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 28 | 0 | 2 | 1 | 0 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 6 | 28 | 7 | 1 | 4 | 0 |
| 5:00 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 5 | 40 | 0 | 1 | 0 | 0 |
| 5:15 PM | 0 | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 11 | | 2 | 0 | 7 | 1 |
| 5:30 PM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | | 2 | 1 | 1 | 2 |
| 5:45 PM | 0 | 0 | 7 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 18 | | 1 | 1 | 2 | 3 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 15 | 0 | 0 | 0 | 5 | 6 | 0 | 0 | 7 | 1 | 0 | 6 | 0 | 0 | 40 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 15 | 0 | 0 | 0 | 5 | 6 | 0 | 0 | 7 | 1 | 0 | 6 | 0 | 0 | 40 |



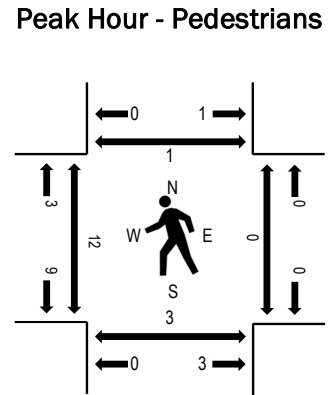
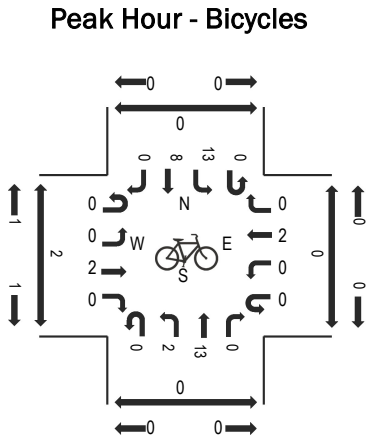
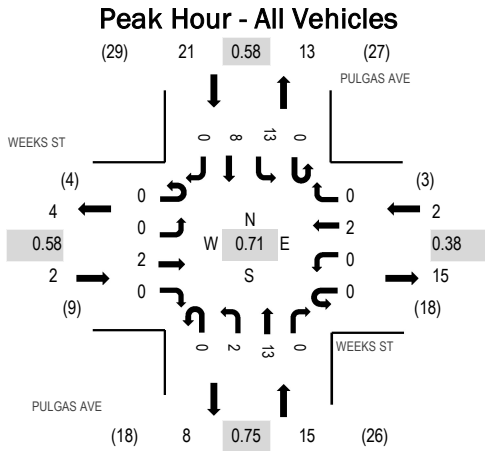
(303) 216-2439
www.alltrafficdata.net

Location: 6 PULGAS AVE & WEEKS ST PM

Date: Thursday, May 9, 2019

Peak Hour: 05:00 PM - 06:00 PM

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



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | WEEKS ST Eastbound | | | | WEEKS ST Westbound | | | | PULGAS AVE Northbound | | | | PULGAS AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|--------------------|------|------|-------|--------------------|------|------|-------|-----------------------|------|------|-------|-----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 6 | 0 | 9 | 27 | 0 | 1 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 6 | 32 | 3 | 1 | 0 | 0 |
| 4:30 PM | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 7 | 36 | 1 | 0 | 1 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 5 | 34 | 3 | 1 | 7 | 0 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 2 | 0 | 14 | 40 | 1 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 3 | 1 | 0 | 10 | | 3 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 5 | | 7 | 0 | 2 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 1 | 5 | 0 | 11 | | 1 | 0 | 1 | 0 |

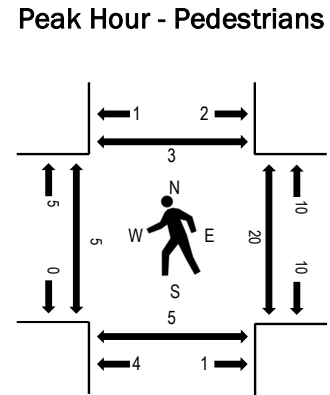
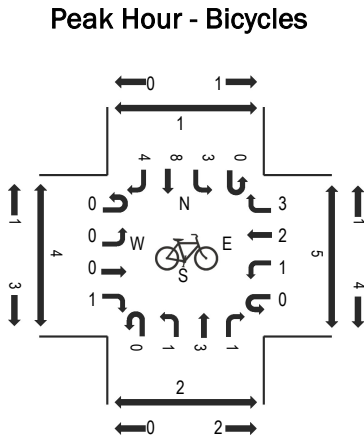
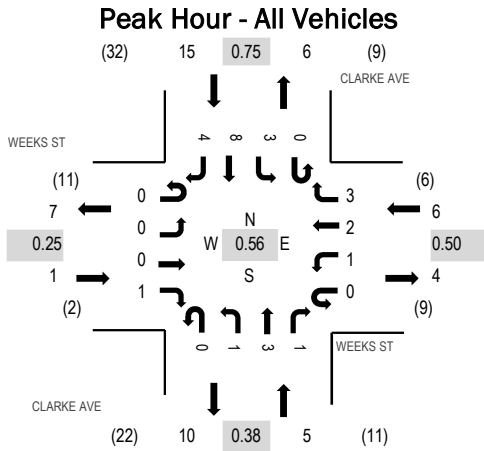
Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total | | | | | | |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|---|---|---|---|---|--|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | | | | | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Bicycles on Road | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 13 | 0 | 0 | 13 | 8 | 0 | 40 | | | | | | |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | | |
| Total | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 13 | 0 | 0 | 13 | 8 | 0 | 40 | | | | | | |



(303) 216-2439
www.alltrafficdata.net

Location: 7 CLARKE AVE & WEEKS ST PM
Date: Thursday, May 9, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | WEEKS ST Eastbound | | | | WEEKS ST Westbound | | | | CLARKE AVE Northbound | | | | CLARKE AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|--------------------|------|------|-------|--------------------|------|------|-------|-----------------------|------|------|-------|-----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 5 | 24 | 4 | 3 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | 5 | 26 | 1 | 9 | 0 | 3 |
| 4:30 PM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 1 | 2 | 2 | 12 | 27 | 1 | 5 | 1 | 1 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 22 | 0 | 3 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 1 | 7 | 27 | 3 | 6 | 4 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 6 | | 1 | 6 | 0 | 2 |
| 5:30 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 7 | | 6 | 3 | 2 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 1 | 3 | 0 | 7 | | 0 | 5 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 1 | 3 | 1 | 0 | 3 | 8 | 4 | 27 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 1 | 3 | 1 | 0 | 3 | 8 | 4 | 27 |



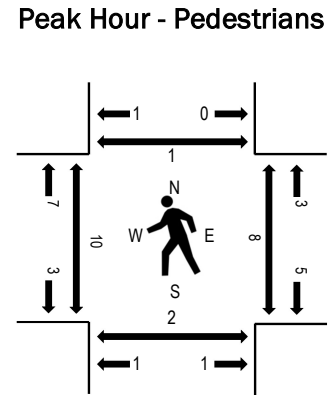
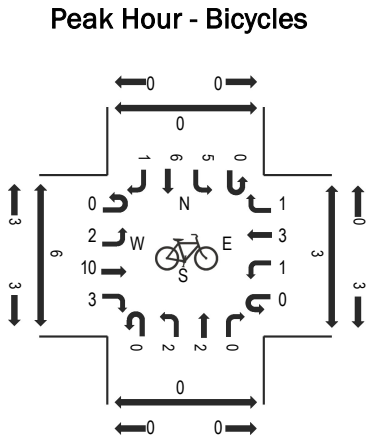
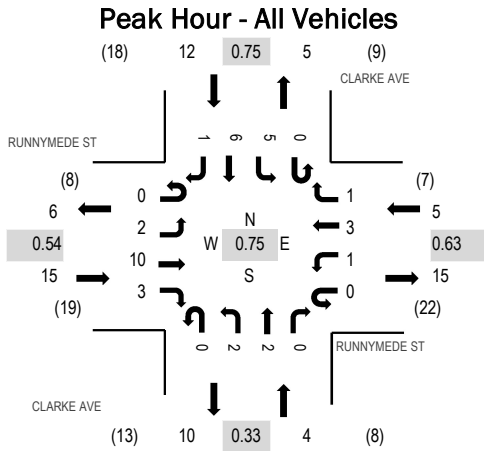
(303) 216-2439
www.alltrafficdata.net

Location: 8 CLARKE AVE & RUNNYMEDE ST PM

Date: Thursday, May 9, 2019

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:45 PM - 06:00 PM



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | RUNNYMEDE ST Eastbound | | | | RUNNYMEDE ST Westbound | | | | CLARKE AVE Northbound | | | | CLARKE AVE Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|------------------------|------|------|-------|------------------------|------|------|-------|-----------------------|------|------|-------|-----------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 16 | 1 | 3 | 0 | 0 |
| 4:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 4 | 18 | 0 | 4 | 0 | 3 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 5 | 22 | 4 | 4 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 27 | 3 | 3 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 6 | 36 | 1 | 1 | 1 | 0 |
| 5:15 PM | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | | 2 | 4 | 1 | 1 |
| 5:30 PM | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 2 | 0 | 10 | | 4 | 1 | 0 | 0 |
| 5:45 PM | 0 | 1 | 4 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 0 | 12 | | 3 | 2 | 0 | 0 |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 2 | 10 | 3 | 0 | 1 | 3 | 1 | 0 | 2 | 2 | 0 | 0 | 5 | 6 | 1 | 36 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 2 | 10 | 3 | 0 | 1 | 3 | 1 | 0 | 2 | 2 | 0 | 0 | 5 | 6 | 1 | 36 |



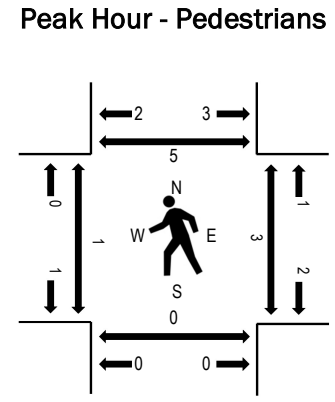
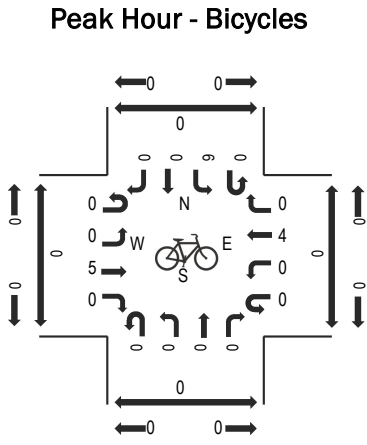
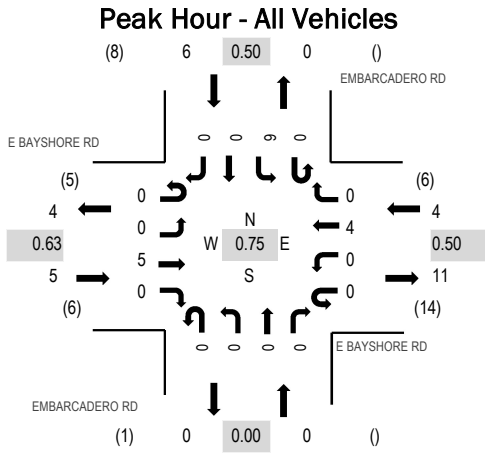
(303) 216-2439
www.alltrafficdata.net

Location: 4 EMBARCADERO RD & E BAYSHORE RD PM

Date: Tuesday, April 16, 2019

Peak Hour: 05:00 PM - 06:00 PM

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



Note: Total study counts contained in parentheses.

Traffic Counts

| Interval Start Time | E BAYSHORE RD Eastbound | | | | E BAYSHORE RD Westbound | | | | EMBARCADERO RD Northbound | | | | EMBARCADERO RD Southbound | | | | Total | Rolling Hour | Pedestrian Crossings | | | |
|---------------------|-------------------------|------|------|-------|-------------------------|------|------|-------|---------------------------|------|------|-------|---------------------------|------|------|-------|-------|--------------|----------------------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | | | West | East | South | North |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 1 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 | 2 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 8 | 0 | 3 | 0 | 1 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 15 | 0 | 1 | 0 | 0 |
| 5:15 PM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 5 | 0 | 1 | 0 | 1 | |
| 5:30 PM | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 1 | 0 | 2 | |

Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bicycles on Road | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 15 |
| Lights | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 15 |

Appendix B
Volume Summary Tables

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: 1
 Traffic Node Number: 11
 Intersection Name: University Avenue (SR 109 & Bay Road)
 Peak Hour: AM
 Date of Analysis: 09/10/19
 Count Date: 04/17/19
 Scenario: 965 Weeks Street Residential
 Future Growth % Per Year for minor Roads: 0
 (S,J) Growth Factor: 0.000
 Future Growth % Per Year for Major Roads: 0.012
 (S,J) Number of Months: 0.0
 Number of Years to Buildout: 21

| Scenario: | Movements | | | | | | | | | | | | Total | |
|---|----------------|------------|------------|---------------|------------|------------|----------------|------------|-----------|---------------|------------|-----------|-------------|------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | | |
| Existing Conditions | 113 | 862 | 154 | 130 | 221 | 76 | 87 | 677 | 76 | 58 | 219 | 60 | 2733 | |
| | check | 113 | 862 | 154 | 130 | 221 | 76 | 87 | 677 | 76 | 58 | 219 | 60 | 2733 |
| RVSP Proj Trips without Loop Rd | 13 | 36 | 364 | 83 | 119 | 110 | 260 | 26 | 4 | 2 | 451 | 10 | 1478 | |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 11 | |
| The Primary School Proj Trips without Loop Road | 0 | 0 | 18 | 14 | 36 | 0 | 0 | 2 | 4 | 0 | 45 | 0 | 119 | |
| Regional Growth (2019 to 2040) | 28 | 217 | 39 | 33 | 56 | 19 | 22 | 171 | 19 | 15 | 55 | 15 | 689 | |
| Sobrato Office Phase II without Loop Road | 0 | 46 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 54 | |
| University Circle Phase II | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 28 | |
| 2398 University Avenue Hotel Only | 0 | 0 | 5 | 3 | 5 | 25 | 28 | 0 | 0 | 0 | 7 | 0 | 73 | |
| Total Cumulative Growth | 41 | 326 | 426 | 133 | 216 | 156 | 310 | 217 | 27 | 17 | 558 | 25 | 2452 | |
| Cumul + Project Conditions without Loop Road | 154 | 1188 | 580 | 263 | 437 | 232 | 397 | 894 | 103 | 75 | 777 | 85 | 5185 | |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | |
| Existing + Proj No Loop Road | 113 | 862 | 156 | 136 | 223 | 76 | 87 | 677 | 76 | 58 | 220 | 60 | 2744 | |
| Cumul No Project Conditions without Loop Road | 154 | 1188 | 578 | 257 | 435 | 232 | 397 | 894 | 103 | 75 | 776 | 85 | 5174 | |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **2**
 Traffix Node Number: 21
 Intersection Name: Clarke Avenue & Bay Road (unsignalized)
 Peak Hour: AM
 Date of Analysis: 09/10/19
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential
 Future Growth % Per Year for minor Roads: 0
 (S,J) Growth Factor: 0.000
 Future Growth % Per Year for Major Roads: 0.012
 (S,J) Number of Months: 0.0
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|------------|---------------|------------|-----------|----------------|-----------|-----------|---------------|------------|----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 18 | 212 | 97 | 30 | 279 | 24 | 38 | 43 | 164 | 223 | 293 | 6 | 1427 |
| RVSP Proj Trips without Loop Rd | 5 | 10 | 310 | 57 | 234 | 22 | 176 | 4 | 21 | 38 | 946 | 2 | 1825 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 18 | 0 | 0 | 6 | 0 | 0 | 16 | 44 | 50 | 14 | 0 | 148 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II without Loop Road | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 10 |
| Total Cumulative Growth | 12 | 28 | 310 | 57 | 240 | 22 | 176 | 20 | 66 | 89 | 960 | 5 | 1985 |
| Cumul + Project Conditions without Loop Road | 30 | 240 | 407 | 87 | 519 | 46 | 214 | 63 | 230 | 312 | 1253 | 11 | 3412 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 11 |
| Existing + Proj No Loop Road | 18 | 212 | 97 | 30 | 279 | 24 | 38 | 43 | 172 | 226 | 293 | 6 | 1438 |
| Cumul No Project Conditions without Loop Road | 30 | 240 | 407 | 87 | 519 | 46 | 214 | 63 | 222 | 309 | 1253 | 11 | 3401 |

Intersection Number: **3**
 Traffix Node Number: 22
 Intersection Name: Clarke Avenue & Weeks Street (unsignalized)
 Peak Hour: AM
 Date of Analysis: 09/10/19
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential
 Future Growth % Per Year for minor Roads: 0
 (S,J) Growth Factor: 0.000
 Future Growth % Per Year for Major Roads: 0.012
 (S,J) Number of Months: 0.0
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|-----------|---------------|-----------|-----------|----------------|------------|----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 49 | 400 | 12 | 22 | 18 | 11 | 16 | 222 | 11 | 7 | 6 | 9 | 783 |
| RVSP Proj Trips without Loop Rd | 4 | 36 | 24 | 10 | 10 | 5 | 9 | 176 | 0 | 0 | 21 | 19 | 314 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 0 | 68 | 60 | 45 | 32 | 37 | 0 | 0 | 0 | 45 | 0 | 287 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total Cumulative Growth | 4 | 37 | 92 | 70 | 55 | 37 | 46 | 177 | 0 | 0 | 66 | 19 | 603 |
| Cumul + Project Conditions without Loop Road | 53 | 437 | 104 | 92 | 73 | 48 | 62 | 399 | 11 | 7 | 72 | 28 | 1386 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 3 | 9 | 7 | 8 | 3 | 0 | 0 | 0 | 2 | 0 | 32 |
| Existing + Proj No Loop Road | 49 | 400 | 15 | 31 | 25 | 19 | 19 | 222 | 11 | 7 | 8 | 9 | 815 |
| Cumul No Project Conditions without Loop Road | 53 | 437 | 101 | 83 | 66 | 40 | 59 | 399 | 11 | 7 | 70 | 28 | 1354 |

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965 Weeks St Residential Development TIA

Intersection Number: **4**
 Traffix Node Number: 23
 Intersection Name: Clarke Avenue & Runnymede Street (unsignalized)
 Peak Hour: AM Date of Analysis: 09/10/19
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential Future Growth % Per Year for minor Roads: 0
 (S,J) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (S,J) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|----------|---------------|-----------|----------|----------------|------------|----------|---------------|------------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 51 | 373 | 13 | 24 | 142 | 28 | 25 | 189 | 56 | 74 | 158 | 26 | 1159 |
| RVSP Proj Trips without Loop Rd | 9 | 31 | 0 | 0 | 31 | 5 | 9 | 129 | 0 | 0 | 135 | 56 | 405 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 4 | 29 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 4 | 70 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total Cumulative Growth | 13 | 61 | 0 | 0 | 33 | 5 | 9 | 163 | 0 | 0 | 135 | 60 | 479 |
| Cumul + Project Conditions without Loop Road | 64 | 434 | 13 | 24 | 175 | 33 | 34 | 352 | 56 | 74 | 293 | 86 | 1638 |
| 965 Weeks Proj TripsNo Loop Road | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 |
| Existing + Proj No Loop Road | 58 | 374 | 13 | 24 | 142 | 28 | 25 | 189 | 56 | 74 | 158 | 29 | 1170 |
| Cumul No Project Conditions without Loop Road | 57 | 433 | 13 | 24 | 175 | 33 | 34 | 352 | 56 | 74 | 293 | 83 | 1627 |

Intersection Number: **5**
 Traffix Node Number: 24
 Intersection Name: Clarke Avenue & Donohoe Street (unsignalized)
 Peak Hour: AM Date of Analysis: 09/10/19
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential Future Growth % Per Year for minor Roads: 0
 (S,J) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (S,J) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|----------|---------------|----------|----------|----------------|-----------|-----------|---------------|----------|------------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 195 | 303 | 0 | 0 | 0 | 0 | 0 | 196 | 197 | 104 | 0 | 206 | 1201 |
| RVSP Proj Trips without Loop Rd | 23 | 18 | 0 | 0 | 0 | 0 | 0 | 38 | 4 | 4 | 0 | 100 | 187 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 |
| The Primary School Proj Trips without Loop Road | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 16 |
| Regional Growth (2019 to 2040) | 49 | 76 | 0 | 0 | 0 | 0 | 0 | 49 | 50 | 26 | 0 | 52 | 303 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 9 |
| University Circle Phase II | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 80 | 98 | 0 | 0 | 0 | 0 | 0 | 95 | 59 | 33 | 0 | 157 | 523 |
| Cumul + Project Conditions without Loop Road | 275 | 401 | 0 | 0 | 0 | 0 | 0 | 291 | 256 | 137 | 0 | 363 | 1724 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing + Proj No Loop Road | 195 | 303 | 0 | 0 | 0 | 0 | 0 | 196 | 197 | 104 | 0 | 206 | 1201 |
| Cumul No Project Conditions without Loop Road | 275 | 401 | 0 | 0 | 0 | 0 | 0 | 291 | 256 | 137 | 0 | 363 | 1724 |

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Intersection Number: **6**
 Trafix Node Number: 26
 Intersection Name: Demeter Street & Bay Road (unsignalized)
 Peak Hour: AM
 Date of Analysis: 09/10/19
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential
 Future Growth % Per Year for minor Roads: 0
 (S.J) Growth Factor: 0.000
 Future Growth % Per Year for Major Roads: 0.012
 (S.J) Number of Months: 0.0
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|----------|-----------|---------------|------------|----------|----------------|----------|----------|---------------|-------------|------------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 26 | 0 | 4 | 12 | 304 | 14 | 0 | 0 | 2 | 4 | 382 | 49 | 797 |
| RVSP Proj Trips without Loop Rd | 72 | 0 | 11 | 43 | 234 | 0 | 0 | 0 | 0 | 0 | 1073 | 347 | 1780 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 20 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 72 | 0 | 11 | 43 | 240 | 0 | 0 | 0 | 0 | 0 | 1087 | 347 | 1800 |
| Cumul + Project Conditions without Loop Road | 98 | 0 | 15 | 55 | 544 | 14 | 0 | 0 | 2 | 4 | 1469 | 396 | 2597 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing + Proj No Loop Road | 26 | 0 | 4 | 12 | 304 | 14 | 0 | 0 | 2 | 4 | 382 | 49 | 797 |
| Cumul No Project Conditions without Loop Road | 98 | 0 | 15 | 55 | 544 | 14 | 0 | 0 | 2 | 4 | 1469 | 396 | 2597 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **7**
 Traffix Node Number: 27
 Intersection Name: Pulgas Avenue & Bay Road (unsignalized)
 Peak Hour: AM
 Count Date: 02/28/19
 Scenario: 965 Weeks Street Residential
 (S,J) Growth Factor: 0.000
 (S,J) Number of Months: 0.0
 Date of Analysis: 09/10/19
 Future Growth % Per Year for minor Roads: 0
 Future Growth % Per Year for Major Roads: 0.012
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|----------|---------------|------------|-----------|----------------|-----------|------------|---------------|------------|-----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 18 | 3 | 1 | 2 | 15 | 5 | 5 | 27 | 265 | 296 | 19 | 77 | 733 |
| RVSP Proj Trips without Loop Rd | 17 | 16 | 0 | 0 | 161 | 60 | 401 | 42 | 77 | 61 | 925 | 33 | 1793 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 0 | 0 | 20 |
| Regional Growth (2019 to 2040) | 5 | 1 | 0 | 1 | 4 | 1 | 1 | 7 | 67 | 75 | 5 | 19 | 185 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 22 | 17 | 0 | 1 | 165 | 61 | 402 | 49 | 150 | 150 | 930 | 52 | 1998 |
| Cumul + Project Conditions without Loop Road | 40 | 20 | 1 | 3 | 180 | 66 | 407 | 76 | 415 | 446 | 949 | 129 | 2731 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing + Proj No Loop Road | 18 | 3 | 1 | 2 | 15 | 5 | 5 | 27 | 265 | 296 | 19 | 77 | 733 |
| Cumul No Project Conditions without Loop Road | 40 | 20 | 1 | 3 | 180 | 66 | 407 | 76 | 415 | 446 | 949 | 129 | 2731 |

Intersection Number: **8**
 Traffix Node Number: 28
 Intersection Name: Pulgas Avenue & Weeks Street (unsignalized)
 Peak Hour: AM
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential
 (S,J) Growth Factor: 0.000
 (S,J) Number of Months: 0.0
 Date of Analysis: 09/10/19
 Future Growth % Per Year for minor Roads: 0
 Future Growth % Per Year for Major Roads: 0.012
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|------------|-----------|----------------|------------|-----------|---------------|------------|----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 8 | 278 | 2 | 5 | 1 | 6 | 3 | 280 | 19 | 21 | 2 | 5 | 630 |
| RVSP Proj Trips without Loop Rd | 0 | 119 | 15 | 2 | 8 | 8 | 22 | 533 | 5 | 4 | 22 | 6 | 744 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 0 | 14 | 6 | 137 | 36 | 41 | 0 | 0 | 0 | 150 | 0 | 384 |
| Regional Growth (2019 to 2040) | 2 | 70 | 1 | 1 | 0 | 2 | 1 | 71 | 5 | 5 | 1 | 1 | 159 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 2 | 189 | 30 | 9 | 145 | 46 | 64 | 604 | 10 | 9 | 173 | 7 | 1287 |
| Cumul + Project Conditions without Loop Road | 10 | 467 | 32 | 14 | 146 | 52 | 67 | 884 | 29 | 30 | 175 | 12 | 1917 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 0 | 0 | 15 |
| Existing + Proj No Loop Road | 8 | 278 | 2 | 5 | 1 | 6 | 3 | 280 | 23 | 32 | 2 | 5 | 645 |
| Cumul No Project Conditions without Loop Road | 10 | 467 | 32 | 14 | 146 | 52 | 67 | 884 | 25 | 19 | 175 | 12 | 1902 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **9**
 Traffic Node Number: 29
 Intersection Name: Pulgas Avenue & Runnymede Street (unsignalized)
 Peak Hour: AM
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential
 (S,J) Growth Factor: 0.000
 (S,J) Number of Months: 0.0

Date of Analysis: 09/10/19
 Future Growth % Per Year for minor Roads: 0
 Future Growth % Per Year for Major Roads: 0.012
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|-----------|-----------|----------------|------------|-----------|---------------|-----------|------------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 20 | 226 | 60 | 64 | 98 | 98 | 105 | 218 | 63 | 51 | 123 | 23 | 1149 |
| RVSP Proj Trips without Loop Rd | 32 | 99 | 0 | 1 | 4 | 1 | 0 | 416 | 0 | 0 | 1 | 143 | 697 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 77 |
| Regional Growth (2019 to 2040) | 5 | 57 | 15 | 16 | 25 | 25 | 26 | 55 | 16 | 13 | 31 | 6 | 290 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 37 | 192 | 15 | 17 | 29 | 26 | 26 | 512 | 18 | 13 | 32 | 149 | 1066 |
| Cumul + Project Conditions without Loop Road | 57 | 418 | 75 | 81 | 127 | 124 | 131 | 730 | 81 | 64 | 155 | 172 | 2215 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 14 |
| Existing + Proj No Loop Road | 20 | 236 | 60 | 64 | 98 | 98 | 105 | 222 | 63 | 51 | 123 | 23 | 1163 |
| Cumul No Project Conditions without Loop Road | 57 | 408 | 75 | 81 | 127 | 124 | 131 | 726 | 81 | 64 | 155 | 172 | 2201 |

Intersection Number: **10**
 Traffic Node Number: 30
 Intersection Name: Pulgas Avenue & O'Connor Street (unsignalized)
 Peak Hour: AM
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential
 (S,J) Growth Factor: 0.000
 (S,J) Number of Months: 0.0

Date of Analysis: 09/10/19
 Future Growth % Per Year for minor Roads: 0
 Future Growth % Per Year for Major Roads: 0.012
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|-----------|----------|----------------|------------|----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 145 | 219 | 68 | 98 | 142 | 22 | 12 | 144 | 29 | 15 | 57 | 60 | 1011 |
| RVSP Proj Trips without Loop Rd | 11 | 70 | 12 | 44 | 1 | 0 | 0 | 314 | 0 | 2 | 1 | 55 | 510 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 30 |
| Regional Growth (2019 to 2040) | 37 | 55 | 17 | 25 | 36 | 6 | 3 | 36 | 7 | 4 | 14 | 15 | 255 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 48 | 139 | 29 | 71 | 40 | 6 | 3 | 366 | 7 | 6 | 15 | 70 | 800 |
| Cumul + Project Conditions without Loop Road | 193 | 358 | 97 | 169 | 182 | 28 | 15 | 510 | 36 | 21 | 72 | 130 | 1811 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 12 |
| Existing + Proj No Loop Road | 145 | 228 | 68 | 98 | 142 | 22 | 12 | 147 | 29 | 15 | 57 | 60 | 1023 |
| Cumul No Project Conditions without Loop Road | 193 | 349 | 97 | 169 | 182 | 28 | 15 | 507 | 36 | 21 | 72 | 130 | 1799 |

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Intersection Number: **11**
 Traffix Node Number: 31
 Intersection Name: Pulgas Avenue & East Bayshore Road
 Peak Hour: AM
 Date of Analysis: 09/10/19
 Count Date: 09/25/18
 Scenario: 965 Weeks Street Residential
 Future Growth % Per Year for minor Roads: 0
 (S,J) Growth Factor: 0.000
 Future Growth % Per Year for Major Roads: 0.012
 (S,J) Number of Months: 0.0
 Number of Years to Buildout: **22**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|----------|------------|---------------|-----------|----------|----------------|----------|----------|---------------|------------|----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 26 | 0 | 471 | 133 | 84 | 0 | 0 | 0 | 0 | 0 | 471 | 26 | 1211 |
| RVSP Proj Trips without Loop Rd | 0 | 0 | 73 | 314 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 402 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 0 | 14 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 38 |
| Regional Growth (2018 to 2040) | 7 | 0 | 124 | 35 | 22 | 0 | 0 | 0 | 0 | 0 | 124 | 7 | 320 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 7 | 0 | 211 | 365 | 38 | 0 | 0 | 0 | 0 | 0 | 135 | 7 | 764 |
| Cumul + Project Conditions without Loop Road | 33 | 0 | 682 | 498 | 122 | 0 | 0 | 0 | 0 | 0 | 606 | 33 | 1975 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Existing + Proj No Loop Road | 26 | 0 | 480 | 136 | 84 | 0 | 0 | 0 | 0 | 0 | 471 | 26 | 1223 |
| Cumul No Project Conditions without Loop Road | 33 | 0 | 673 | 495 | 122 | 0 | 0 | 0 | 0 | 0 | 606 | 33 | 1963 |

Intersection Number: **12**
 Traffix Node Number: 32
 Intersection Name: Embarcadero Road & East Bayshore Road (Palo Alto)
 Peak Hour: AM
 Date of Analysis: 09/10/19
 Count Date: 04/17/19
 Scenario: 965 Weeks Street Residential
 Future Growth % Per Year for minor Roads: 0
 (S,J) Growth Factor: 0.000
 Future Growth % Per Year for Major Roads: 0.012
 (S,J) Number of Months: 0.0
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|----------|---------------|-----------|-----------|----------------|------------|------------|---------------|-----------|-----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 13 | 117 | 27 | 70 | 56 | 110 | 338 | 629 | 347 | 739 | 152 | 54 | 2652 |
| RVSP Proj Trips without Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 322 | 80 | 0 | 0 | 402 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 16 | 14 | 4 | 0 | 38 |
| Regional Growth (2019 to 2040) | 3 | 29 | 7 | 18 | 14 | 28 | 85 | 159 | 87 | 186 | 38 | 14 | 668 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 3 | 29 | 7 | 18 | 21 | 28 | 85 | 159 | 426 | 280 | 42 | 14 | 1112 |
| Cumul + Project Conditions without Loop Road | 16 | 146 | 34 | 88 | 77 | 138 | 423 | 788 | 773 | 1019 | 194 | 68 | 3764 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 0 | 12 |
| Existing + Proj No Loop Road | 13 | 117 | 27 | 70 | 56 | 110 | 338 | 629 | 350 | 748 | 152 | 54 | 2664 |
| Cumul No Project Conditions without Loop Road | 16 | 146 | 34 | 88 | 77 | 138 | 423 | 788 | 770 | 1010 | 194 | 68 | 3752 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **1**
 Trafix Node Number: 11
 Intersection Name: University Avenue (SR & Bay Road)
 Peak Hour: PM
 Count Date: 04/16/19
 Scenario: 965 Weeks Street Residential
 (SJ) Growth Factor: 0.000
 (SJ) Number of Months: 0.0
 Date of Analysis: 09/10/19
 Future Growth % Per Year for minor Roads: 0
 Future Growth % Per Year for Major Roads: 0.012
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|------------|---------------|------------|------------|----------------|------------|-----------|---------------|------------|-----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 24 | 439 | 105 | 463 | 214 | 156 | 40 | 938 | 40 | 88 | 252 | 149 | 2908 |
| RVSP Proj Trips without Loop Rd | 14 | 33 | 105 | 337 | 428 | 336 | 111 | 55 | 11 | 7 | 148 | 19 | 1604 |
| Approved+Pending Proj Trips in EPA outside RVSP | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 13 |
| The Primary School Proj Trips without Loop Road | 0 | 0 | 6 | 7 | 19 | 0 | 0 | 1 | 2 | 0 | 14 | 0 | 49 |
| Regional Growth (2019 to 2040) | 6 | 111 | 26 | 117 | 54 | 39 | 10 | 236 | 10 | 22 | 64 | 38 | 733 |
| Sobrato Office Phase II without Loop Road | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 39 | 0 | 0 | 0 | 0 | 48 |
| University Circle Phase II | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 28 |
| 2398 University Avenue Hotel Only | 0 | 0 | 5 | 5 | 7 | 36 | 32 | 0 | 0 | 0 | 7 | 0 | 92 |
| Total Cumulative Growth | 20 | 164 | 142 | 466 | 508 | 411 | 155 | 359 | 23 | 29 | 233 | 57 | 2567 |
| Cumul + Project Conditions without Loop Road | 44 | 603 | 247 | 929 | 722 | 567 | 195 | 1297 | 63 | 117 | 485 | 206 | 5475 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 6 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 13 |
| Existing + Proj No Loop Road | 24 | 439 | 111 | 467 | 215 | 156 | 40 | 938 | 40 | 88 | 254 | 149 | 2921 |
| Cumul No Project Conditions without Loop Road | 44 | 603 | 241 | 925 | 721 | 567 | 195 | 1297 | 63 | 117 | 483 | 206 | 5462 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **2**
 Trafix Node Number: 21
 Intersection Name: Clarke Avenue & Bay Road (unsignalized)
 Peak Hour: PM Date of Analysis: 09/10/19
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|-----------|---------------|------------|------------|----------------|-----------|-----------|---------------|------------|-----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 22 | 78 | 29 | 94 | 511 | 43 | 40 | 125 | 256 | 146 | 199 | 18 | 1561 |
| RVSP Proj Trips without Loop Rd | 3 | 4 | 72 | 288 | 966 | 110 | 42 | 10 | 32 | 27 | 260 | 5 | 1819 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 6 | 0 | 0 | 3 | 0 | 0 | 8 | 23 | 16 | 4 | 0 | 60 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 5 | 13 |
| Total Cumulative Growth | 8 | 10 | 72 | 288 | 969 | 110 | 42 | 18 | 56 | 45 | 264 | 12 | 1894 |
| Cumul + Project Conditions without Loop Road | 30 | 88 | 101 | 382 | 1480 | 153 | 82 | 143 | 312 | 191 | 463 | 30 | 3455 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 0 | 0 | 13 |
| Existing + Proj No Loop Road | 22 | 78 | 29 | 94 | 511 | 43 | 40 | 125 | 261 | 154 | 199 | 18 | 1574 |
| Cumul No Project Conditions without Loop Road | 30 | 88 | 101 | 382 | 1480 | 153 | 82 | 143 | 307 | 183 | 463 | 30 | 3442 |

Intersection Number: **3**
 Trafix Node Number: 22
 Intersection Name: Clarke Avenue & Weeks Street (unsignalized)
 Peak Hour: PM Date of Analysis: 09/10/19
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|-----------|-----------|----------------|-----------|----------|---------------|-----------|----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 23 | 238 | 21 | 14 | 6 | 7 | 16 | 406 | 18 | 9 | 2 | 26 | 786 |
| RVSP Proj Trips without Loop Rd | 2 | 131 | 11 | 21 | 20 | 7 | 5 | 51 | 0 | 0 | 9 | 7 | 264 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 0 | 22 | 31 | 23 | 17 | 12 | 0 | 0 | 0 | 14 | 0 | 119 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| Total Cumulative Growth | 2 | 133 | 33 | 52 | 43 | 24 | 17 | 52 | 0 | 0 | 23 | 7 | 386 |
| Cumul + Project Conditions without Loop Road | 25 | 371 | 54 | 66 | 49 | 31 | 33 | 458 | 18 | 9 | 25 | 33 | 1172 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 9 | 6 | 5 | 5 | 10 | 0 | 0 | 0 | 6 | 0 | 41 |
| Existing + Proj No Loop Road | 23 | 238 | 30 | 20 | 11 | 12 | 26 | 406 | 18 | 9 | 8 | 26 | 827 |
| Cumul No Project Conditions without Loop Road | 25 | 371 | 45 | 60 | 44 | 26 | 23 | 458 | 18 | 9 | 19 | 33 | 1131 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **4**
 Trafix Node Number: 23
 Intersection Name: Clarke Avenue & Runnymede Street (unsignalized)
 Peak Hour: PM Date of Analysis: 09/10/19
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|----------|---------------|------------|----------|----------------|-----------|----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 34 | 189 | 23 | 18 | 70 | 16 | 33 | 324 | 40 | 30 | 112 | 119 | 1008 |
| RVSP Proj Trips without Loop Rd | 18 | 121 | 0 | 0 | 115 | 9 | 5 | 36 | 0 | 0 | 40 | 20 | 364 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 28 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| Total Cumulative Growth | 20 | 138 | 0 | 0 | 115 | 9 | 5 | 47 | 0 | 0 | 40 | 21 | 395 |
| Cumul + Project Conditions without Loop Road | 54 | 327 | 23 | 18 | 185 | 25 | 38 | 371 | 40 | 30 | 152 | 140 | 1403 |
| 965 Weeks Proj TripsNo Loop Road | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 15 |
| Existing + Proj No Loop Road | 39 | 189 | 23 | 18 | 70 | 16 | 33 | 325 | 40 | 30 | 112 | 128 | 1023 |
| Cumul No Project Conditions without Loop Road | 49 | 327 | 23 | 18 | 185 | 25 | 38 | 370 | 40 | 30 | 152 | 131 | 1388 |

Intersection Number: **5**
 Trafix Node Number: 24
 Intersection Name: Clarke Avenue & Donohoe Street (unsignalized)
 Peak Hour: PM Date of Analysis: 09/10/19
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|----------|---------------|----------|----------|----------------|-----------|-----------|---------------|----------|------------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 124 | 178 | 0 | 0 | 0 | 0 | 0 | 227 | 151 | 124 | 0 | 345 | 1149 |
| RVSP Proj Trips without Loop Rd | 120 | 40 | 0 | 0 | 0 | 0 | 0 | 19 | 5 | 5 | 0 | 24 | 213 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 |
| The Primary School Proj Trips without Loop Road | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 |
| Regional Growth (2019 to 2040) | 31 | 45 | 0 | 0 | 0 | 0 | 0 | 57 | 38 | 31 | 0 | 87 | 290 |
| Sobrato Office Phase II without Loop Road | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 8 |
| University Circle Phase II | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 154 | 89 | 0 | 0 | 0 | 0 | 0 | 78 | 46 | 42 | 0 | 116 | 526 |
| Cumul + Project Conditions without Loop Road | 278 | 267 | 0 | 0 | 0 | 0 | 0 | 305 | 197 | 166 | 0 | 461 | 1675 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing + Proj No Loop Road | 124 | 178 | 0 | 0 | 0 | 0 | 0 | 227 | 151 | 124 | 0 | 345 | 1149 |
| Cumul No Project Conditions without Loop Road | 278 | 267 | 0 | 0 | 0 | 0 | 0 | 305 | 197 | 166 | 0 | 461 | 1675 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **6**
 Trafix Node Number: 26
 Intersection Name: Demeter Street & Bay Road (unsignalized)
 Peak Hour: PM
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential
 (SJ) Growth Factor: 0.000
 (SJ) Number of Months: 0.0

Date of Analysis: 09/10/19
 Future Growth % Per Year for minor Roads: 0
 Future Growth % Per Year for Major Roads: 0.012
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|----------|-----------|---------------|-------------|----------|----------------|----------|----------|---------------|------------|-----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 38 | 0 | 12 | 12 | 602 | 20 | 0 | 0 | 5 | 2 | 247 | 21 | 959 |
| RVSP Proj Trips without Loop Rd | 324 | 0 | 41 | 12 | 1029 | 0 | 0 | 0 | 0 | 0 | 287 | 82 | 1775 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 7 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 324 | 0 | 41 | 12 | 1032 | 0 | 0 | 0 | 0 | 0 | 291 | 82 | 1782 |
| Cumul + Project Conditions without Loop Road | 362 | 0 | 53 | 24 | 1634 | 20 | 0 | 0 | 5 | 2 | 538 | 103 | 2741 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing + Proj No Loop Road | 38 | 0 | 12 | 12 | 602 | 20 | 0 | 0 | 5 | 2 | 247 | 21 | 959 |
| Cumul No Project Conditions without Loop Road | 362 | 0 | 53 | 24 | 1634 | 20 | 0 | 0 | 5 | 2 | 538 | 103 | 2741 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **7**
 Trafix Node Number: 27
 Intersection Name: Pulgas Avenue & Bay Road (unsignalized)
 Peak Hour: PM Date of Analysis: 09/10/19
 Count Date: 02/28/19
 Scenario: 965 Weeks Street Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|----------|---------------|------------|------------|----------------|-----------|------------|---------------|------------|-----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 66 | 23 | 3 | 3 | 38 | 11 | 15 | 22 | 525 | 174 | 14 | 45 | 939 |
| RVSP Proj Trips without Loop Rd | 36 | 44 | 0 | 0 | 881 | 344 | 86 | 19 | 57 | 79 | 203 | 21 | 1770 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 7 |
| Regional Growth (2019 to 2040) | 17 | 6 | 1 | 1 | 10 | 3 | 4 | 6 | 132 | 44 | 4 | 11 | 237 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 53 | 50 | 1 | 1 | 891 | 347 | 90 | 25 | 192 | 127 | 207 | 32 | 2014 |
| Cumul + Project Conditions without Loop Road | 119 | 73 | 4 | 4 | 929 | 358 | 105 | 47 | 717 | 301 | 221 | 77 | 2953 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing + Proj No Loop Road | 66 | 23 | 3 | 3 | 38 | 11 | 15 | 22 | 525 | 174 | 14 | 45 | 939 |
| Cumul No Project Conditions without Loop Road | 119 | 73 | 4 | 4 | 929 | 358 | 105 | 47 | 717 | 301 | 221 | 77 | 2953 |

Intersection Number: **8**
 Trafix Node Number: 28
 Intersection Name: Pulgas Avenue & Weeks Street (unsignalized)
 Peak Hour: PM Date of Analysis: 09/10/19
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|----------|---------------|-----------|-----------|----------------|------------|----------|---------------|-----------|----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 16 | 224 | 3 | 4 | 2 | 2 | 8 | 474 | 14 | 14 | 3 | 14 | 778 |
| RVSP Proj Trips without Loop Rd | 0 | 485 | 4 | 9 | 26 | 25 | 8 | 148 | 4 | 5 | 6 | 2 | 722 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 0 | 4 | 3 | 71 | 19 | 13 | 0 | 0 | 0 | 48 | 0 | 158 |
| Regional Growth (2019 to 2040) | 4 | 56 | 1 | 1 | 1 | 1 | 2 | 119 | 4 | 4 | 1 | 4 | 196 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 4 | 541 | 9 | 13 | 98 | 45 | 23 | 267 | 8 | 9 | 55 | 6 | 1076 |
| Cumul + Project Conditions without Loop Road | 20 | 765 | 12 | 17 | 100 | 47 | 31 | 741 | 22 | 23 | 58 | 20 | 1854 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 7 | 0 | 0 | 18 |
| Existing + Proj No Loop Road | 16 | 224 | 3 | 4 | 2 | 2 | 8 | 474 | 25 | 21 | 3 | 14 | 796 |
| Cumul No Project Conditions without Loop Road | 20 | 765 | 12 | 17 | 100 | 47 | 31 | 741 | 11 | 16 | 58 | 20 | 1836 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **9**
 Traffix Node Number: 29
 Intersection Name: Pulgas Avenue & Runnymede Street (unsignalized)
 Peak Hour: PM Date of Analysis: 09/10/19
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|----------|----------|----------------|------------|-----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 21 | 176 | 36 | 23 | 30 | 27 | 46 | 451 | 55 | 44 | 74 | 47 | 1030 |
| RVSP Proj Trips without Loop Rd | 123 | 390 | 1 | 0 | 1 | 0 | 1 | 119 | 0 | 0 | 4 | 41 | 680 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 32 |
| Regional Growth (2019 to 2040) | 5 | 44 | 9 | 6 | 8 | 7 | 12 | 114 | 14 | 11 | 19 | 12 | 260 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 128 | 453 | 10 | 6 | 9 | 7 | 13 | 246 | 14 | 11 | 23 | 53 | 972 |
| Cumul + Project Conditions without Loop Road | 149 | 629 | 46 | 29 | 39 | 34 | 59 | 697 | 69 | 55 | 97 | 100 | 2002 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 18 |
| Existing + Proj No Loop Road | 21 | 183 | 36 | 23 | 30 | 27 | 46 | 462 | 55 | 44 | 74 | 47 | 1048 |
| Cumul No Project Conditions without Loop Road | 149 | 622 | 46 | 29 | 39 | 34 | 59 | 686 | 69 | 55 | 97 | 100 | 1984 |

Intersection Number: **10**
 Traffix Node Number: 30
 Intersection Name: Pulgas Avenue & O'Connor Street (unsignalized)
 Peak Hour: PM Date of Analysis: 09/10/19
 Count Date: 05/09/19
 Scenario: 965 Weeks Street Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|-----------|----------|----------------|------------|----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 65 | 143 | 55 | 64 | 92 | 33 | 27 | 401 | 17 | 32 | 132 | 59 | 1120 |
| RVSP Proj Trips without Loop Rd | 52 | 266 | 42 | 14 | 2 | 0 | 0 | 90 | 0 | 1 | 2 | 14 | 483 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 12 |
| Regional Growth (2019 to 2040) | 16 | 36 | 14 | 16 | 23 | 8 | 7 | 101 | 4 | 8 | 33 | 15 | 282 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 68 | 309 | 58 | 30 | 25 | 8 | 7 | 196 | 4 | 9 | 37 | 29 | 781 |
| Cumul + Project Conditions without Loop Road | 133 | 452 | 113 | 94 | 117 | 41 | 34 | 597 | 21 | 41 | 169 | 88 | 1901 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 15 |
| Existing + Proj No Loop Road | 65 | 149 | 55 | 64 | 92 | 33 | 27 | 410 | 17 | 32 | 132 | 59 | 1135 |
| Cumul No Project Conditions without Loop Road | 133 | 446 | 113 | 94 | 117 | 41 | 34 | 588 | 21 | 41 | 169 | 88 | 1886 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **11**
 Trafix Node Number: 31
 Intersection Name: Pulgas Avenue & East Bayshore Road
 Peak Hour: PM Date of Analysis: 09/10/19
 Count Date: 09/25/18
 Scenario: 965 Weeks Street Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **22**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|----------|------------|---------------|-----------|----------|----------------|----------|----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 62 | 0 | 207 | 567 | 294 | 0 | 0 | 0 | 0 | 0 | 237 | 117 | 1484 |
| RVSP Proj Trips without Loop Rd | 0 | 0 | 267 | 90 | 10 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 376 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 0 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 |
| Regional Growth (2018+C447 to 2040) | 16 | 0 | 55 | 150 | 78 | 0 | 0 | 0 | 0 | 0 | 63 | 31 | 392 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 16 | 0 | 329 | 245 | 90 | 0 | 0 | 0 | 0 | 0 | 78 | 31 | 788 |
| Cumul + Project Conditions without Loop Road | 78 | 0 | 536 | 812 | 384 | 0 | 0 | 0 | 0 | 0 | 315 | 148 | 2272 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Existing + Proj No Loop Road | 62 | 0 | 213 | 576 | 294 | 0 | 0 | 0 | 0 | 0 | 237 | 117 | 1499 |
| Cumul No Project Conditions without Loop Road | 78 | 0 | 530 | 803 | 384 | 0 | 0 | 0 | 0 | 0 | 315 | 148 | 2257 |

Intersection Number: **12**
 Trafix Node Number: 32
 Intersection Name: Embarcadero Road & East Bayshore Road (Palo Alto)
 Peak Hour: PM Date of Analysis: 09/10/19
 Count Date: 04/16/19
 Scenario: 965 Weeks Street Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|-----------|-----------|----------------|-----------|------------|---------------|-----------|----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 60 | 524 | 51 | 30 | 220 | 359 | 91 | 178 | 561 | 481 | 69 | 12 | 2636 |
| RVSP Proj Trips without Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 276 | 0 | 0 | 376 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips without Loop Road | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 7 | 2 | 0 | 15 |
| Regional Growth (2019 to 2040) | 15 | 132 | 13 | 8 | 55 | 90 | 23 | 45 | 141 | 121 | 17 | 3 | 664 |
| Sobrato Office Phase II without Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 15 | 132 | 13 | 8 | 57 | 90 | 23 | 45 | 246 | 405 | 22 | 3 | 1060 |
| Cumul + Project Conditions without Loop Road | 75 | 656 | 64 | 38 | 277 | 449 | 114 | 223 | 807 | 886 | 91 | 15 | 3696 |
| 965 Weeks Proj TripsNo Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 6 | 0 | 0 | 15 |
| Existing + Proj No Loop Road | 60 | 524 | 51 | 30 | 220 | 359 | 91 | 178 | 570 | 487 | 69 | 12 | 2651 |
| Cumul No Project Conditions without Loop Road | 75 | 656 | 64 | 38 | 277 | 449 | 114 | 223 | 798 | 880 | 91 | 15 | 3681 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **1**
 Trafix Node Number: 11
 Intersection Name: University Avenue & Bay Road
 Peak Hour: AM
 Date of Analysis: 09/19/19
 Count Date: 04/17/19
 Scenario: 965 Weeks St Residential
 Future Growth % Per Year for minor Roads: 0
 (S,J) Growth Factor: 0.000
 Future Growth % Per Year for Major Roads: 0.012
 (S,J) Number of Months: 0.0
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|------------|---------------|------------|------------|----------------|------------|-----------|---------------|------------|-----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 113 | 862 | 154 | 130 | 221 | 76 | 87 | 677 | 76 | 58 | 219 | 60 | 2733 |
| Loop Rd Reassign Ex Traffic | 0 | 0 | -35 | -23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| RVSP Proj Trips with Loop Rd | 13 | 36 | 256 | 58 | 119 | 110 | 260 | 26 | 4 | 2 | 451 | 10 | 1345 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 11 |
| The Primary School Proj Trips with Loop Rd | 0 | 0 | 10 | 7 | 36 | 0 | 0 | 2 | 4 | 0 | 45 | 0 | 104 |
| Regional Growth (2019 to 2040) | 28 | 217 | 39 | 33 | 56 | 19 | 22 | 171 | 19 | 15 | 55 | 15 | 689 |
| Sobrato Office Phase II with Loop Rd | 0 | 46 | 0 | 0 | 0 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 54 |
| University Circle Phase II | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 28 |
| 2398 University Avenue Hotel Only | 0 | 0 | 5 | 3 | 5 | 25 | 28 | 0 | 0 | 0 | 7 | 0 | 73 |
| Total Cumulative Growth | 41 | 326 | 310 | 101 | 216 | 156 | 310 | 217 | 27 | 17 | 558 | 25 | 2304 |
| Cumul + Project Conditions with Loop Rd | 154 | 1188 | 429 | 208 | 437 | 232 | 397 | 894 | 103 | 75 | 777 | 85 | 4979 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 1 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 7 |
| Existing + Proj with Loop Road | 113 | 862 | 120 | 110 | 223 | 76 | 87 | 677 | 76 | 58 | 220 | 60 | 2682 |
| Cumul No Project Conditions with Loop Rd | 154 | 1188 | 428 | 205 | 435 | 232 | 397 | 894 | 103 | 75 | 776 | 85 | 4972 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **2**
 Trafix Node Number: 21
 Intersection Name: Clarke Avenue & Bay Road (unsignalized)
 Peak Hour: AM
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential
 (S.J) Growth Factor: 0.000
 (S.J) Number of Months: 0.0
 Date of Analysis: 09/19/19
 Future Growth % Per Year for minor Roads: 0
 Future Growth % Per Year for Major Roads: 0.012
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|-----------|---------------|------------|-----------|----------------|-----------|-----------|---------------|------------|----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 18 | 212 | 97 | 30 | 279 | 24 | 38 | 43 | 164 | 223 | 293 | 6 | 1427 |
| Loop Rd Reassign Ex Traffic | 0 | 0 | -35 | -6 | -23 | 0 | 0 | 0 | 0 | 0 | -35 | 0 | |
| RVSP Proj Trips with Loop Rd | 5 | 10 | 68 | 15 | 210 | 22 | 176 | 3 | 21 | 37 | 839 | 2 | 1408 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 14 | 0 | 0 | 6 | 0 | 0 | 12 | 37 | 42 | 14 | 0 | 125 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II with Loop Rd | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 10 |
| Total Cumulative Growth | 12 | 24 | 68 | 15 | 216 | 22 | 176 | 15 | 59 | 80 | 853 | 5 | 1545 |
| Cumul + Project Conditions with Loop Rd | 30 | 236 | 130 | 39 | 472 | 46 | 214 | 58 | 223 | 303 | 1111 | 11 | 2873 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 5 | 2 | 0 | 0 | 11 |
| Existing + Proj with Loop Road | 18 | 212 | 62 | 24 | 256 | 25 | 41 | 43 | 169 | 225 | 258 | 6 | 1339 |
| Cumul No Project Conditions with Loop Rd | 30 | 236 | 130 | 39 | 472 | 45 | 211 | 58 | 218 | 301 | 1111 | 11 | 2862 |

Intersection Number: **3**
 Trafix Node Number: 22
 Intersection Name: Clarke Avenue & Weeks Street (unsignalized)
 Peak Hour: AM
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential
 (S.J) Growth Factor: 0.000
 (S.J) Number of Months: 0.0
 Date of Analysis: 09/19/19
 Future Growth % Per Year for minor Roads: 0
 Future Growth % Per Year for Major Roads: 0.012
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|-----------|---------------|-----------|-----------|----------------|------------|----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 49 | 400 | 12 | 22 | 18 | 11 | 16 | 222 | 11 | 7 | 6 | 9 | 783 |
| RVSP Proj Trips with Loop Rd | 4 | 36 | 24 | 10 | 9 | 5 | 9 | 176 | 0 | 0 | 21 | 19 | 313 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 0 | 55 | 48 | 45 | 32 | 37 | 0 | 0 | 0 | 45 | 0 | 262 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total Cumulative Growth | 4 | 37 | 79 | 58 | 54 | 37 | 46 | 177 | 0 | 0 | 66 | 19 | 577 |
| Cumul + Project Conditions with Loop Rd | 53 | 437 | 91 | 80 | 72 | 48 | 62 | 399 | 11 | 7 | 72 | 28 | 1360 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 3 | 9 | 7 | 8 | 3 | 0 | 0 | 0 | 2 | 0 | 32 |
| Existing + Proj with Loop Road | 49 | 400 | 15 | 31 | 25 | 19 | 19 | 222 | 11 | 7 | 8 | 9 | 815 |
| Cumul No Project Conditions with Loop Rd | 53 | 437 | 88 | 71 | 65 | 40 | 59 | 399 | 11 | 7 | 70 | 28 | 1328 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **4**
 Trafix Node Number: 23
 Intersection Name: Clarke Avenue & Runnymede Street (unsignalized)
 Peak Hour: AM Date of Analysis: 09/19/19
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential Future Growth % Per Year for minor Roads: 0
 (S,J) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (S,J) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|----------|---------------|-----------|----------|----------------|------------|----------|---------------|------------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 51 | 373 | 13 | 24 | 142 | 28 | 25 | 189 | 56 | 74 | 158 | 26 | 1159 |
| RVSP Proj Trips with Loop Rd | 9 | 31 | 0 | 0 | 31 | 5 | 9 | 129 | 0 | 0 | 135 | 56 | 405 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 4 | 29 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 4 | 70 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total Cumulative Growth | 13 | 61 | 0 | 0 | 33 | 5 | 9 | 163 | 0 | 0 | 135 | 60 | 479 |
| Cumul + Project Conditions with Loop Rd | 64 | 434 | 13 | 24 | 175 | 33 | 34 | 352 | 56 | 74 | 293 | 86 | 1638 |
| 965 Weeks Proj Trips with Loop Road | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 11 |
| Existing + Proj with Loop Road | 58 | 374 | 13 | 24 | 142 | 28 | 25 | 189 | 56 | 74 | 158 | 29 | 1170 |
| Cumul No Project Conditions with Loop Rd | 57 | 433 | 13 | 24 | 175 | 33 | 34 | 352 | 56 | 74 | 293 | 83 | 1627 |

Intersection Number: **5**
 Trafix Node Number: 24
 Intersection Name: Clarke Avenue & Donohoe Street (unsignalized)
 Peak Hour: AM Date of Analysis: 09/19/19
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential Future Growth % Per Year for minor Roads: 0
 (S,J) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (S,J) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|----------|---------------|----------|----------|----------------|-----------|-----------|---------------|----------|------------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 195 | 303 | 0 | 0 | 0 | 0 | 0 | 196 | 197 | 104 | 0 | 206 | 1201 |
| RVSP Proj Trips with Loop Rd | 23 | 18 | 0 | 0 | 0 | 0 | 0 | 38 | 4 | 4 | 0 | 100 | 187 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 |
| The Primary School Proj Trips with Loop Rd | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 16 |
| Regional Growth (2019 to 2040) | 49 | 76 | 0 | 0 | 0 | 0 | 0 | 49 | 50 | 26 | 0 | 52 | 303 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 1 | 0 | 0 | 9 |
| University Circle Phase II | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 5 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 80 | 98 | 0 | 0 | 0 | 0 | 0 | 95 | 59 | 33 | 0 | 157 | 523 |
| Cumul + Project Conditions with Loop Rd | 275 | 401 | 0 | 0 | 0 | 0 | 0 | 291 | 256 | 137 | 0 | 363 | 1724 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing + Proj with Loop Road | 195 | 303 | 0 | 0 | 0 | 0 | 0 | 196 | 197 | 104 | 0 | 206 | 1201 |
| Cumul No Project Conditions with Loop Rd | 275 | 401 | 0 | 0 | 0 | 0 | 0 | 291 | 256 | 137 | 0 | 363 | 1724 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **6**
 Traffic Node Number: 26
 Intersection Name: Demeter Street & Bay Road (unsignalized)
 Peak Hour: AM
 Date of Analysis: 09/19/19
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential
 Future Growth % Per Year for minor Roads: 0
 (S,J) Growth Factor: 0.000
 Future Growth % Per Year for Major Roads: 0.012
 (S,J) Number of Months: 0.0
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|----------|------------|---------------|------------|----------|----------------|----------|----------|---------------|------------|------------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 26 | 0 | 4 | 12 | 304 | 14 | 0 | 0 | 2 | 4 | 382 | 49 | 797 |
| Loop Rd Reassign Ex Traffic | 0 | 0 | 70 | 29 | -29 | 0 | 0 | 0 | 0 | 0 | -70 | 0 | |
| RVSP Proj Trips with Loop Rd | 48 | 0 | 201 | 77 | 192 | 0 | 0 | 0 | 0 | 0 | 857 | 214 | 1589 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 0 | 13 | 11 | 6 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 44 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 48 | 0 | 214 | 88 | 198 | 0 | 0 | 0 | 0 | 0 | 871 | 214 | 1633 |
| Cumul + Project Conditions with Loop Rd | 74 | 0 | 288 | 129 | 473 | 14 | 0 | 0 | 2 | 4 | 1183 | 263 | 2430 |
| 965 Weeks Proj Trips with Loop Road | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 4 |
| Existing + Proj with Loop Road | 27 | 0 | 74 | 41 | 275 | 14 | 0 | 0 | 2 | 4 | 312 | 52 | 801 |
| Cumul No Project Conditions with Loop Rd | 73 | 0 | 288 | 129 | 473 | 14 | 0 | 0 | 2 | 4 | 1183 | 260 | 2426 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **7**
 Traffix Node Number: 27
 Intersection Name: Pulgas Avenue & Bay Road (unsignalized)
 Peak Hour: AM
 Count Date: 02/28/19
 Scenario: 965 Weeks St Residential
 (S,J) Growth Factor: 0.000
 (S,J) Number of Months: 0.0
 Date of Analysis: 09/19/19
 Future Growth % Per Year for minor Roads: 0
 Future Growth % Per Year for Major Roads: 0.012
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|----------|---------------|------------|-----------|----------------|-----------|------------|---------------|------------|-----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 18 | 3 | 1 | 2 | 15 | 5 | 5 | 27 | 265 | 296 | 19 | 77 | 733 |
| RVSP Proj Trips with Loop Rd | 13 | 30 | 0 | 0 | 158 | 60 | 401 | 46 | 74 | 51 | 917 | 26 | 1776 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 27 | 0 | 0 | 45 |
| Regional Growth (2019 to 2040) | 5 | 1 | 0 | 1 | 4 | 1 | 1 | 7 | 67 | 75 | 5 | 19 | 185 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 18 | 31 | 0 | 1 | 162 | 61 | 402 | 53 | 159 | 153 | 922 | 45 | 2006 |
| Cumul + Project Conditions with Loop Rd | 36 | 34 | 1 | 3 | 177 | 66 | 407 | 80 | 424 | 449 | 941 | 122 | 2739 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing + Proj with Loop Road | 18 | 3 | 1 | 2 | 15 | 5 | 5 | 27 | 265 | 296 | 19 | 77 | 733 |
| Cumul No Project Conditions with Loop Rd | 36 | 34 | 1 | 3 | 177 | 66 | 407 | 80 | 424 | 449 | 941 | 122 | 2739 |

Intersection Number: **8**
 Traffix Node Number: 28
 Intersection Name: Pulgas Avenue & Weeks Street (unsignalized)
 Peak Hour: AM
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential
 (S,J) Growth Factor: 0.000
 (S,J) Number of Months: 0.0
 Date of Analysis: 09/19/19
 Future Growth % Per Year for minor Roads: 0
 Future Growth % Per Year for Major Roads: 0.012
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|------------|-----------|----------------|------------|-----------|---------------|------------|----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 8 | 278 | 2 | 5 | 1 | 6 | 3 | 280 | 19 | 21 | 2 | 5 | 630 |
| RVSP Proj Trips with Loop Rd | 0 | 119 | 15 | 2 | 6 | 8 | 22 | 533 | 5 | 4 | 22 | 6 | 742 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 0 | 27 | 18 | 125 | 36 | 41 | 0 | 0 | 0 | 137 | 0 | 384 |
| Regional Growth (2019 to 2040) | 2 | 70 | 1 | 1 | 0 | 2 | 1 | 71 | 5 | 5 | 1 | 1 | 159 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 2 | 189 | 43 | 21 | 131 | 46 | 64 | 604 | 10 | 9 | 160 | 7 | 1285 |
| Cumul + Project Conditions with Loop Rd | 10 | 467 | 45 | 26 | 132 | 52 | 67 | 884 | 29 | 30 | 162 | 12 | 1915 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 11 | 0 | 0 | 15 |
| Existing + Proj with Loop Road | 8 | 278 | 2 | 5 | 1 | 6 | 3 | 280 | 23 | 32 | 2 | 5 | 645 |
| Cumul No Project Conditions with Loop Rd | 10 | 467 | 45 | 26 | 132 | 52 | 67 | 884 | 25 | 19 | 162 | 12 | 1900 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **9**
 Trafix Node Number: 29
 Intersection Name: Pulgas Avenue & Runnymede Street (unsignalized)
 Peak Hour: AM
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential
 (S,J) Growth Factor: 0.000
 (S,J) Number of Months: 0.0

Date of Analysis: 09/19/19
 Future Growth % Per Year for minor Roads: 0
 Future Growth % Per Year for Major Roads: 0.012
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|-----------|-----------|----------------|------------|-----------|---------------|-----------|------------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 20 | 226 | 60 | 64 | 98 | 98 | 105 | 218 | 63 | 51 | 123 | 23 | 1149 |
| RVSP Proj Trips with Loop Rd | 32 | 99 | 0 | 1 | 4 | 1 | 0 | 416 | 0 | 0 | 1 | 143 | 697 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 77 |
| Regional Growth (2019 to 2040) | 5 | 57 | 15 | 16 | 25 | 25 | 26 | 55 | 16 | 13 | 31 | 6 | 290 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 37 | 192 | 15 | 17 | 29 | 26 | 26 | 512 | 18 | 13 | 32 | 149 | 1066 |
| Cumul + Project Conditions with Loop Rd | 57 | 418 | 75 | 81 | 127 | 124 | 131 | 730 | 81 | 64 | 155 | 172 | 2215 |
| 965 Weeks Proj Trips with Loop Road | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 14 |
| Existing + Proj with Loop Road | 20 | 236 | 60 | 64 | 98 | 98 | 105 | 222 | 63 | 51 | 123 | 23 | 1163 |
| Cumul No Project Conditions with Loop Rd | 57 | 408 | 75 | 81 | 127 | 124 | 131 | 726 | 81 | 64 | 155 | 172 | 2201 |

Intersection Number: **10**
 Trafix Node Number: 30
 Intersection Name: Pulgas Avenue & O'Connor Street (unsignalized)
 Peak Hour: AM
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential
 (S,J) Growth Factor: 0.000
 (S,J) Number of Months: 0.0

Date of Analysis: 09/19/19
 Future Growth % Per Year for minor Roads: 0
 Future Growth % Per Year for Major Roads: 0.012
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|-----------|----------|----------------|------------|----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 145 | 219 | 68 | 98 | 142 | 22 | 12 | 144 | 29 | 15 | 57 | 60 | 1011 |
| RVSP Proj Trips with Loop Rd | 11 | 70 | 12 | 44 | 1 | 0 | 0 | 314 | 0 | 2 | 1 | 55 | 510 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 30 |
| Regional Growth (2019 to 2040) | 37 | 55 | 17 | 25 | 36 | 6 | 3 | 36 | 7 | 4 | 14 | 15 | 255 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 48 | 139 | 29 | 71 | 40 | 6 | 3 | 366 | 7 | 6 | 15 | 70 | 800 |
| Cumul + Project Conditions with Loop Rd | 193 | 358 | 97 | 169 | 182 | 28 | 15 | 510 | 36 | 21 | 72 | 130 | 1811 |
| 965 Weeks Proj Trips with Loop Road | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 12 |
| Existing + Proj with Loop Road | 145 | 228 | 68 | 98 | 142 | 22 | 12 | 147 | 29 | 15 | 57 | 60 | 1023 |
| Cumul No Project Conditions with Loop Rd | 193 | 349 | 97 | 169 | 182 | 28 | 15 | 507 | 36 | 21 | 72 | 130 | 1799 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **11**
 Trafix Node Number: 31
 Intersection Name: Pulgas Avenue & East Bayshore Road
 Peak Hour: AM
 Count Date: 09/25/18
 Scenario: 965 Weeks St Residential
 (S,J) Growth Factor: 0.000
 (S,J) Number of Months: 0.0
 Date of Analysis: 09/19/19
 Future Growth % Per Year for minor Roads: 0
 Future Growth % Per Year for Major Roads: 0.012
 Number of Years to Buildout: **22**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|----------|------------|---------------|-----------|----------|----------------|----------|----------|---------------|------------|----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 26 | 0 | 471 | 133 | 84 | 0 | 0 | 0 | 0 | 0 | 471 | 26 | 1211 |
| RVSP Proj Trips with Loop Rd | 0 | 0 | 73 | 314 | 8 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 402 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 0 | 14 | 16 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 38 |
| Regional Growth (2018 to 2040) | 7 | 0 | 124 | 35 | 22 | 0 | 0 | 0 | 0 | 0 | 124 | 7 | 320 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 7 | 0 | 211 | 365 | 38 | 0 | 0 | 0 | 0 | 0 | 135 | 7 | 764 |
| Cumul + Project Conditions with Loop Rd | 33 | 0 | 682 | 498 | 122 | 0 | 0 | 0 | 0 | 0 | 606 | 33 | 1975 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 9 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| Existing + Proj with Loop Road | 26 | 0 | 480 | 136 | 84 | 0 | 0 | 0 | 0 | 0 | 471 | 26 | 1223 |
| Cumul No Project Conditions with Loop Rd | 33 | 0 | 673 | 495 | 122 | 0 | 0 | 0 | 0 | 0 | 606 | 33 | 1963 |

Intersection Number: **12**
 Trafix Node Number: 32
 Intersection Name: Embarcadero Road & East Bayshore Road (Palo Alto)
 Peak Hour: AM
 Count Date: 04/17/19
 Scenario: 965 Weeks St Residential
 (S,J) Growth Factor: 0.000
 (S,J) Number of Months: 0.0
 Date of Analysis: 09/19/19
 Future Growth % Per Year for minor Roads: 0
 Future Growth % Per Year for Major Roads: 0.012
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|----------|---------------|-----------|-----------|----------------|------------|------------|---------------|-----------|-----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 13 | 117 | 27 | 70 | 56 | 110 | 338 | 629 | 347 | 739 | 152 | 54 | 2652 |
| RVSP Proj Trips with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 322 | 80 | 0 | 0 | 402 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 16 | 14 | 4 | 0 | 38 |
| Regional Growth (2019 to 2040) | 3 | 29 | 7 | 18 | 14 | 28 | 85 | 159 | 87 | 186 | 38 | 14 | 668 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 3 | 29 | 7 | 18 | 21 | 28 | 85 | 159 | 426 | 280 | 42 | 14 | 1112 |
| Cumul + Project Conditions with Loop Rd | 16 | 146 | 34 | 88 | 77 | 138 | 423 | 788 | 773 | 1019 | 194 | 68 | 3764 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 0 | 12 |
| Existing + Proj with Loop Road | 13 | 117 | 27 | 70 | 56 | 110 | 338 | 629 | 350 | 748 | 152 | 54 | 2664 |
| Cumul No Project Conditions with Loop Rd | 16 | 146 | 34 | 88 | 77 | 138 | 423 | 788 | 770 | 1010 | 194 | 68 | 3752 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **1**
 Trafix Node Number: 11
 Intersection Name: University Avenue & Bay Road
 Peak Hour: PM
 Date of Analysis: 09/19/19
 Count Date: 04/16/19
 Scenario: 965 Weeks St Residential
 Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000
 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0
 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|------------|---------------|------------|------------|----------------|------------|-----------|---------------|------------|-----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 24 | 439 | 105 | 463 | 214 | 156 | 40 | 938 | 40 | 88 | 252 | 149 | 2908 |
| Loop Rd Reassign Ex Traffic | 0 | 0 | -25 | -66 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| RVSP Proj Trips with Loop Rd | 14 | 33 | 75 | 235 | 428 | 336 | 111 | 52 | 11 | 7 | 148 | 19 | 1469 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 13 |
| The Primary School Proj Trips with Loop Rd | 0 | 0 | 3 | 4 | 19 | 0 | 0 | 1 | 2 | 0 | 14 | 0 | 43 |
| Regional Growth (2019 to 2040) | 6 | 111 | 26 | 117 | 54 | 39 | 10 | 236 | 10 | 22 | 64 | 38 | 733 |
| Sobrato Office Phase II with Loop Rd | 0 | 7 | 0 | 0 | 0 | 0 | 2 | 39 | 0 | 0 | 0 | 0 | 48 |
| University Circle Phase II | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 28 |
| 2398 University Avenue Hotel Only | 0 | 0 | 5 | 5 | 7 | 36 | 32 | 0 | 0 | 0 | 7 | 0 | 92 |
| Total Cumulative Growth | 20 | 164 | 109 | 361 | 508 | 411 | 155 | 356 | 23 | 29 | 233 | 57 | 2426 |
| Cumul + Project Conditions with Loop Rd | 44 | 603 | 189 | 758 | 722 | 567 | 195 | 1294 | 63 | 117 | 485 | 206 | 5334 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 8 |
| Existing + Proj with Loop Road | 24 | 439 | 83 | 399 | 215 | 156 | 40 | 938 | 40 | 88 | 254 | 149 | 2825 |
| Cumul No Project Conditions with Loop Rd | 44 | 603 | 186 | 756 | 721 | 567 | 195 | 1294 | 63 | 117 | 483 | 206 | 5235 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **2**
 Trafix Node Number: 21
 Intersection Name: Clarke Avenue & Bay Road (unsignalized)
 Peak Hour: PM Date of Analysis: 09/19/19
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|----------|-----------|---------------|------------|------------|----------------|-----------|-----------|---------------|------------|-----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 22 | 78 | 29 | 94 | 511 | 43 | 40 | 125 | 256 | 146 | 199 | 18 | 1561 |
| Loop Rd Reassign Ex Traffic | 0 | 0 | -6 | -9 | -66 | 0 | 0 | 0 | 0 | 0 | -25 | 0 | |
| RVSP Proj Trips with Loop Rd | 3 | 4 | 18 | 63 | 865 | 110 | 42 | 9 | 31 | 27 | 230 | 5 | 1407 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 6 | 19 | 13 | 4 | 0 | 49 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 5 | 13 |
| Total Cumulative Growth | 8 | 8 | 18 | 63 | 868 | 110 | 42 | 15 | 51 | 42 | 234 | 12 | 1471 |
| Cumul + Project Conditions with Loop Rd | 30 | 86 | 41 | 148 | 1313 | 153 | 82 | 140 | 307 | 188 | 408 | 30 | 3032 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 3 | 5 | 0 | 0 | 13 |
| Existing + Proj with Loop Road | 22 | 78 | 23 | 85 | 445 | 46 | 42 | 125 | 259 | 151 | 174 | 18 | 1468 |
| Cumul No Project Conditions with Loop Rd | 30 | 86 | 41 | 148 | 1313 | 150 | 80 | 140 | 304 | 183 | 408 | 30 | 2913 |

Intersection Number: **3**
 Trafix Node Number: 22
 Intersection Name: Clarke Avenue & Weeks Street (unsignalized)
 Peak Hour: PM Date of Analysis: 09/19/19
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|-----------|-----------|----------------|-----------|----------|---------------|-----------|----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 23 | 238 | 21 | 14 | 6 | 7 | 16 | 406 | 18 | 9 | 2 | 26 | 786 |
| RVSP Proj Trips with Loop Rd | 2 | 131 | 11 | 20 | 19 | 7 | 5 | 51 | 0 | 0 | 9 | 7 | 262 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 0 | 18 | 25 | 23 | 17 | 12 | 0 | 0 | 0 | 14 | 0 | 109 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| Total Cumulative Growth | 2 | 133 | 29 | 45 | 42 | 24 | 17 | 52 | 0 | 0 | 23 | 7 | 374 |
| Cumul + Project Conditions with Loop Rd | 25 | 371 | 50 | 59 | 48 | 31 | 33 | 458 | 18 | 9 | 25 | 33 | 1160 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 9 | 6 | 5 | 5 | 10 | 0 | 0 | 0 | 6 | 0 | 41 |
| Existing + Proj with Loop Road | 23 | 238 | 30 | 20 | 11 | 12 | 26 | 406 | 18 | 9 | 8 | 26 | 827 |
| Cumul No Project Conditions with Loop Rd | 25 | 371 | 41 | 53 | 43 | 26 | 23 | 458 | 18 | 9 | 19 | 33 | 1119 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **4**
 Trafix Node Number: 23
 Intersection Name: Clarke Avenue & Runnymede Street (unsignalized)
 Peak Hour: PM Date of Analysis: 09/19/19
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|----------|---------------|------------|----------|----------------|-----------|----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 34 | 189 | 23 | 18 | 70 | 16 | 33 | 324 | 40 | 30 | 112 | 119 | 1008 |
| RVSP Proj Trips with Loop Rd | 18 | 121 | 0 | 0 | 115 | 9 | 5 | 36 | 0 | 0 | 40 | 20 | 364 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 2 | 15 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 1 | 28 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |
| Total Cumulative Growth | 20 | 138 | 0 | 0 | 115 | 9 | 5 | 47 | 0 | 0 | 40 | 21 | 395 |
| Cumul + Project Conditions with Loop Rd | 54 | 327 | 23 | 18 | 185 | 25 | 38 | 371 | 40 | 30 | 152 | 140 | 1403 |
| 965 Weeks Proj Trips with Loop Road | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 9 | 15 |
| Existing + Proj with Loop Road | 39 | 189 | 23 | 18 | 70 | 16 | 33 | 325 | 40 | 30 | 112 | 128 | 1023 |
| Cumul No Project Conditions with Loop Rd | 49 | 327 | 23 | 18 | 185 | 25 | 38 | 370 | 40 | 30 | 152 | 131 | 1388 |

Intersection Number: **5**
 Trafix Node Number: 24
 Intersection Name: Clarke Avenue & Donohoe Street (unsignalized)
 Peak Hour: PM Date of Analysis: 09/19/19
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|----------|---------------|----------|----------|----------------|-----------|-----------|---------------|----------|------------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 124 | 178 | 0 | 0 | 0 | 0 | 0 | 227 | 151 | 124 | 0 | 345 | 1149 |
| RVSP Proj Trips with Loop Rd | 120 | 40 | 0 | 0 | 0 | 0 | 0 | 19 | 5 | 5 | 0 | 24 | 213 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 |
| The Primary School Proj Trips with Loop Rd | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 6 |
| Regional Growth (2019 to 2040) | 31 | 45 | 0 | 0 | 0 | 0 | 0 | 57 | 38 | 31 | 0 | 87 | 290 |
| Sobrato Office Phase II with Loop Rd | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 | 0 | 0 | 8 |
| University Circle Phase II | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 5 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 154 | 89 | 0 | 0 | 0 | 0 | 0 | 78 | 46 | 42 | 0 | 116 | 526 |
| Cumul + Project Conditions with Loop Rd | 278 | 267 | 0 | 0 | 0 | 0 | 0 | 305 | 197 | 166 | 0 | 461 | 1675 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing + Proj with Loop Road | 124 | 178 | 0 | 0 | 0 | 0 | 0 | 227 | 151 | 124 | 0 | 345 | 1149 |
| Cumul No Project Conditions with Loop Rd | 278 | 267 | 0 | 0 | 0 | 0 | 0 | 305 | 197 | 166 | 0 | 461 | 1675 |

City of East Palo Alto
965 Weeks St Residential Development TIA

| | | | |
|------------------------|--------------------------|---|----------------------------|
| Intersection Number: | 6 | | |
| Traffic Node Number: | 26 | | |
| Intersection Name: | Demeter Street | & Bay Road (unsignalized) | |
| Peak Hour: | PM | | Date of Analysis: 09/19/19 |
| Count Date: | 05/09/19 | | |
| Scenario: | 965 Weeks St Residential | Future Growth % Per Year for minor Roads: | 0 |
| (SJ) Growth Factor: | 0.000 | Future Growth % Per Year for Major Roads: | 0.012 |
| (SJ) Number of Months: | 0.0 | Number of Years to Buildout: | 21 |

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|----------|-----------|---------------|------------|----------|----------------|----------|----------|---------------|------------|-----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 38 | 0 | 12 | 12 | 602 | 20 | 0 | 0 | 5 | 2 | 247 | 21 | 959 |
| Loop Rd Reassign Ex Traffic | 0 | 0 | 31 | 75 | -75 | 0 | 0 | 0 | 0 | 0 | -31 | 0 | |
| RVSP Proj Trips with Loop Rd | 201 | 0 | 84 | 188 | 827 | 0 | 0 | 0 | 0 | 0 | 231 | 53 | 1584 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 0 | 4 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 17 |
| Regional Growth (2019 to 2040) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 201 | 0 | 88 | 194 | 830 | 0 | 0 | 0 | 0 | 0 | 235 | 53 | 1601 |
| Cumul + Project Conditions with Loop Rd | 239 | 0 | 131 | 281 | 1357 | 20 | 0 | 0 | 5 | 2 | 451 | 74 | 2560 |
| 965 Weeks Proj Trips with Loop Road | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 5 |
| Existing + Proj with Loop Road | 41 | 0 | 43 | 87 | 527 | 20 | 0 | 0 | 5 | 2 | 216 | 23 | 964 |
| Cumul No Project Conditions with Loop Rd | 236 | 0 | 131 | 281 | 1357 | 20 | 0 | 0 | 5 | 2 | 451 | 72 | 2555 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **7**
 Trafix Node Number: 27
 Intersection Name: Pulgas Avenue & Bay Road (unsignalized)
 Peak Hour: PM Date of Analysis: 09/19/19
 Count Date: 02/28/19
 Scenario: 965 Weeks St Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|-----------|----------|---------------|------------|------------|----------------|-----------|------------|---------------|------------|-----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 66 | 23 | 3 | 3 | 38 | 11 | 15 | 22 | 525 | 174 | 14 | 45 | 939 |
| RVSP Proj Trips with Loop Rd | 29 | 48 | 0 | 0 | 874 | 344 | 86 | 34 | 47 | 75 | 199 | 17 | 1753 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 8 | 0 | 0 | 17 |
| Regional Growth (2019 to 2040) | 17 | 6 | 1 | 1 | 10 | 3 | 4 | 6 | 132 | 44 | 4 | 11 | 237 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 46 | 54 | 1 | 1 | 884 | 347 | 90 | 40 | 188 | 127 | 203 | 28 | 2007 |
| Cumul + Project Conditions with Loop Rd | 112 | 77 | 4 | 4 | 922 | 358 | 105 | 62 | 713 | 301 | 217 | 73 | 2946 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing + Proj with Loop Road | 66 | 23 | 3 | 3 | 38 | 11 | 15 | 22 | 525 | 174 | 14 | 45 | 939 |
| Cumul No Project Conditions with Loop Rd | 112 | 77 | 4 | 4 | 922 | 358 | 105 | 62 | 713 | 301 | 217 | 73 | 2946 |

Intersection Number: **8**
 Trafix Node Number: 28
 Intersection Name: Pulgas Avenue & Weeks Street (unsignalized)
 Peak Hour: PM Date of Analysis: 09/19/19
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|-----------|-----------|----------------|------------|----------|---------------|-----------|----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 16 | 224 | 3 | 4 | 2 | 2 | 8 | 474 | 14 | 14 | 3 | 14 | 778 |
| RVSP Proj Trips with Loop Rd | 0 | 485 | 4 | 10 | 24 | 25 | 8 | 148 | 4 | 5 | 6 | 2 | 721 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 0 | 8 | 9 | 65 | 19 | 13 | 0 | 0 | 0 | 44 | 0 | 158 |
| Regional Growth (2019 to 2040) | 4 | 56 | 1 | 1 | 1 | 1 | 2 | 119 | 4 | 4 | 1 | 4 | 196 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 4 | 541 | 13 | 20 | 90 | 45 | 23 | 267 | 8 | 9 | 51 | 6 | 1075 |
| Cumul + Project Conditions with Loop Rd | 20 | 765 | 16 | 24 | 92 | 47 | 31 | 741 | 22 | 23 | 54 | 20 | 1853 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 7 | 0 | 0 | 18 |
| Existing + Proj with Loop Road | 16 | 224 | 3 | 4 | 2 | 2 | 8 | 474 | 25 | 21 | 3 | 14 | 796 |
| Cumul No Project Conditions with Loop Rd | 20 | 765 | 16 | 24 | 92 | 47 | 31 | 741 | 11 | 16 | 54 | 20 | 1835 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **9**
 Traffix Node Number: 29
 Intersection Name: Pulgas Avenue & Runnymede Street (unsignalized)
 Peak Hour: PM Date of Analysis: 09/19/19
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|----------|----------|----------------|------------|-----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 21 | 176 | 36 | 23 | 30 | 27 | 46 | 451 | 55 | 44 | 74 | 47 | 1030 |
| RVSP Proj Trips with Loop Rd | 123 | 390 | 1 | 0 | 1 | 0 | 1 | 119 | 0 | 0 | 4 | 41 | 680 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 32 |
| Regional Growth (2019 to 2040) | 5 | 44 | 9 | 6 | 8 | 7 | 12 | 114 | 14 | 11 | 19 | 12 | 260 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 128 | 453 | 10 | 6 | 9 | 7 | 13 | 246 | 14 | 11 | 23 | 53 | 972 |
| Cumul + Project Conditions with Loop Rd | 149 | 629 | 46 | 29 | 39 | 34 | 59 | 697 | 69 | 55 | 97 | 100 | 2002 |
| 965 Weeks Proj Trips with Loop Road | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 18 |
| Existing + Proj with Loop Road | 21 | 183 | 36 | 23 | 30 | 27 | 46 | 462 | 55 | 44 | 74 | 47 | 1048 |
| Cumul No Project Conditions with Loop Rd | 149 | 622 | 46 | 29 | 39 | 34 | 59 | 686 | 69 | 55 | 97 | 100 | 1984 |

Intersection Number: **10**
 Traffix Node Number: 30
 Intersection Name: Pulgas Avenue & O'Connor Street (unsignalized)
 Peak Hour: PM Date of Analysis: 09/19/19
 Count Date: 05/09/19
 Scenario: 965 Weeks St Residential Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0 Number of Years to Buildout: **21**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|-----------|----------|----------------|------------|----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 65 | 143 | 55 | 64 | 92 | 33 | 27 | 401 | 17 | 32 | 132 | 59 | 1120 |
| RVSP Proj Trips with Loop Rd | 52 | 266 | 42 | 14 | 2 | 0 | 0 | 90 | 0 | 1 | 2 | 14 | 483 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 12 |
| Regional Growth (2019 to 2040) | 16 | 36 | 14 | 16 | 23 | 8 | 7 | 101 | 4 | 8 | 33 | 15 | 282 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 4 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 68 | 309 | 58 | 30 | 25 | 8 | 7 | 196 | 4 | 9 | 37 | 29 | 781 |
| Cumul + Project Conditions with Loop Rd | 133 | 452 | 113 | 94 | 117 | 41 | 34 | 597 | 21 | 41 | 169 | 88 | 1901 |
| 965 Weeks Proj Trips with Loop Road | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 15 |
| Existing + Proj with Loop Road | 65 | 149 | 55 | 64 | 92 | 33 | 27 | 410 | 17 | 32 | 132 | 59 | 1135 |
| Cumul No Project Conditions with Loop Rd | 133 | 446 | 113 | 94 | 117 | 41 | 34 | 588 | 21 | 41 | 169 | 88 | 1886 |

City of East Palo Alto
965 Weeks St Residential Development TIA

Intersection Number: **11**
 Trafix Node Number: 31
 Intersection Name: Pulgas Avenue & East Bayshore Road
 Peak Hour: PM
 Date of Analysis: 09/19/19
 Count Date: 09/25/18
 Scenario: 965 Weeks St Residential
 Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000
 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0
 Number of Years to Buildout: **22**

| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|----------|------------|---------------|-----------|----------|----------------|----------|----------|---------------|-----------|-----------|------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 62 | 0 | 207 | 567 | 294 | 0 | 0 | 0 | 0 | 0 | 237 | 117 | 1484 |
| RVSP Proj Trips with Loop Rd | 0 | 0 | 267 | 90 | 10 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 376 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 0 | 7 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 15 |
| Regional Growth (2018 to 2040) | 16 | 0 | 55 | 150 | 78 | 0 | 0 | 0 | 0 | 0 | 63 | 31 | 392 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 16 | 0 | 329 | 245 | 90 | 0 | 0 | 0 | 0 | 0 | 78 | 31 | 788 |
| Cumul + Project Conditions with Loop Rd | 78 | 0 | 536 | 812 | 384 | 0 | 0 | 0 | 0 | 0 | 315 | 148 | 2272 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| Existing + Proj with Loop Road | 62 | 0 | 213 | 576 | 294 | 0 | 0 | 0 | 0 | 0 | 237 | 117 | 1499 |
| Cumul No Project Conditions with Loop Rd | 78 | 0 | 530 | 803 | 384 | 0 | 0 | 0 | 0 | 0 | 315 | 148 | 2257 |

Intersection Number: **12**
 Trafix Node Number: 32
 Intersection Name: Embarcadero Road & East Bayshore Road (Palo Alto)
 Peak Hour: PM
 Date of Analysis: 09/19/19
 Count Date: 04/16/19
 Scenario: 965 Weeks St Residential
 Future Growth % Per Year for minor Roads: 0
 (SJ) Growth Factor: 0.000
 Future Growth % Per Year for Major Roads: 0.012
 (SJ) Number of Months: 0.0
 Number of Years to Buildout: **21**

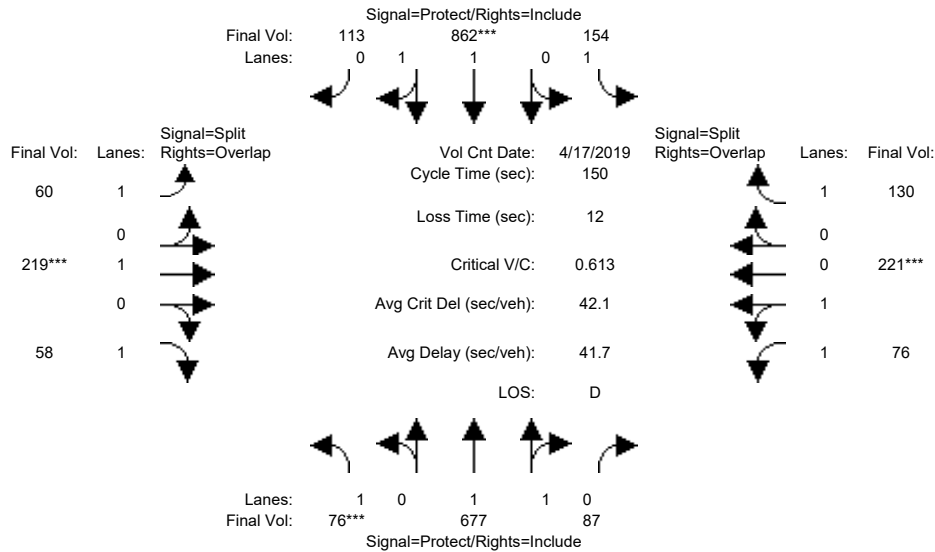
| Scenario: | Movements | | | | | | | | | | | | Total |
|---|----------------|------------|-----------|---------------|-----------|-----------|----------------|-----------|------------|---------------|-----------|----------|-------------|
| | North Approach | | | East Approach | | | South Approach | | | West Approach | | | |
| | RT | TH | LT | RT | TH | LT | RT | TH | LT | RT | TH | LT | |
| Existing Conditions | 60 | 524 | 51 | 30 | 220 | 359 | 91 | 178 | 561 | 481 | 69 | 12 | 2636 |
| RVSP Proj Trips with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 276 | 0 | 0 | 376 |
| Approved+Pending Proj Trips in EPA out RVSP | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| The Primary School Proj Trips with Loop Rd | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 7 | 2 | 0 | 15 |
| Regional Growth (2019 to 2040) | 15 | 132 | 13 | 8 | 55 | 90 | 23 | 45 | 141 | 121 | 17 | 3 | 664 |
| Sobrato Office Phase II with Loop Rd | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 |
| University Circle Phase II | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 |
| 2398 University Avenue Hotel Only | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Cumulative Growth | 15 | 132 | 13 | 8 | 57 | 90 | 23 | 45 | 246 | 405 | 22 | 3 | 1060 |
| Cumul + Project Conditions with Loop Rd | 75 | 656 | 64 | 38 | 277 | 449 | 114 | 223 | 807 | 886 | 91 | 15 | 3696 |
| 965 Weeks Proj Trips with Loop Road | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 6 | 0 | 0 | 15 |
| Existing + Proj with Loop Road | 60 | 524 | 51 | 30 | 220 | 359 | 91 | 178 | 570 | 487 | 69 | 12 | 2651 |
| Cumul No Project Conditions with Loop Rd | 75 | 656 | 64 | 38 | 277 | 449 | 114 | 223 | 798 | 880 | 91 | 15 | 3681 |

Appendix C

Intersection Level of Service Calculations

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #11: University Avenue and Bay Road



| Street Name: | University Avenue | | | | | | Bay Road | | | | | |
|--------------|-------------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 17 Apr 2019 | << | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|
| Base Vol: | 76 | 677 | 87 | 154 | 862 | 113 | 60 | 219 | 58 | 76 | 221 | 130 |
| 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: | 76 | 677 | 87 | 154 | 862 | 113 | 60 | 219 | 58 | 76 | 221 | 130 |
| 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: | 76 | 677 | 87 | 154 | 862 | 113 | 60 | 219 | 58 | 76 | 221 | 130 |
| 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: | 76 | 677 | 87 | 154 | 862 | 113 | 60 | 219 | 58 | 76 | 221 | 130 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 76 | 677 | 87 | 154 | 862 | 113 | 60 | 219 | 58 | 76 | 221 | 130 |
| 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: | 76 | 677 | 87 | 154 | 862 | 113 | 60 | 219 | 58 | 76 | 221 | 130 |

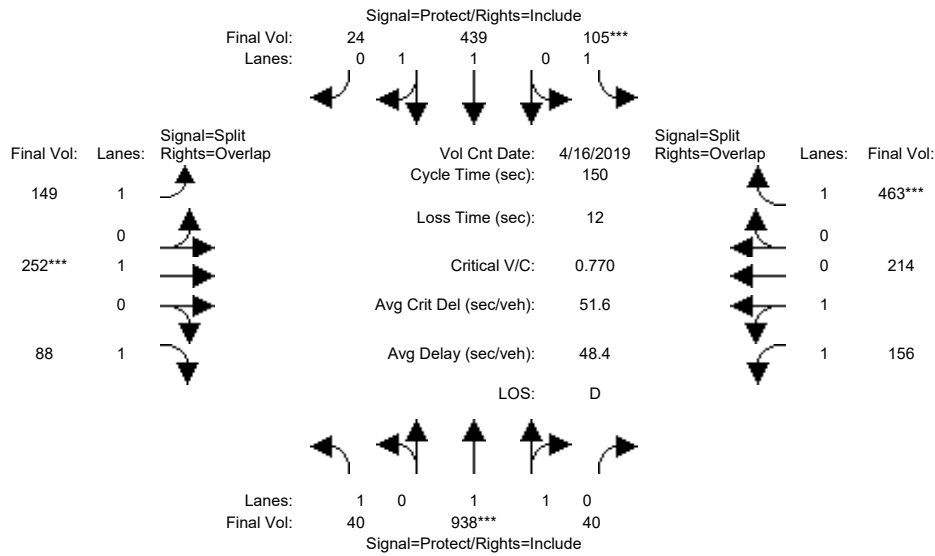
| Saturation Flow Module: | |
|-------------------------|---|
| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.92 0.91 0.91 0.92 0.91 0.91 0.93 0.98 0.83 0.97 0.97 0.83 |
| Lanes: | 1.00 1.77 0.23 1.00 1.77 0.23 1.00 1.00 1.00 1.00 1.00 1.00 |
| Final Sat.: | 1753 3053 392 1753 3046 399 1769 1862 1583 1838 1838 1583 |

| Capacity Analysis Module: | |
|---------------------------|---|
| Vol/Sat: | 0.04 0.22 0.22 0.09 0.28 0.28 0.03 0.12 0.04 0.04 0.12 0.08 |
| Crit Moves: | **** **** **** **** |
| Green Time: | 10.6 57.2 57.2 22.7 69.2 69.2 28.8 28.8 39.4 29.4 29.4 52.1 |
| Volume/Cap: | 0.61 0.58 0.58 0.58 0.61 0.61 0.18 0.61 0.14 0.21 0.61 0.24 |
| Delay/Veh: | 76.5 37.6 37.6 62.5 31.1 31.1 51.0 58.7 42.5 50.6 57.4 35.1 |
| 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: | 76.5 37.6 37.6 62.5 31.1 31.1 51.0 58.7 42.5 50.6 57.4 35.1 |
| LOS by Move: | E D D E C C D E D D E D |
| HCM2kAvgQ: | 4 15 15 7 18 18 2 10 2 3 10 4 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #11: University Avenue and Bay Road



| Street Name: | University Avenue | | | | | | Bay Road | | | | | |
|--------------|-------------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 16 Apr 2019 | << | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|
| Base Vol: | 40 | 938 | 40 | 105 | 439 | 24 | 149 | 252 | 88 | 156 | 214 | 463 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 938 | 40 | 105 | 439 | 24 | 149 | 252 | 88 | 156 | 214 | 463 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 40 | 938 | 40 | 105 | 439 | 24 | 149 | 252 | 88 | 156 | 214 | 463 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 938 | 40 | 105 | 439 | 24 | 149 | 252 | 88 | 156 | 214 | 463 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 938 | 40 | 105 | 439 | 24 | 149 | 252 | 88 | 156 | 214 | 463 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 40 | 938 | 40 | 105 | 439 | 24 | 149 | 252 | 88 | 156 | 214 | 463 |

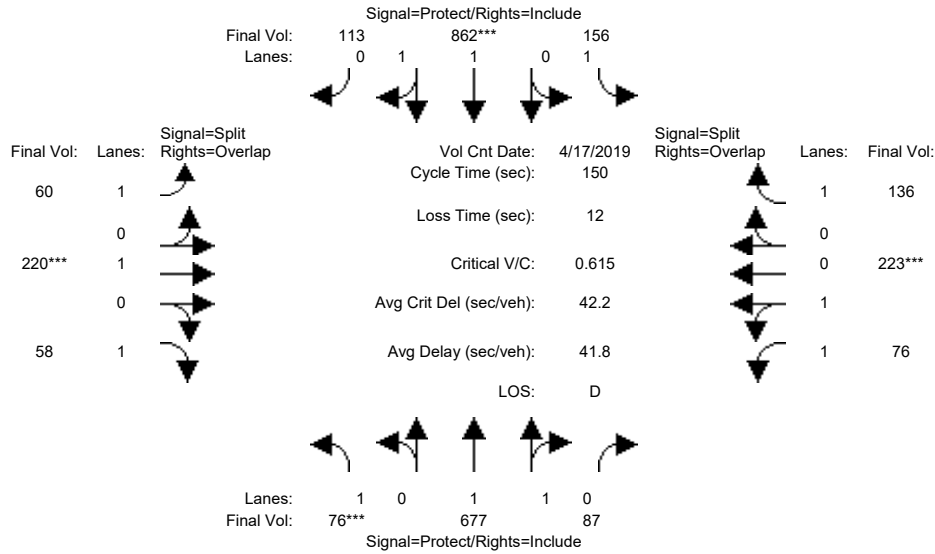
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.93 | 0.98 | 0.83 | 0.96 | 0.96 | 0.83 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 1.90 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1753 | 3342 | 143 | 1753 | 3297 | 180 | 1769 | 1862 | 1583 | 1823 | 1823 | 1583 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.28 | 0.28 | 0.06 | 0.13 | 0.13 | 0.08 | 0.14 | 0.06 | 0.09 | 0.12 | 0.29 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 17.2 | 54.7 | 54.7 | 11.7 | 49.1 | 49.1 | 26.4 | 26.4 | 43.6 | 45.3 | 45.3 | 57.0 |
| Volume/Cap: | 0.20 | 0.77 | 0.77 | 0.77 | 0.41 | 0.41 | 0.48 | 0.77 | 0.19 | 0.28 | 0.39 | 0.77 |
| Delay/Veh: | 60.6 | 45.1 | 45.1 | 90.9 | 39.4 | 39.4 | 56.8 | 69.6 | 40.2 | 40.1 | 41.7 | 46.8 |
| 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: | 60.6 | 45.1 | 45.1 | 90.9 | 39.4 | 39.4 | 56.8 | 69.6 | 40.2 | 40.1 | 41.7 | 46.8 |
| LOS by Move: | E | D | D | F | D | D | E | E | D | D | D | D |
| HCM2kAvgQ: | 2 | 22 | 22 | 6 | 9 | 9 | 6 | 13 | 3 | 5 | 8 | 20 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Ex+Proj No Loop Rd AM

Intersection #11: University Avenue and Bay Road



| Street Name: | University Avenue | | | | | | Bay Road | | | | | |
|--------------|-------------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 17 Apr 2019 | << | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|
| Base Vol: | 76 | 677 | 87 | 154 | 862 | 113 | 60 | 219 | 58 | 76 | 221 | 130 |
| 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: | 76 | 677 | 87 | 154 | 862 | 113 | 60 | 219 | 58 | 76 | 221 | 130 |
| Added Vol: | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 6 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 76 | 677 | 87 | 156 | 862 | 113 | 60 | 220 | 58 | 76 | 223 | 136 |
| 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: | 76 | 677 | 87 | 156 | 862 | 113 | 60 | 220 | 58 | 76 | 223 | 136 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 76 | 677 | 87 | 156 | 862 | 113 | 60 | 220 | 58 | 76 | 223 | 136 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 76 | 677 | 87 | 156 | 862 | 113 | 60 | 220 | 58 | 76 | 223 | 136 |

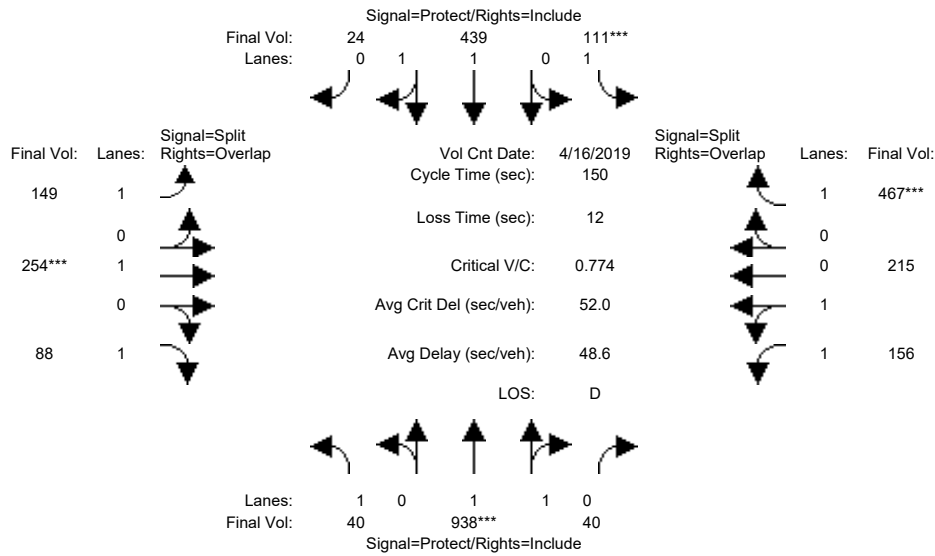
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.91 | 0.92 | 0.91 | 0.91 | 0.93 | 0.98 | 0.83 | 0.97 | 0.97 | 0.83 |
| Lanes: | 1.00 | 1.77 | 0.23 | 1.00 | 1.77 | 0.23 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1753 | 3053 | 392 | 1753 | 3046 | 399 | 1769 | 1862 | 1583 | 1838 | 1838 | 1583 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.04 | 0.22 | 0.22 | 0.09 | 0.28 | 0.28 | 0.03 | 0.12 | 0.04 | 0.04 | 0.12 | 0.09 |
| Crit Moves: | *** | | | *** | | | *** | | | *** | | |
| Green Time: | 10.6 | 56.8 | 56.8 | 22.8 | 69.0 | 69.0 | 28.8 | 28.8 | 39.4 | 29.6 | 29.6 | 52.4 |
| Volume/Cap: | 0.62 | 0.59 | 0.59 | 0.59 | 0.62 | 0.62 | 0.18 | 0.62 | 0.14 | 0.21 | 0.62 | 0.25 |
| Delay/Veh: | 76.7 | 37.9 | 37.9 | 62.6 | 31.2 | 31.2 | 50.9 | 58.7 | 42.5 | 50.5 | 57.4 | 35.0 |
| 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: | 76.7 | 37.9 | 37.9 | 62.6 | 31.2 | 31.2 | 50.9 | 58.7 | 42.5 | 50.5 | 57.4 | 35.0 |
| LOS by Move: | E | D | D | E | C | C | D | E | D | D | E | C |
| HCM2kAvgQ: | 4 | 15 | 15 | 7 | 18 | 18 | 2 | 10 | 2 | 3 | 10 | 4 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Ex+Proj No Loop Rd PM

Intersection #11: University Avenue and Bay Road



| Street Name: | University Avenue | | | | | | Bay Road | | | | | |
|--------------|-------------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 16 Apr 2019 | << | | | | | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|--|--|--|--|
| Base Vol: | 40 | 938 | 40 | 105 | 439 | 24 | 149 | 252 | 88 | 156 | 214 | 463 | | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Initial Bse: | 40 | 938 | 40 | 105 | 439 | 24 | 149 | 252 | 88 | 156 | 214 | 463 | | | | |
| Added Vol: | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 4 | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Initial Fut: | 40 | 938 | 40 | 111 | 439 | 24 | 149 | 254 | 88 | 156 | 215 | 467 | | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| PHF Volume: | 40 | 938 | 40 | 111 | 439 | 24 | 149 | 254 | 88 | 156 | 215 | 467 | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| Reduced Vol: | 40 | 938 | 40 | 111 | 439 | 24 | 149 | 254 | 88 | 156 | 215 | 467 | | | | |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | | |
| Final Volume: | 40 | 938 | 40 | 111 | 439 | 24 | 149 | 254 | 88 | 156 | 215 | 467 | | | | |

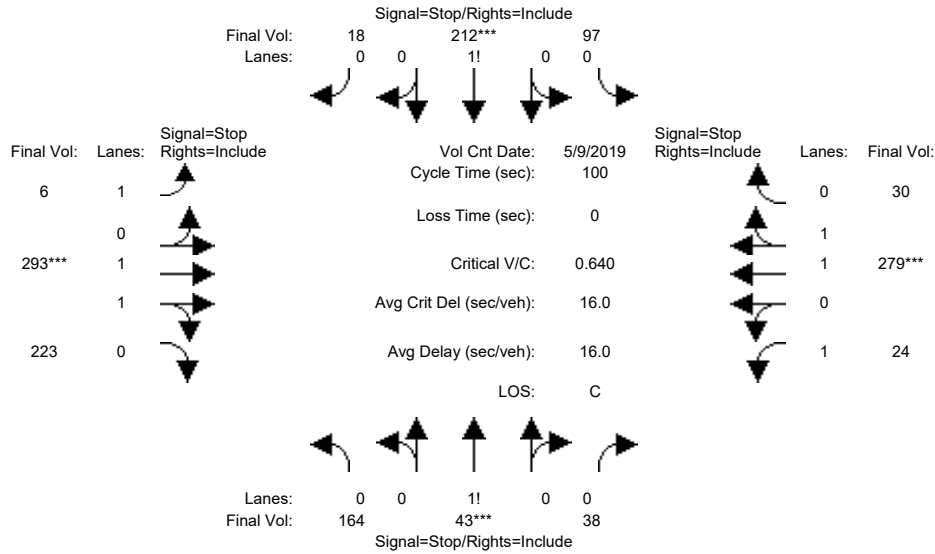
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.93 | 0.98 | 0.83 | 0.96 | 0.96 | 0.83 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 1.90 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1753 | 3342 | 143 | 1753 | 3297 | 180 | 1769 | 1862 | 1583 | 1823 | 1823 | 1583 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.28 | 0.28 | 0.06 | 0.13 | 0.13 | 0.08 | 0.14 | 0.06 | 0.09 | 0.12 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 17.3 | 54.4 | 54.4 | 12.3 | 49.4 | 49.4 | 26.4 | 26.4 | 43.7 | 44.9 | 44.9 | 57.2 |
| Volume/Cap: | 0.20 | 0.77 | 0.77 | 0.77 | 0.40 | 0.40 | 0.48 | 0.77 | 0.19 | 0.29 | 0.39 | 0.77 |
| Delay/Veh: | 60.6 | 45.4 | 45.4 | 90.2 | 39.2 | 39.2 | 56.7 | 69.9 | 40.1 | 40.4 | 42.0 | 46.9 |
| 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: | 60.6 | 45.4 | 45.4 | 90.2 | 39.2 | 39.2 | 56.7 | 69.9 | 40.1 | 40.4 | 42.0 | 46.9 |
| LOS by Move: | E | D | D | F | D | D | E | E | D | D | D | D |
| HCM2kAvgQ: | 2 | 22 | 22 | 7 | 9 | 9 | 6 | 13 | 3 | 5 | 8 | 20 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing AM

Intersection #21: Clarke Avenue and Bay Road

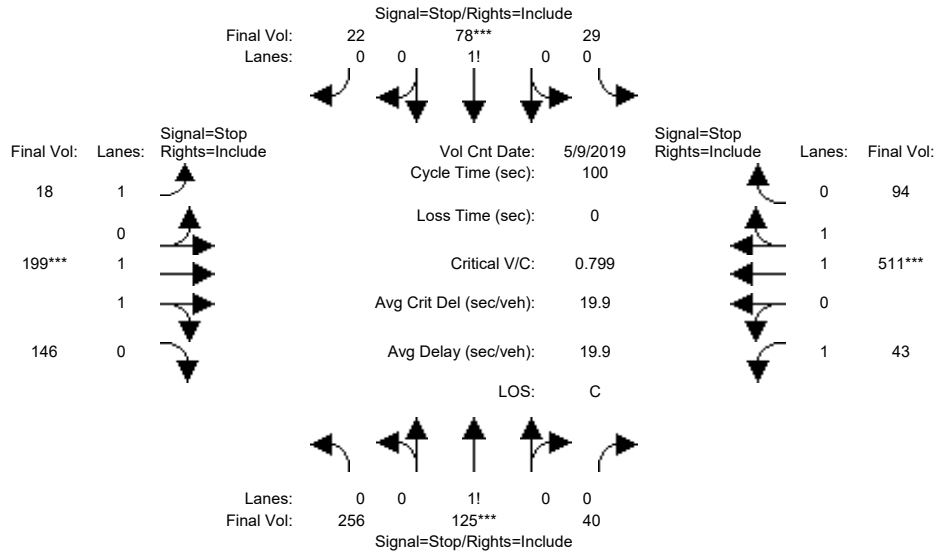


| Street Name: | Clarke Ave | | | | | | Bay Rd | | | | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 164 | 43 | 38 | 97 | 212 | 18 | 6 | 293 | 223 | 24 | 279 | 30 |
| 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: | 164 | 43 | 38 | 97 | 212 | 18 | 6 | 293 | 223 | 24 | 279 | 30 |
| 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: | 164 | 43 | 38 | 97 | 212 | 18 | 6 | 293 | 223 | 24 | 279 | 30 |
| 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: | 164 | 43 | 38 | 97 | 212 | 18 | 6 | 293 | 223 | 24 | 279 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 164 | 43 | 38 | 97 | 212 | 18 | 6 | 293 | 223 | 24 | 279 | 30 |
| 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: | 164 | 43 | 38 | 97 | 212 | 18 | 6 | 293 | 223 | 24 | 279 | 30 |
| 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: | 0.67 | 0.18 | 0.15 | 0.30 | 0.65 | 0.05 | 1.00 | 1.14 | 0.86 | 1.00 | 1.81 | 0.19 |
| Final Sat.: | 324 | 85 | 75 | 152 | 331 | 28 | 463 | 570 | 469 | 438 | 851 | 92 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.51 | 0.51 | 0.51 | 0.64 | 0.64 | 0.64 | 0.01 | 0.51 | 0.48 | 0.05 | 0.33 | 0.32 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 16.2 | 16.2 | 16.2 | 19.9 | 19.9 | 19.9 | 10.3 | 16.4 | 14.5 | 10.9 | 13.1 | 13.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 16.2 | 16.2 | 16.2 | 19.9 | 19.9 | 19.9 | 10.3 | 16.4 | 14.5 | 10.9 | 13.1 | 13.0 |
| LOS by Move: | C | C | C | C | C | C | B | C | B | B | B | B |
| ApproachDel: | 16.2 | | | 19.9 | | | 15.5 | | | 13.0 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 16.2 | | | 19.9 | | | 15.5 | | | 13.0 | | |
| LOS by Appr: | C | | | C | | | C | | | B | | |
| AllWayAvgQ: | 0.8 | 0.8 | 0.8 | 1.4 | 1.4 | 1.4 | 0.0 | 1.0 | 0.8 | 0.1 | 0.4 | 0.4 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing PM

Intersection #21: Clarke Avenue and Bay Road

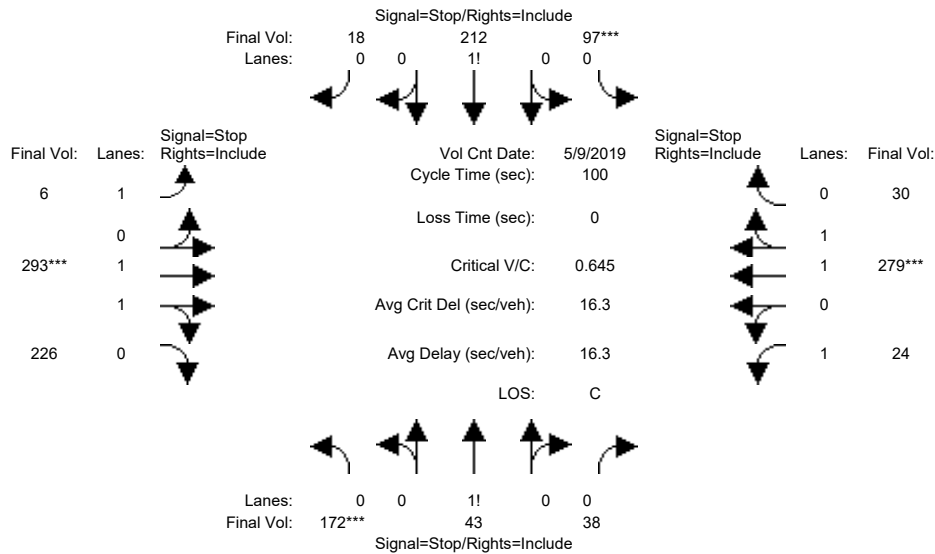


| Street Name: | Clarke Ave | | | | | | Bay Rd | | | | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 256 | 125 | 40 | 29 | 78 | 22 | 18 | 199 | 146 | 43 | 511 | 94 |
| 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: | 256 | 125 | 40 | 29 | 78 | 22 | 18 | 199 | 146 | 43 | 511 | 94 |
| 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: | 256 | 125 | 40 | 29 | 78 | 22 | 18 | 199 | 146 | 43 | 511 | 94 |
| 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: | 256 | 125 | 40 | 29 | 78 | 22 | 18 | 199 | 146 | 43 | 511 | 94 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 256 | 125 | 40 | 29 | 78 | 22 | 18 | 199 | 146 | 43 | 511 | 94 |
| 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: | 256 | 125 | 40 | 29 | 78 | 22 | 18 | 199 | 146 | 43 | 511 | 94 |
| 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: | 0.61 | 0.30 | 0.09 | 0.22 | 0.61 | 0.17 | 1.00 | 1.15 | 0.85 | 1.00 | 1.69 | 0.31 |
| Final Sat.: | 320 | 156 | 50 | 99 | 266 | 75 | 434 | 541 | 424 | 467 | 859 | 161 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.80 | 0.80 | 0.80 | 0.29 | 0.29 | 0.29 | 0.04 | 0.37 | 0.34 | 0.09 | 0.59 | 0.58 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 29.9 | 29.9 | 29.9 | 13.1 | 13.1 | 13.1 | 11.0 | 14.0 | 12.8 | 11.0 | 19.0 | 18.3 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.9 | 29.9 | 29.9 | 13.1 | 13.1 | 13.1 | 11.0 | 14.0 | 12.8 | 11.0 | 19.0 | 18.3 |
| LOS by Move: | D | D | D | B | B | B | B | B | B | B | C | C |
| ApproachDel: | 29.9 | | | 13.1 | | | 13.4 | | | 18.3 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 29.9 | | | 13.1 | | | 13.4 | | | 18.3 | | |
| LOS by Appr: | D | | | B | | | B | | | C | | |
| AllWayAvgQ: | 3.0 | 3.0 | 3.0 | 0.3 | 0.3 | 0.3 | 0.0 | 0.5 | 0.5 | 0.1 | 1.4 | 1.3 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Ex+Proj No Loop Rd AM

Intersection #21: Clarke Avenue and Bay Road

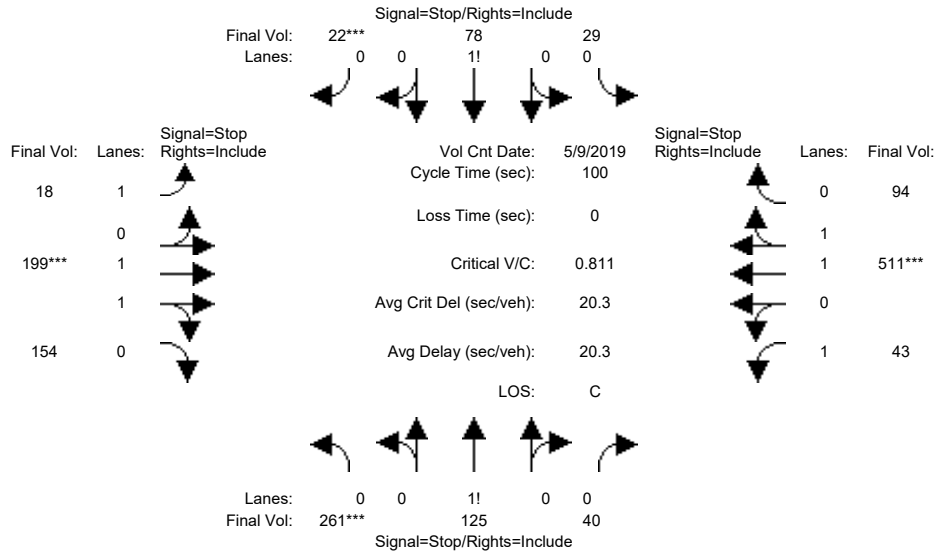


| Street Name: | Clarke Ave | | | | | | Bay Rd | | | | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 164 | 43 | 38 | 97 | 212 | 18 | 6 | 293 | 223 | 24 | 279 | 30 |
| 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: | 164 | 43 | 38 | 97 | 212 | 18 | 6 | 293 | 223 | 24 | 279 | 30 |
| Added Vol: | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 172 | 43 | 38 | 97 | 212 | 18 | 6 | 293 | 226 | 24 | 279 | 30 |
| 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: | 172 | 43 | 38 | 97 | 212 | 18 | 6 | 293 | 226 | 24 | 279 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 172 | 43 | 38 | 97 | 212 | 18 | 6 | 293 | 226 | 24 | 279 | 30 |
| 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: | 172 | 43 | 38 | 97 | 212 | 18 | 6 | 293 | 226 | 24 | 279 | 30 |
| 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: | 0.68 | 0.17 | 0.15 | 0.30 | 0.65 | 0.05 | 1.00 | 1.13 | 0.87 | 1.00 | 1.81 | 0.19 |
| Final Sat.: | 328 | 82 | 73 | 150 | 329 | 28 | 460 | 564 | 470 | 435 | 845 | 92 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.52 | 0.52 | 0.52 | 0.64 | 0.64 | 0.64 | 0.01 | 0.52 | 0.48 | 0.06 | 0.33 | 0.33 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 16.6 | 16.6 | 16.6 | 20.2 | 20.2 | 20.2 | 10.4 | 16.6 | 14.6 | 11.0 | 13.2 | 13.1 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 16.6 | 16.6 | 16.6 | 20.2 | 20.2 | 20.2 | 10.4 | 16.6 | 14.6 | 11.0 | 13.2 | 13.1 |
| LOS by Move: | C | C | C | C | C | C | B | C | B | B | B | B |
| ApproachDel: | 16.6 | | | 20.2 | | | 15.7 | | | 13.1 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 16.6 | | | 20.2 | | | 15.7 | | | 13.1 | | |
| LOS by Appr: | C | | | C | | | C | | | B | | |
| AllWayAvgQ: | 0.9 | 0.9 | 0.9 | 1.5 | 1.5 | 1.5 | 0.0 | 1.0 | 0.8 | 0.1 | 0.4 | 0.4 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Ex+Proj No Loop Rd PM

Intersection #21: Clarke Avenue and Bay Road

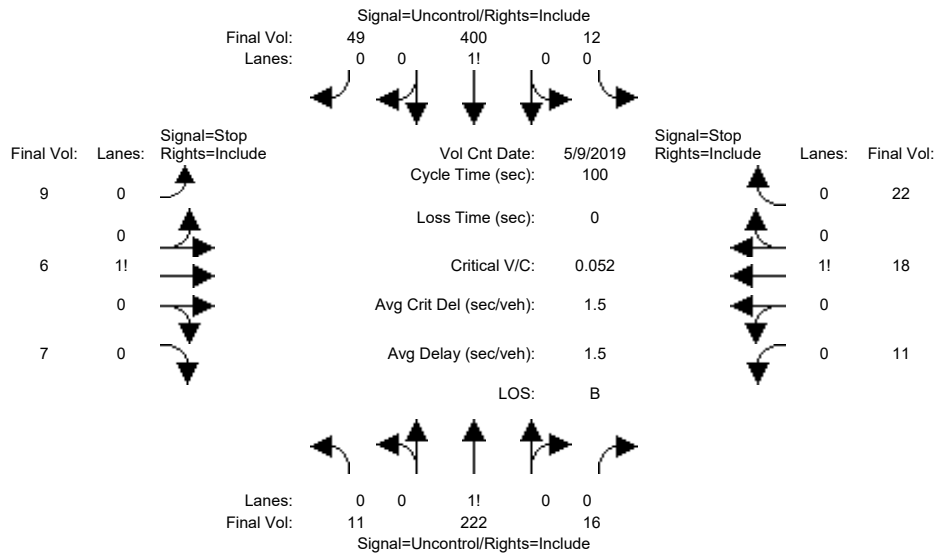


| Street Name: | Clarke Ave | | | | | | Bay Rd | | | | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 256 | 125 | 40 | 29 | 78 | 22 | 18 | 199 | 146 | 43 | 511 | 94 |
| 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: | 256 | 125 | 40 | 29 | 78 | 22 | 18 | 199 | 146 | 43 | 511 | 94 |
| Added Vol: | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 261 | 125 | 40 | 29 | 78 | 22 | 18 | 199 | 154 | 43 | 511 | 94 |
| 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: | 261 | 125 | 40 | 29 | 78 | 22 | 18 | 199 | 154 | 43 | 511 | 94 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 261 | 125 | 40 | 29 | 78 | 22 | 18 | 199 | 154 | 43 | 511 | 94 |
| 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: | 261 | 125 | 40 | 29 | 78 | 22 | 18 | 199 | 154 | 43 | 511 | 94 |
| 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: | 0.62 | 0.29 | 0.09 | 0.22 | 0.61 | 0.17 | 1.00 | 1.13 | 0.87 | 1.00 | 1.69 | 0.31 |
| Final Sat.: | 322 | 154 | 49 | 98 | 264 | 74 | 433 | 526 | 437 | 465 | 854 | 160 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.81 | 0.81 | 0.81 | 0.30 | 0.30 | 0.30 | 0.04 | 0.38 | 0.35 | 0.09 | 0.60 | 0.59 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |
| Delay/Veh: | 31.1 | 31.1 | 31.1 | 13.2 | 13.2 | 13.2 | 11.0 | 14.3 | 13.0 | 11.0 | 19.2 | 18.5 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.1 | 31.1 | 31.1 | 13.2 | 13.2 | 13.2 | 11.0 | 14.3 | 13.0 | 11.0 | 19.2 | 18.5 |
| LOS by Move: | D | D | D | B | B | B | B | B | B | B | C | C |
| ApproachDel: | | 31.1 | | | 13.2 | | | 13.6 | | | 18.5 | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| ApprAdjDel: | | 31.1 | | | 13.2 | | | 13.6 | | | 18.5 | |
| LOS by Appr: | | D | | | B | | | B | | | C | |
| AllWayAvgQ: | 3.1 | 3.1 | 3.1 | 0.3 | 0.3 | 0.3 | 0.0 | 0.5 | 0.5 | 0.1 | 1.4 | 1.3 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Existing AM

Intersection #22: Clarke Avenue and Weeks Street

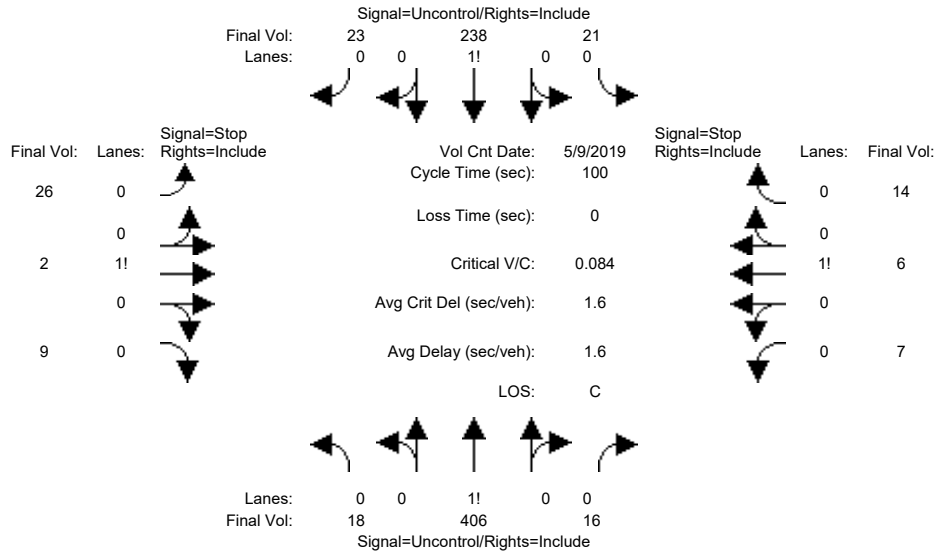


| Street Name: | Clarke Avenue | | | | | | Weeks Street | | | | | |
|---|---------------|------|--------|---------------|------|--------|---------------|------|--------|---------------|------|--------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 11 | 222 | 16 | 12 | 400 | 49 | 9 | 6 | 7 | 11 | 18 | 22 |
| 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 | 222 | 16 | 12 | 400 | 49 | 9 | 6 | 7 | 11 | 18 | 22 |
| 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 | 222 | 16 | 12 | 400 | 49 | 9 | 6 | 7 | 11 | 18 | 22 |
| 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 | 222 | 16 | 12 | 400 | 49 | 9 | 6 | 7 | 11 | 18 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 11 | 222 | 16 | 12 | 400 | 49 | 9 | 6 | 7 | 11 | 18 | 22 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 449 | xxxx | xxxxx | 238 | xxxx | xxxxx | 721 | 709 | 425 | 707 | 725 | 230 |
| Potent Cap.: | 1122 | xxxx | xxxxx | 1341 | xxxx | xxxxx | 345 | 362 | 634 | 353 | 354 | 814 |
| Move Cap.: | 1122 | xxxx | xxxxx | 1341 | xxxx | xxxxx | 318 | 355 | 634 | 339 | 347 | 814 |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.03 | 0.02 | 0.01 | 0.03 | 0.05 | 0.03 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 8.2 | xxxx | xxxxx | 7.7 | xxxx | xxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| 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 | 391 | xxxxxx | xxxx | 458 | xxxxxx |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 0.2 | xxxxxx | xxxxxx | 0.4 | xxxxxx |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 14.7 | xxxxxx | xxxxxx | 13.8 | xxxxxx |
| Shared LOS: | * | * | * | * | * | * | * | B | * | * | B | * |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | | 14.7 | | | 13.8 | |
| ApproachLOS: | * | | | * | | | | B | | | B | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Existing PM

Intersection #22: Clarke Avenue and Weeks Street



Street Name: Clarke Avenue Weeks Street
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| Volume Module: | >> Count Date: 9 May 2019 << | | | | | | | | | | | |
|----------------|------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 18 | 406 | 16 | 21 | 238 | 23 | 26 | 2 | 9 | 7 | 6 | 14 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 18 | 406 | 16 | 21 | 238 | 23 | 26 | 2 | 9 | 7 | 6 | 14 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 18 | 406 | 16 | 21 | 238 | 23 | 26 | 2 | 9 | 7 | 6 | 14 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 18 | 406 | 16 | 21 | 238 | 23 | 26 | 2 | 9 | 7 | 6 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 18 | 406 | 16 | 21 | 238 | 23 | 26 | 2 | 9 | 7 | 6 | 14 |

Critical Gap Module:

| | | | | | | | | | | | | |
|--------------|-----|------|--------|-----|------|--------|-----|-----|-----|-----|-----|-----|
| Critical Gp: | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |

Capacity Module:

| | | | | | | | | | | | | |
|--------------|------|------|--------|------|------|--------|------|------|------|------|------|------|
| Cnflct Vol: | 261 | xxxx | xxxxxx | 422 | xxxx | xxxxxx | 752 | 750 | 250 | 747 | 753 | 414 |
| Potent Cap.: | 1315 | xxxx | xxxxxx | 1148 | xxxx | xxxxxx | 329 | 343 | 794 | 332 | 341 | 643 |
| Move Cap.: | 1315 | xxxx | xxxxxx | 1148 | xxxx | xxxxxx | 310 | 332 | 794 | 318 | 330 | 643 |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.02 | xxxx | xxxx | 0.08 | 0.01 | 0.01 | 0.02 | 0.02 | 0.02 |

Level Of Service Module:

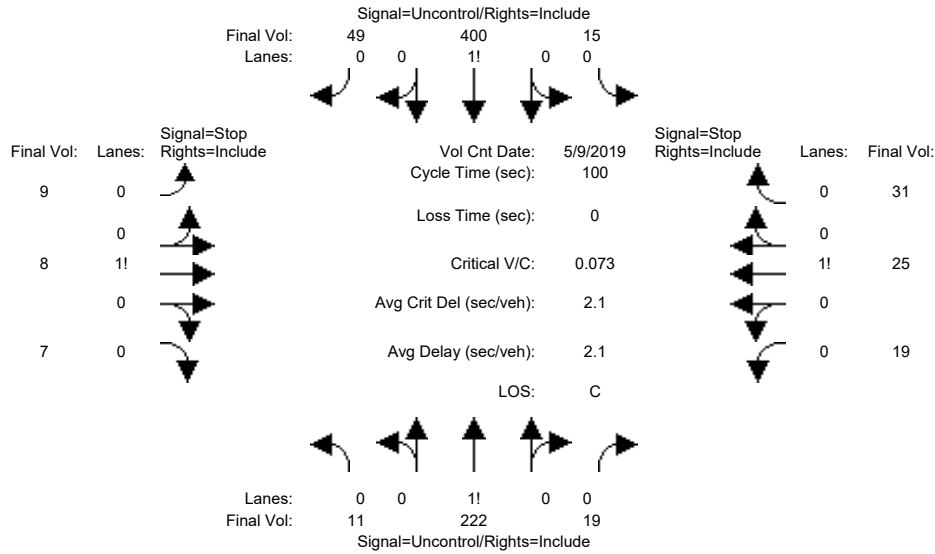
| | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------|
| 2Way95thQ: | 0.0 | xxxx | xxxxxx | 0.1 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx |
| Control Del: | 7.8 | xxxx | xxxxxx | 8.2 | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | |
| Shared Cap.: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | 365 | xxxxxx | xxxx | 436 | xxxxxx |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 0.3 | xxxxxx | xxxxxx | 0.2 | xxxxxx |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 16.0 | xxxxxx | xxxxxx | 13.8 | xxxxxx |
| Shared LOS: | * | * | * | * | * | * | * | C | * | * | B | * |
| ApproachDel: | xxxxxxx | xxxxxxx | | xxxxxxx | xxxxxxx | | 16.0 | | 13.8 | | | |
| ApproachLOS: | * | * | * | * | * | * | C | | B | | | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Ex+Proj No Loop Rd AM

Intersection #22: Clarke Avenue and Weeks Street



Street Name: Clarke Avenue Weeks Street
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| Volume Module: | >> | Count | Date: | 9 May 2019 | << | | | | | | | | | | | | |
|----------------|------|-------|-------|------------|------|------|------|------|------|------|------|------|--|--|--|--|--|
| Base Vol: | 11 | 222 | 16 | 12 | 400 | 49 | 9 | 6 | 7 | 11 | 18 | 22 | | | | | |
| 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 | 222 | 16 | 12 | 400 | 49 | 9 | 6 | 7 | 11 | 18 | 22 | | | | | |
| Added Vol: | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 2 | 0 | 8 | 7 | 9 | | | | | |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| Initial Fut: | 11 | 222 | 19 | 15 | 400 | 49 | 9 | 8 | 7 | 19 | 25 | 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: | 11 | 222 | 19 | 15 | 400 | 49 | 9 | 8 | 7 | 19 | 25 | 31 | | | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | | |
| FinalVolume: | 11 | 222 | 19 | 15 | 400 | 49 | 9 | 8 | 7 | 19 | 25 | 31 | | | | | |

Critical Gap Module:

| | | | | | | | | | | | | | | | |
|--------------|-----|------|--------|-----|------|--------|-----|-----|-----|-----|-----|-----|--|--|--|
| Critical Gp: | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | | | |

Capacity Module:

| | | | | | | | | | | | | | | | |
|--------------|------|------|--------|------|------|--------|------|------|------|------|------|------|--|--|--|
| Cnflict Vol: | 449 | xxxx | xxxxxx | 241 | xxxx | xxxxxx | 736 | 718 | 425 | 716 | 733 | 232 | | | |
| Potent Cap.: | 1122 | xxxx | xxxxxx | 1337 | xxxx | xxxxxx | 337 | 358 | 634 | 348 | 350 | 813 | | | |
| Move Cap.: | 1122 | xxxx | xxxxxx | 1337 | xxxx | xxxxxx | 301 | 350 | 634 | 333 | 343 | 813 | | | |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.01 | xxxx | xxxx | 0.03 | 0.02 | 0.01 | 0.06 | 0.07 | 0.04 | | | |

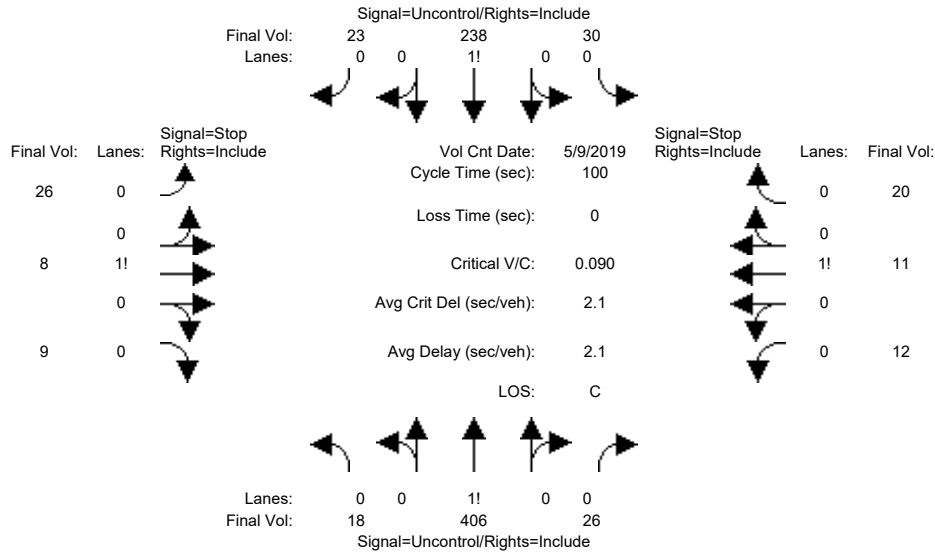
Level Of Service Module:

| | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--|--|--|
| 2Way95thQ: | 0.0 | xxxx | xxxxxx | 0.0 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | | | |
| Control Del: | 8.2 | xxxx | xxxxxx | 7.7 | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | | | |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * | | | |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | | | |
| Shared Cap.: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | 376 | xxxxxx | xxxx | 446 | xxxxxx | | | |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 0.2 | xxxxxx | xxxxxx | 0.6 | xxxxxx | | | |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 15.2 | xxxxxx | xxxxxx | 14.7 | xxxxxx | | | |
| Shared LOS: | * | * | * | * | * | * | * | C | * | * | B | * | | | |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | | 15.2 | | | 14.7 | | | | |
| ApproachLOS: | * | | | * | | | | C | | | B | | | | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Ex+Proj No Loop Rd PM

Intersection #22: Clarke Avenue and Weeks Street



Street Name: Clarke Avenue Weeks Street
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| Volume Module: | >> Count Date: 9 May 2019 << | | | | | | | | | | | |
|----------------|------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 18 | 406 | 16 | 21 | 238 | 23 | 26 | 2 | 9 | 7 | 6 | 14 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 18 | 406 | 16 | 21 | 238 | 23 | 26 | 2 | 9 | 7 | 6 | 14 |
| Added Vol: | 0 | 0 | 10 | 9 | 0 | 0 | 0 | 6 | 0 | 5 | 5 | 6 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 18 | 406 | 26 | 30 | 238 | 23 | 26 | 8 | 9 | 12 | 11 | 20 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 18 | 406 | 26 | 30 | 238 | 23 | 26 | 8 | 9 | 12 | 11 | 20 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 18 | 406 | 26 | 30 | 238 | 23 | 26 | 8 | 9 | 12 | 11 | 20 |

Critical Gap Module:

| | | | | | | | | | | | | |
|--------------|-----|------|--------|-----|------|--------|-----|-----|-----|-----|-----|-----|
| Critical Gp: | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |

Capacity Module:

| | | | | | | | | | | | | |
|--------------|------|------|--------|------|------|--------|------|------|------|------|------|------|
| Cnflict Vol: | 261 | xxxx | xxxxxx | 432 | xxxx | xxxxxx | 780 | 778 | 250 | 773 | 776 | 419 |
| Potent Cap.: | 1315 | xxxx | xxxxxx | 1138 | xxxx | xxxxxx | 315 | 330 | 794 | 319 | 331 | 638 |
| Move Cap.: | 1315 | xxxx | xxxxxx | 1138 | xxxx | xxxxxx | 288 | 317 | 794 | 299 | 318 | 638 |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.03 | xxxx | xxxx | 0.09 | 0.03 | 0.01 | 0.04 | 0.03 | 0.03 |

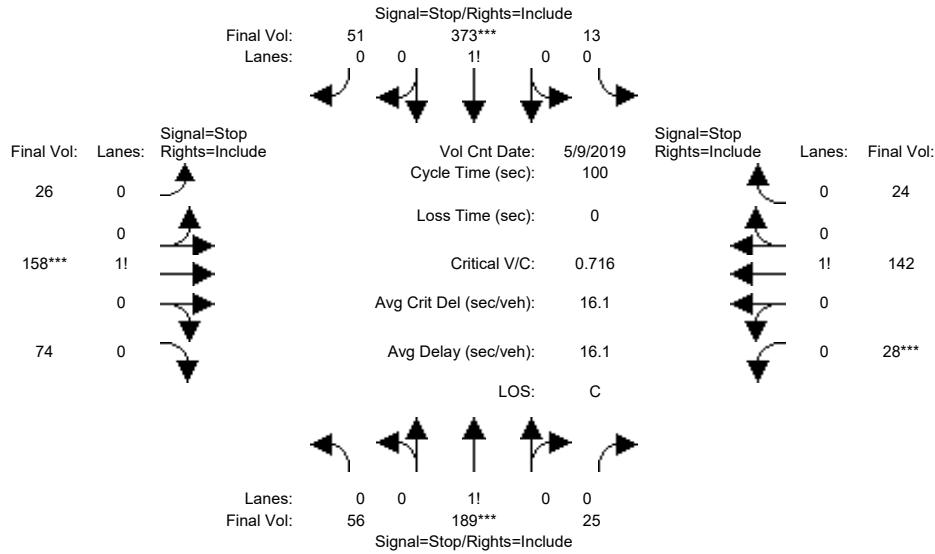
Level Of Service Module:

| | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------|
| 2Way95thQ: | 0.0 | xxxx | xxxxxx | 0.1 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx |
| Control Del: | 7.8 | xxxx | xxxxxx | 8.2 | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | |
| Shared Cap.: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | 339 | xxxxxx | xxxx | 405 | xxxxxx |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 0.4 | xxxxxx | xxxxxx | 0.4 | xxxxxx |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 17.2 | xxxxxx | xxxxxx | 14.9 | xxxxxx |
| Shared LOS: | * | * | * | * | * | * | * | C | * | * | B | * |
| ApproachDel: | xxxxxxx | xxxxxxx | | xxxxxxx | xxxxxxx | | 17.2 | | 14.9 | | | |
| ApproachLOS: | * | * | * | * | * | * | C | | B | | | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing AM

Intersection #23: Clarke Avenue and Runnymede Street

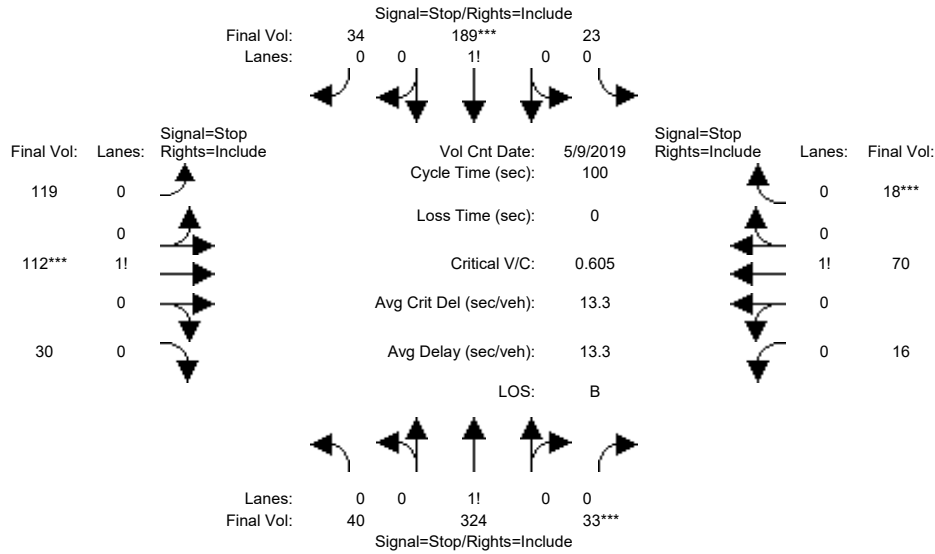


| Street Name: | Clarke Avenue | | | | | | Runnymede Street | | | | | |
|---|---------------|------|------|-------------|------|------|------------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 56 | 189 | 25 | 13 | 373 | 51 | 26 | 158 | 74 | 28 | 142 | 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: | 56 | 189 | 25 | 13 | 373 | 51 | 26 | 158 | 74 | 28 | 142 | 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: | 56 | 189 | 25 | 13 | 373 | 51 | 26 | 158 | 74 | 28 | 142 | 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: | 56 | 189 | 25 | 13 | 373 | 51 | 26 | 158 | 74 | 28 | 142 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 56 | 189 | 25 | 13 | 373 | 51 | 26 | 158 | 74 | 28 | 142 | 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: | 56 | 189 | 25 | 13 | 373 | 51 | 26 | 158 | 74 | 28 | 142 | 24 |
| 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: | 0.21 | 0.70 | 0.09 | 0.03 | 0.85 | 0.12 | 0.10 | 0.61 | 0.29 | 0.14 | 0.74 | 0.12 |
| Final Sat.: | 115 | 388 | 51 | 18 | 521 | 71 | 54 | 329 | 154 | 73 | 368 | 62 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.49 | 0.49 | 0.49 | 0.72 | 0.72 | 0.72 | 0.48 | 0.48 | 0.48 | 0.39 | 0.39 | 0.39 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 13.9 | 13.9 | 13.9 | 20.4 | 20.4 | 20.4 | 13.8 | 13.8 | 13.8 | 12.6 | 12.6 | 12.6 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.9 | 13.9 | 13.9 | 20.4 | 20.4 | 20.4 | 13.8 | 13.8 | 13.8 | 12.6 | 12.6 | 12.6 |
| LOS by Move: | B | B | B | C | C | C | B | B | B | B | B | B |
| ApproachDel: | 13.9 | | | 20.4 | | | 13.8 | | | 12.6 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 13.9 | | | 20.4 | | | 13.8 | | | 12.6 | | |
| LOS by Appr: | B | | | C | | | B | | | B | | |
| AllWayAvgQ: | 0.7 | 0.7 | 0.7 | 2.0 | 2.0 | 2.0 | 0.7 | 0.7 | 0.7 | 0.5 | 0.5 | 0.5 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing PM

Intersection #23: Clarke Avenue and Runnymede Street

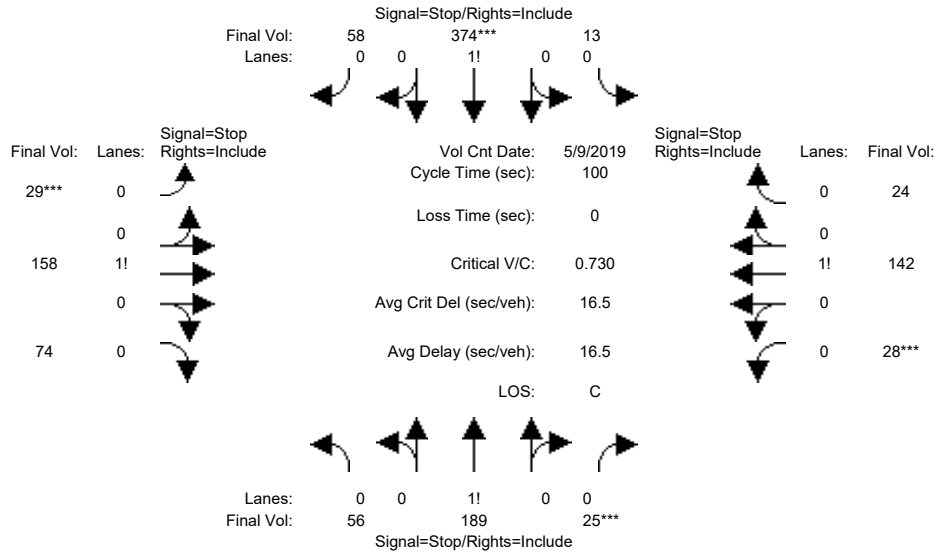


| Street Name: | Clarke Avenue | | | | | | Runnymede Street | | | | | |
|---|---------------|------|------|-------------|------|------|------------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 40 | 324 | 33 | 23 | 189 | 34 | 119 | 112 | 30 | 16 | 70 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 324 | 33 | 23 | 189 | 34 | 119 | 112 | 30 | 16 | 70 | 18 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 40 | 324 | 33 | 23 | 189 | 34 | 119 | 112 | 30 | 16 | 70 | 18 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 324 | 33 | 23 | 189 | 34 | 119 | 112 | 30 | 16 | 70 | 18 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 324 | 33 | 23 | 189 | 34 | 119 | 112 | 30 | 16 | 70 | 18 |
| 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: | 40 | 324 | 33 | 23 | 189 | 34 | 119 | 112 | 30 | 16 | 70 | 18 |
| 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: | 0.10 | 0.82 | 0.08 | 0.09 | 0.77 | 0.14 | 0.46 | 0.43 | 0.11 | 0.15 | 0.68 | 0.17 |
| Final Sat.: | 66 | 535 | 55 | 58 | 474 | 85 | 265 | 250 | 67 | 81 | 355 | 91 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.61 | 0.61 | 0.61 | 0.40 | 0.40 | 0.40 | 0.45 | 0.45 | 0.45 | 0.20 | 0.20 | 0.20 |
| Crit Moves: | | | **** | | | **** | | | **** | | | **** |
| Delay/Veh: | 15.4 | 15.4 | 15.4 | 11.7 | 11.7 | 11.7 | 12.8 | 12.8 | 12.8 | 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: | 15.4 | 15.4 | 15.4 | 11.7 | 11.7 | 11.7 | 12.8 | 12.8 | 12.8 | 10.2 | 10.2 | 10.2 |
| LOS by Move: | C | C | C | B | B | B | B | B | B | B | B | B |
| ApproachDel: | | 15.4 | | | 11.7 | | | 12.8 | | | 10.2 | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| ApprAdjDel: | | 15.4 | | | 11.7 | | | 12.8 | | | 10.2 | |
| LOS by Appr: | | C | | | B | | | B | | | B | |
| AllWayAvgQ: | 1.3 | 1.3 | 1.3 | 0.6 | 0.6 | 0.6 | 0.7 | 0.7 | 0.7 | 0.2 | 0.2 | 0.2 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Ex+Proj No Loop Rd AM

Intersection #23: Clarke Avenue and Runnymede Street

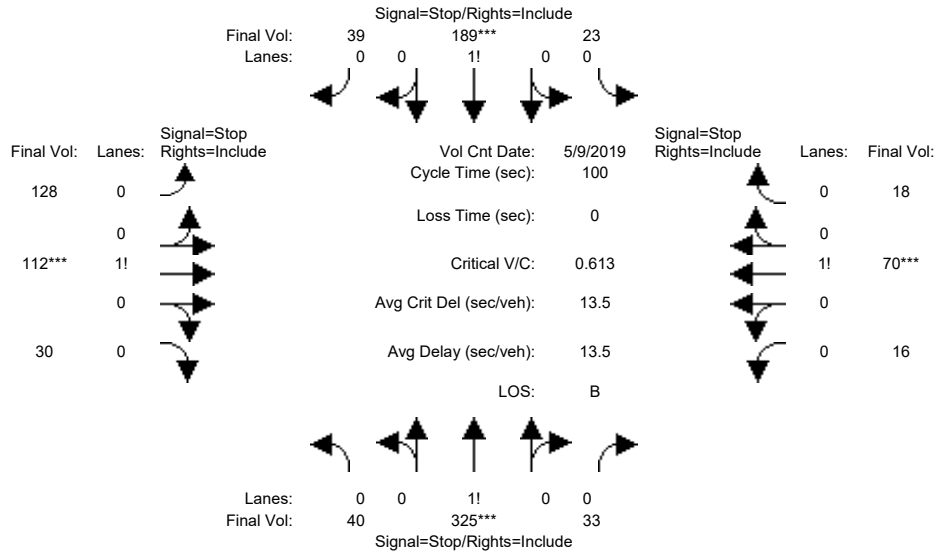


| Street Name: | Clarke Avenue | | | | | | Runnymede Street | | | | | |
|---|---------------|------|------|-------------|------|------|------------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 56 | 189 | 25 | 13 | 373 | 51 | 26 | 158 | 74 | 28 | 142 | 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: | 56 | 189 | 25 | 13 | 373 | 51 | 26 | 158 | 74 | 28 | 142 | 24 |
| Added Vol: | 0 | 0 | 0 | 0 | 1 | 7 | 3 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 56 | 189 | 25 | 13 | 374 | 58 | 29 | 158 | 74 | 28 | 142 | 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: | 56 | 189 | 25 | 13 | 374 | 58 | 29 | 158 | 74 | 28 | 142 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 56 | 189 | 25 | 13 | 374 | 58 | 29 | 158 | 74 | 28 | 142 | 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: | 56 | 189 | 25 | 13 | 374 | 58 | 29 | 158 | 74 | 28 | 142 | 24 |
| 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: | 0.21 | 0.70 | 0.09 | 0.03 | 0.84 | 0.13 | 0.11 | 0.61 | 0.28 | 0.14 | 0.74 | 0.12 |
| Final Sat.: | 114 | 386 | 51 | 18 | 512 | 79 | 59 | 323 | 151 | 72 | 365 | 62 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.49 | 0.49 | 0.49 | 0.73 | 0.73 | 0.73 | 0.49 | 0.49 | 0.49 | 0.39 | 0.39 | 0.39 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 14.0 | 14.0 | 14.0 | 21.2 | 21.2 | 21.2 | 14.0 | 14.0 | 14.0 | 12.7 | 12.7 | 12.7 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 14.0 | 14.0 | 14.0 | 21.2 | 21.2 | 21.2 | 14.0 | 14.0 | 14.0 | 12.7 | 12.7 | 12.7 |
| LOS by Move: | B | B | B | C | C | C | B | B | B | B | B | B |
| ApproachDel: | 14.0 | | | 21.2 | | | 14.0 | | | 12.7 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 14.0 | | | 21.2 | | | 14.0 | | | 12.7 | | |
| LOS by Appr: | B | | | C | | | B | | | B | | |
| AllWayAvgQ: | 0.8 | 0.8 | 0.8 | 2.1 | 2.1 | 2.1 | 0.7 | 0.7 | 0.7 | 0.5 | 0.5 | 0.5 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex+Proj No Loop Rd PM

Intersection #23: Clarke Avenue and Runnymede Street

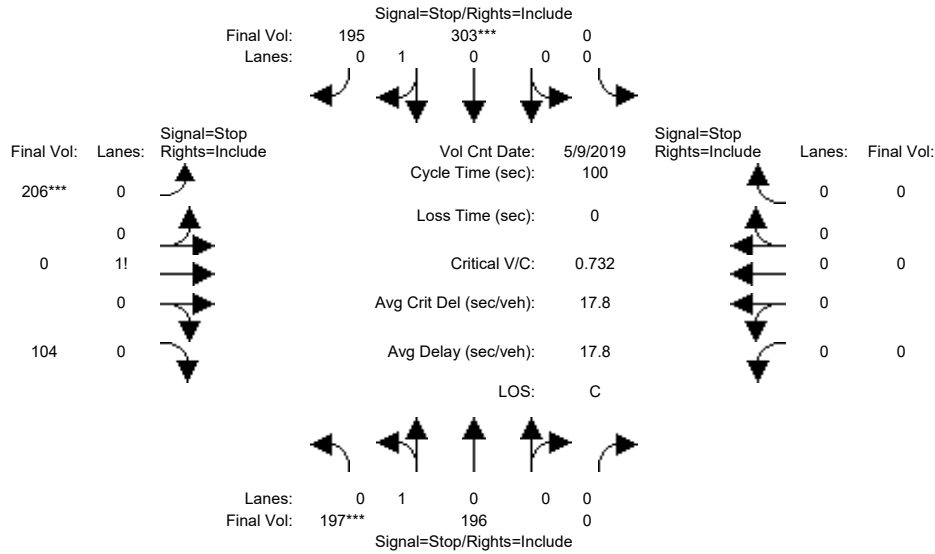


| Street Name: | Clarke Avenue | | | | | | Runnymede Street | | | | | |
|---|---------------|------|------|-------------|------|------|------------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 40 | 324 | 33 | 23 | 189 | 34 | 119 | 112 | 30 | 16 | 70 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 324 | 33 | 23 | 189 | 34 | 119 | 112 | 30 | 16 | 70 | 18 |
| Added Vol: | 0 | 1 | 0 | 0 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 40 | 325 | 33 | 23 | 189 | 39 | 128 | 112 | 30 | 16 | 70 | 18 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 325 | 33 | 23 | 189 | 39 | 128 | 112 | 30 | 16 | 70 | 18 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 325 | 33 | 23 | 189 | 39 | 128 | 112 | 30 | 16 | 70 | 18 |
| 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: | 40 | 325 | 33 | 23 | 189 | 39 | 128 | 112 | 30 | 16 | 70 | 18 |
| 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: | 0.10 | 0.82 | 0.08 | 0.09 | 0.75 | 0.16 | 0.48 | 0.41 | 0.11 | 0.15 | 0.68 | 0.17 |
| Final Sat.: | 65 | 531 | 54 | 56 | 461 | 95 | 275 | 241 | 64 | 80 | 351 | 90 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.61 | 0.61 | 0.61 | 0.41 | 0.41 | 0.41 | 0.47 | 0.47 | 0.47 | 0.20 | 0.20 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 15.7 | 15.7 | 15.7 | 11.9 | 11.9 | 11.9 | 13.1 | 13.1 | 13.1 | 10.3 | 10.3 | 10.3 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 15.7 | 15.7 | 15.7 | 11.9 | 11.9 | 11.9 | 13.1 | 13.1 | 13.1 | 10.3 | 10.3 | 10.3 |
| LOS by Move: | C | C | C | B | B | B | B | B | B | B | B | B |
| ApproachDel: | 15.7 | | | 11.9 | | | 13.1 | | | 10.3 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 15.7 | | | 11.9 | | | 13.1 | | | 10.3 | | |
| LOS by Appr: | C | | | B | | | B | | | B | | |
| AllWayAvgQ: | 1.3 | 1.3 | 1.3 | 0.6 | 0.6 | 0.6 | 0.7 | 0.7 | 0.7 | 0.2 | 0.2 | 0.2 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing AM

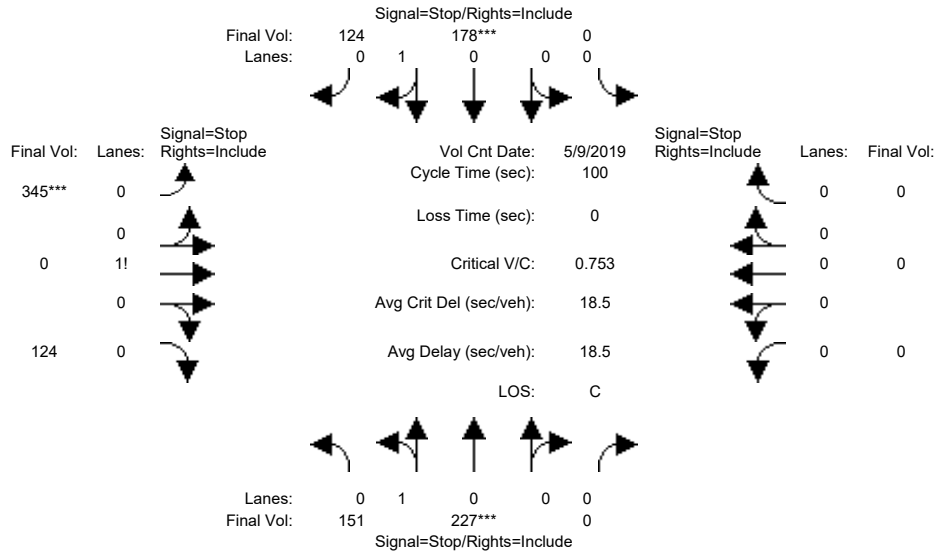
Intersection #24: Clarke Avenue and Donohoe Street



| Street Name: | Clarke Avenue | | | | | | Donohoe 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 197 | 196 | 0 | 0 | 303 | 195 | 206 | 0 | 104 | 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: | 197 | 196 | 0 | 0 | 303 | 195 | 206 | 0 | 104 | 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: | 197 | 196 | 0 | 0 | 303 | 195 | 206 | 0 | 104 | 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: | 197 | 196 | 0 | 0 | 303 | 195 | 206 | 0 | 104 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 197 | 196 | 0 | 0 | 303 | 195 | 206 | 0 | 104 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 197 | 196 | 0 | 0 | 303 | 195 | 206 | 0 | 104 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.50 | 0.50 | 0.00 | 0.00 | 0.61 | 0.39 | 0.66 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 312 | 311 | 0 | 0 | 414 | 266 | 382 | 0 | 193 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.63 | 0.63 | xxxx | xxxx | 0.73 | 0.73 | 0.54 | xxxx | 0.54 | xxxx | xxxx | xxxx |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Delay/Veh: | 17.1 | 17.1 | 0.0 | 0.0 | 20.2 | 20.2 | 14.8 | 0.0 | 14.8 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.1 | 17.1 | 0.0 | 0.0 | 20.2 | 20.2 | 14.8 | 0.0 | 14.8 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | C | * | * | C | C | B | * | B | * | * | * |
| ApproachDel: | 17.1 | | | 20.2 | | | 14.8 | | | xxxxxx | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | xxxxxx | | |
| ApprAdjDel: | 17.1 | | | 20.2 | | | 14.8 | | | xxxxxx | | |
| LOS by Appr: | C | | | C | | | B | | | * | | |
| AllWayAvgQ: | 1.5 | 1.5 | 1.5 | 2.3 | 2.3 | 2.3 | 0.9 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 |

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

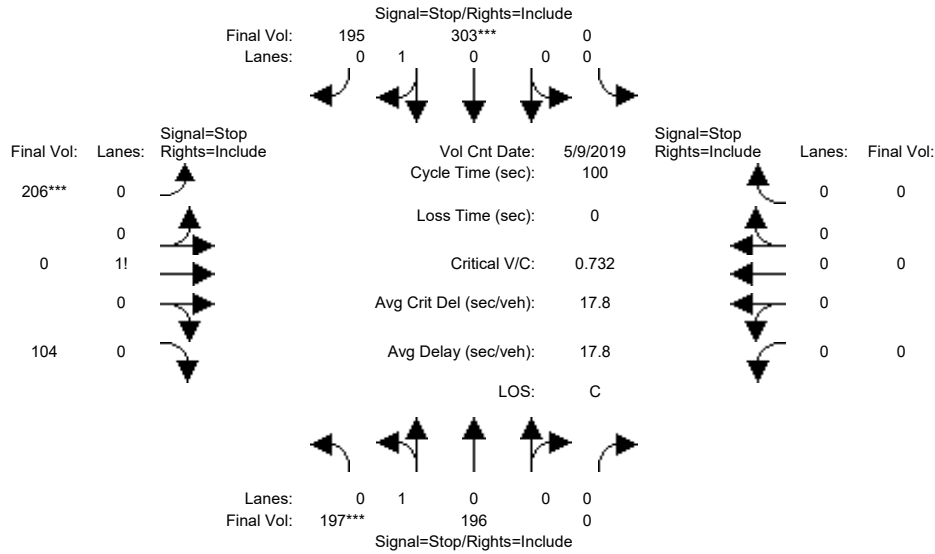
Intersection #24: Clarke Avenue and Donohoe Street



| Street Name: | Clarke Avenue | | | | | | Donohoe 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 151 | 227 | 0 | 0 | 178 | 124 | 345 | 0 | 124 | 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: | 151 | 227 | 0 | 0 | 178 | 124 | 345 | 0 | 124 | 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: | 151 | 227 | 0 | 0 | 178 | 124 | 345 | 0 | 124 | 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: | 151 | 227 | 0 | 0 | 178 | 124 | 345 | 0 | 124 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 151 | 227 | 0 | 0 | 178 | 124 | 345 | 0 | 124 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 151 | 227 | 0 | 0 | 178 | 124 | 345 | 0 | 124 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.40 | 0.60 | 0.00 | 0.00 | 0.59 | 0.41 | 0.74 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 239 | 359 | 0 | 0 | 358 | 250 | 458 | 0 | 165 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.63 | 0.63 | xxxx | xxxx | 0.50 | 0.50 | 0.75 | xxxx | 0.75 | xxxx | xxxx | xxxx |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Delay/Veh: | 17.5 | 17.5 | 0.0 | 0.0 | 13.6 | 13.6 | 22.4 | 0.0 | 22.4 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.5 | 17.5 | 0.0 | 0.0 | 13.6 | 13.6 | 22.4 | 0.0 | 22.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | C | * | * | B | B | C | * | C | * | * | * |
| ApproachDel: | 17.5 | | | | 13.6 | | 22.4 | | | xxxxxx | | |
| Delay Adj: | 1.00 | | | | 1.00 | | 1.00 | | | xxxxxx | | |
| ApprAdjDel: | 17.5 | | | | 13.6 | | 22.4 | | | xxxxxx | | |
| LOS by Appr: | C | | | | B | | C | | | * | | |
| AllWayAvgQ: | 1.4 | 1.4 | 1.4 | 0.8 | 0.8 | 0.8 | 2.4 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 |

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex+Proj No Loop Rd AM

Intersection #24: Clarke Avenue and Donohoe Street

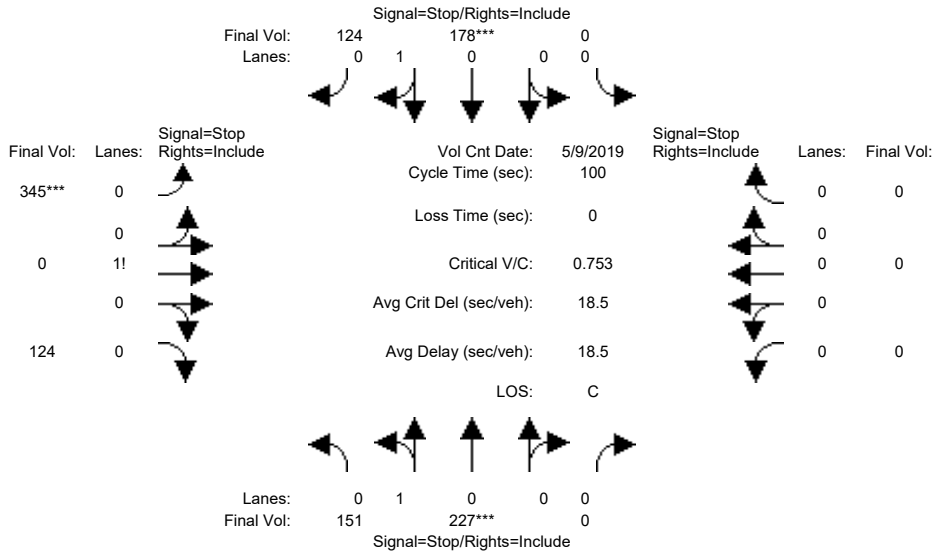


| Street Name: | Clarke Avenue | | | | | | Donohoe Street | | | | | |
|---|---------------|------|------|-------------|------|------|----------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 197 | 196 | 0 | 0 | 303 | 195 | 206 | 0 | 104 | 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: | 197 | 196 | 0 | 0 | 303 | 195 | 206 | 0 | 104 | 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: | 197 | 196 | 0 | 0 | 303 | 195 | 206 | 0 | 104 | 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: | 197 | 196 | 0 | 0 | 303 | 195 | 206 | 0 | 104 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 197 | 196 | 0 | 0 | 303 | 195 | 206 | 0 | 104 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 197 | 196 | 0 | 0 | 303 | 195 | 206 | 0 | 104 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.50 | 0.50 | 0.00 | 0.00 | 0.61 | 0.39 | 0.66 | 0.00 | 0.34 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 312 | 311 | 0 | 0 | 414 | 266 | 382 | 0 | 193 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.63 | 0.63 | xxxx | xxxx | 0.73 | 0.73 | 0.54 | xxxx | 0.54 | xxxx | xxxx | xxxx |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Delay/Veh: | 17.1 | 17.1 | 0.0 | 0.0 | 20.2 | 20.2 | 14.8 | 0.0 | 14.8 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.1 | 17.1 | 0.0 | 0.0 | 20.2 | 20.2 | 14.8 | 0.0 | 14.8 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | C | * | * | C | C | B | * | B | * | * | * |
| ApproachDel: | 17.1 | | | | 20.2 | | 14.8 | | | xxxxxx | | |
| Delay Adj: | 1.00 | | | | 1.00 | | 1.00 | | | xxxxxx | | |
| ApprAdjDel: | 17.1 | | | | 20.2 | | 14.8 | | | xxxxxx | | |
| LOS by Appr: | C | | | | C | | B | | | * | | |
| AllWayAvgQ: | 1.5 | 1.5 | 1.5 | 2.3 | 2.3 | 2.3 | 0.9 | 0.9 | 0.9 | 0.0 | 0.0 | 0.0 |

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

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2000 HCM 4-Way Stop (Future Volume Alternative)
Ex+Proj No Loop Rd PM

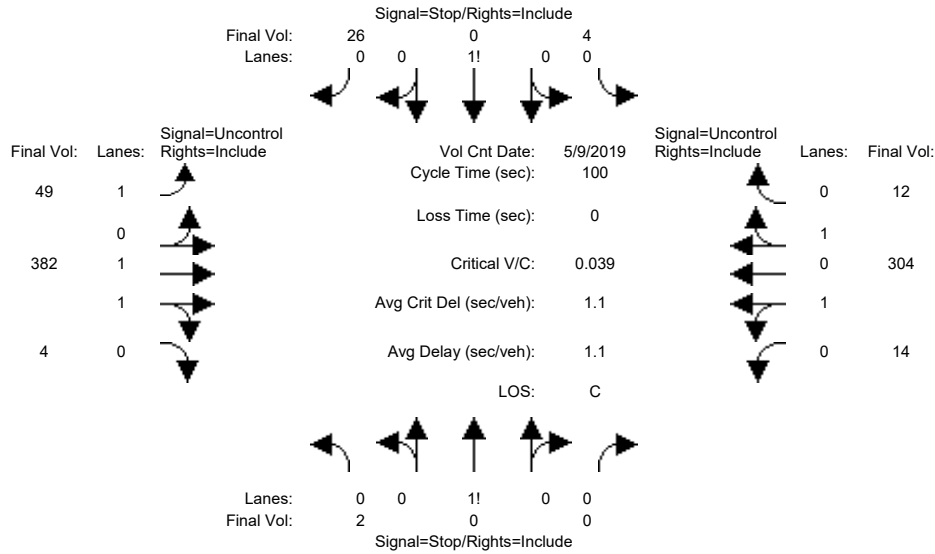
Intersection #24: Clarke Avenue and Donohoe Street



| Street Name: | Clarke Avenue | | | | | | Donohoe 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 151 | 227 | 0 | 0 | 178 | 124 | 345 | 0 | 124 | 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: | 151 | 227 | 0 | 0 | 178 | 124 | 345 | 0 | 124 | 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: | 151 | 227 | 0 | 0 | 178 | 124 | 345 | 0 | 124 | 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: | 151 | 227 | 0 | 0 | 178 | 124 | 345 | 0 | 124 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 151 | 227 | 0 | 0 | 178 | 124 | 345 | 0 | 124 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 151 | 227 | 0 | 0 | 178 | 124 | 345 | 0 | 124 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.40 | 0.60 | 0.00 | 0.00 | 0.59 | 0.41 | 0.74 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 239 | 359 | 0 | 0 | 358 | 250 | 458 | 0 | 165 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.63 | 0.63 | xxxx | xxxx | 0.50 | 0.50 | 0.75 | xxxx | 0.75 | xxxx | xxxx | xxxx |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Delay/Veh: | 17.5 | 17.5 | 0.0 | 0.0 | 13.6 | 13.6 | 22.4 | 0.0 | 22.4 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.5 | 17.5 | 0.0 | 0.0 | 13.6 | 13.6 | 22.4 | 0.0 | 22.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | C | * | * | B | B | C | * | C | * | * | * |
| ApproachDel: | 17.5 | | | | 13.6 | | 22.4 | | | xxxxxx | | |
| Delay Adj: | 1.00 | | | | 1.00 | | 1.00 | | | xxxxxx | | |
| ApprAdjDel: | 17.5 | | | | 13.6 | | 22.4 | | | xxxxxx | | |
| LOS by Appr: | C | | | | B | | C | | | * | | |
| AllWayAvgQ: | 1.4 | 1.4 | 1.4 | 0.8 | 0.8 | 0.8 | 2.4 | 2.4 | 2.4 | 0.0 | 0.0 | 0.0 |

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Intersection #26: Demeter Street and Bay Road

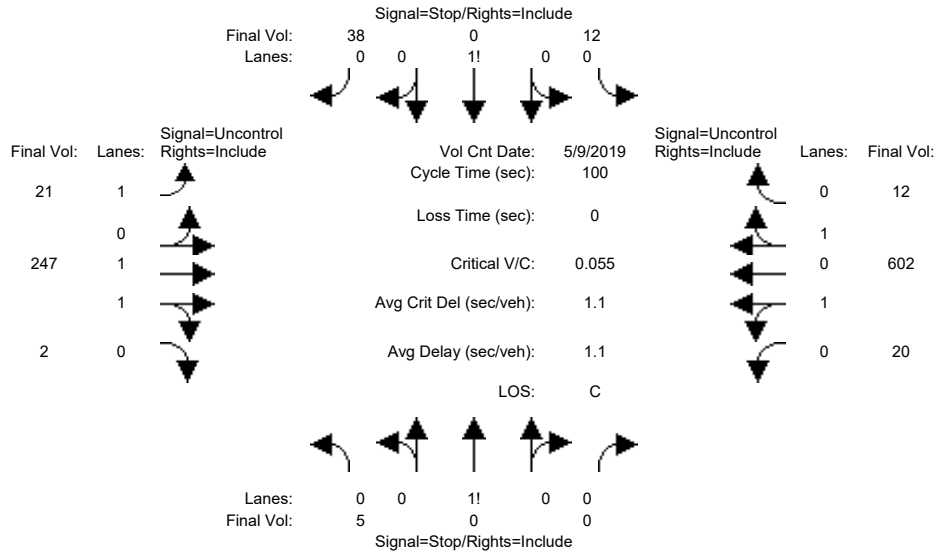


| Street Name: | Demeter Street | | | | | | Bay Road | | | | | | | | |
|---|----------------|------|-------|-------------|------|-------|------------|------|-------|------------|------|-------|-----|---|----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Volume Module: >> Count Date: 9 May 2019 << | | | | | | | | | | | | | | | |
| Base Vol: | 2 | 0 | 0 | 4 | 0 | 26 | 49 | 382 | 4 | 14 | 304 | 12 | | | |
| 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: | 2 | 0 | 0 | 4 | 0 | 26 | 49 | 382 | 4 | 14 | 304 | 12 | | | |
| 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: | 2 | 0 | 0 | 4 | 0 | 26 | 49 | 382 | 4 | 14 | 304 | 12 | | | |
| 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: | 2 | 0 | 0 | 4 | 0 | 26 | 49 | 382 | 4 | 14 | 304 | 12 | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| FinalVolume: | 2 | 0 | 0 | 4 | 0 | 26 | 49 | 382 | 4 | 14 | 304 | 12 | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | |
| Critical Gp: | 7.5 | xxxx | xxxxx | 7.5 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | | | |
| FollowUpTim: | 3.5 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | |
| Cnflct Vol: | 662 | xxxx | xxxxx | 627 | 822 | 158 | 316 | xxxx | xxxxx | 386 | xxxx | xxxxx | | | |
| Potent Cap.: | 351 | xxxx | xxxxx | 372 | 311 | 866 | 1256 | xxxx | xxxxx | 1184 | xxxx | xxxxx | | | |
| Move Cap.: | 327 | xxxx | xxxxx | 358 | 295 | 866 | 1256 | xxxx | xxxxx | 1184 | xxxx | xxxxx | | | |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.01 | 0.00 | 0.03 | 0.04 | xxxx | xxxx | 0.01 | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | | | |
| Control Del: | 16.1 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.0 | xxxx | xxxxx | 8.1 | xxxx | xxxxx | | | |
| LOS by Move: | C | * | * | * | * | * | A | * | * | A | * | * | | | |
| Movement: | LT | - | LTR | - | RT | LT | - | LTR | - | RT | LT | - | LTR | - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 728 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 0.1 | xxxxx | xxxxx | xxxx | xxxxx | 0.0 | xxxx | xxxxx | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 10.2 | xxxxx | xxxxx | xxxx | xxxxx | 8.1 | xxxx | xxxxx | | | |
| Shared LOS: | * | * | * | * | B | * | * | * | * | A | * | * | | | |
| ApproachDel: | 16.1 | | | 10.2 | | | xxxxxx | | | xxxxxx | | | | | |
| ApproachLOS: | C | | | B | | | * | | | * | | | | | |

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

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Intersection #26: Demeter Street and Bay Road

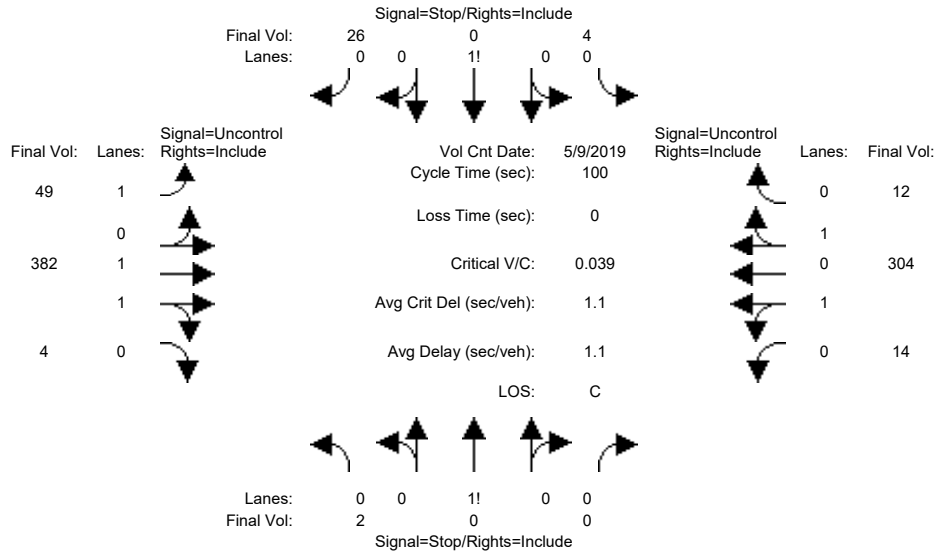


| Street Name: | Demeter Street | | | | | | Bay Road | | | | | | | | |
|---|----------------|------|-------|-------------|------|-------|------------|------|-------|------------|------|-------|-----|---|----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Volume Module: >> Count Date: 9 May 2019 << | | | | | | | | | | | | | | | |
| Base Vol: | 5 | 0 | 0 | 12 | 0 | 38 | 21 | 247 | 2 | 20 | 602 | 12 | | | |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| Initial Bse: | 5 | 0 | 0 | 12 | 0 | 38 | 21 | 247 | 2 | 20 | 602 | 12 | | | |
| 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: | 5 | 0 | 0 | 12 | 0 | 38 | 21 | 247 | 2 | 20 | 602 | 12 | | | |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | |
| PHF Volume: | 5 | 0 | 0 | 12 | 0 | 38 | 21 | 247 | 2 | 20 | 602 | 12 | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| FinalVolume: | 5 | 0 | 0 | 12 | 0 | 38 | 21 | 247 | 2 | 20 | 602 | 12 | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | |
| Critical Gp: | 7.5 | xxxx | xxxxx | 7.5 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | | | |
| FollowUpTim: | 3.5 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | |
| Cnflct Vol: | 631 | xxxx | xxxxx | 814 | 939 | 307 | 614 | xxxx | xxxxx | 249 | xxxx | xxxxx | | | |
| Potent Cap.: | 370 | xxxx | xxxxx | 273 | 266 | 695 | 975 | xxxx | xxxxx | 1328 | xxxx | xxxxx | | | |
| Move Cap.: | 340 | xxxx | xxxxx | 266 | 256 | 695 | 975 | xxxx | xxxxx | 1328 | xxxx | xxxxx | | | |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.05 | 0.00 | 0.05 | 0.02 | xxxx | xxxx | 0.02 | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | | | |
| Control Del: | 15.8 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.8 | xxxx | xxxxx | 7.8 | xxxx | xxxxx | | | |
| LOS by Move: | C | * | * | * | * | * | A | * | * | A | * | * | | | |
| Movement: | LT | - | LTR | - | RT | LT | - | LTR | - | RT | LT | - | LTR | - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 501 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 0.3 | xxxxx | xxxxx | xxxx | xxxxx | 0.0 | xxxx | xxxxx | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 13.0 | xxxxx | xxxxx | xxxx | xxxxx | 7.8 | xxxx | xxxxx | | | |
| Shared LOS: | * | * | * | * | B | * | * | * | * | A | * | * | | | |
| ApproachDel: | 15.8 | | | 13.0 | | | xxxxxx | | | xxxxxx | | | | | |
| ApproachLOS: | C | | | B | | | * | | | * | | | | | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
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 Ex+Proj No Loop Rd AM

Intersection #26: Demeter Street and Bay Road



| Street Name: | Demeter Street | | | | Bay Road | | | | |
|--------------|----------------|---|-------------|---|------------|---|------------|---|---|
| Approach: | North Bound | | South Bound | | East Bound | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R |

| Volume Module: | >> Count Date: 9 May 2019 << | | | | | | | | | | | |
|----------------|------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 2 | 0 | 0 | 4 | 0 | 26 | 49 | 382 | 4 | 14 | 304 | 12 |
| 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: | 2 | 0 | 0 | 4 | 0 | 26 | 49 | 382 | 4 | 14 | 304 | 12 |
| 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: | 2 | 0 | 0 | 4 | 0 | 26 | 49 | 382 | 4 | 14 | 304 | 12 |
| 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: | 2 | 0 | 0 | 4 | 0 | 26 | 49 | 382 | 4 | 14 | 304 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 2 | 0 | 0 | 4 | 0 | 26 | 49 | 382 | 4 | 14 | 304 | 12 |

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

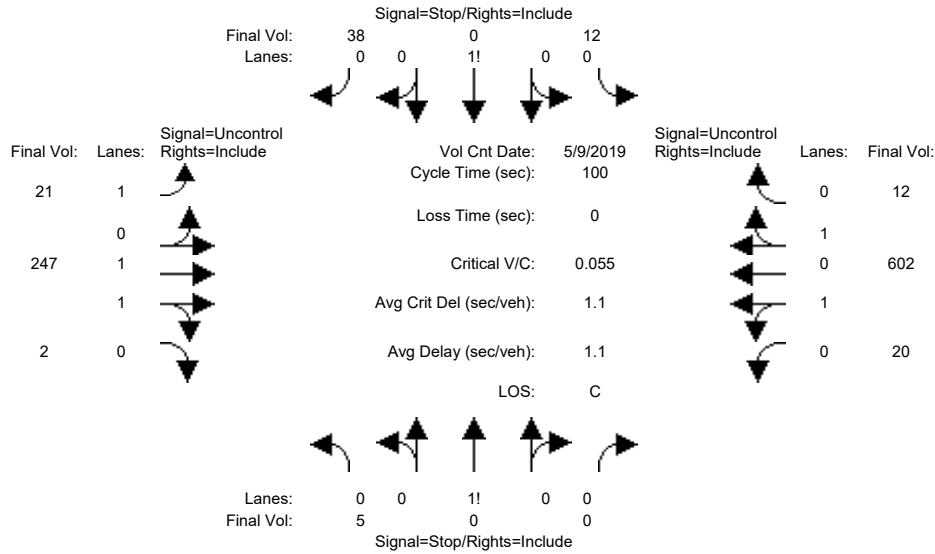
| Capacity Module: | | | | | | | | | | | | |
|------------------|------|------|--------|------|------|------|------|------|--------|------|------|--------|
| Cnflct Vol: | 662 | xxxx | xxxxxx | 627 | 822 | 158 | 316 | xxxx | xxxxxx | 386 | xxxx | xxxxxx |
| Potent Cap.: | 351 | xxxx | xxxxxx | 372 | 311 | 866 | 1256 | xxxx | xxxxxx | 1184 | xxxx | xxxxxx |
| Move Cap.: | 327 | xxxx | xxxxxx | 358 | 295 | 866 | 1256 | xxxx | xxxxxx | 1184 | xxxx | xxxxxx |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.01 | 0.00 | 0.03 | 0.04 | xxxx | xxxx | 0.01 | xxxx | xxxx |

| Level Of Service Module: | | | | | | | | | | | | | | | |
|--------------------------|--------|------|--------|--------|------|--------|---------|------|--------|---------|------|--------|-----|---|----|
| 2Way95thQ: | 0.0 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | 0.1 | xxxx | xxxxxx | 0.0 | xxxx | xxxxxx | | | |
| Control Del: | 16.1 | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | 8.0 | xxxx | xxxxxx | 8.1 | xxxx | xxxxxx | | | |
| LOS by Move: | C | * | * | * | * | * | A | * | * | A | * | * | | | |
| Movement: | LT | - | LTR | - | RT | LT | - | LTR | - | RT | LT | - | LTR | - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxxx | xxxx | 728 | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | | | |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | 0.1 | xxxxxx | xxxxxx | xxxx | xxxxxx | 0.0 | xxxx | xxxxxx | | | |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | 10.2 | xxxxxx | xxxxxx | xxxx | xxxxxx | 8.1 | xxxx | xxxxxx | | | |
| Shared LOS: | * | * | * | * | B | * | * | * | * | A | * | * | | | |
| ApproachDel: | 16.1 | | | 10.2 | | | xxxxxxx | | | xxxxxxx | | | | | |
| ApproachLOS: | C | | | B | | | * | | | * | | * | | | |

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

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Intersection #26: Demeter Street and Bay Road

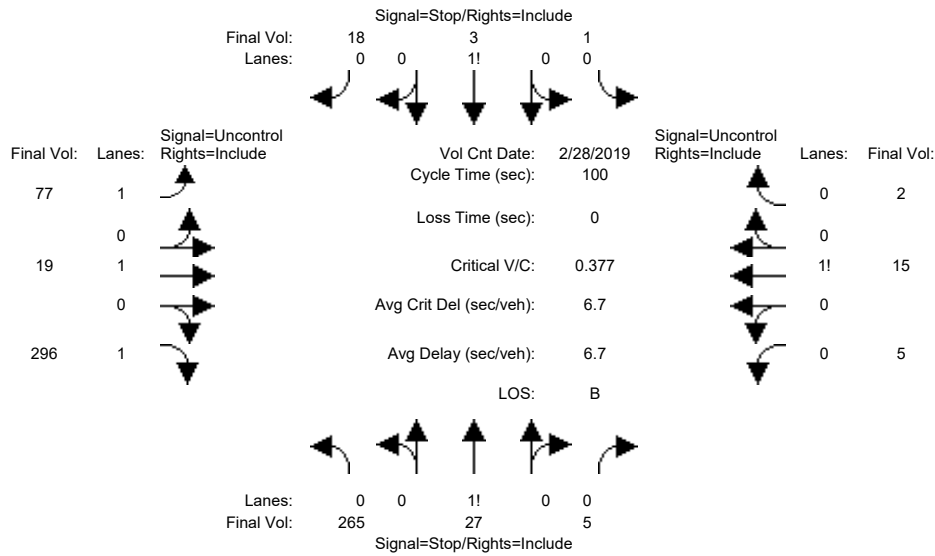


| Street Name: | Demeter Street | | | | | | Bay Road | | | | | |
|---|----------------|------|-------|-------------|------|-------|------------|------|-------|------------|------|-------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 5 | 0 | 0 | 12 | 0 | 38 | 21 | 247 | 2 | 20 | 602 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 0 | 0 | 12 | 0 | 38 | 21 | 247 | 2 | 20 | 602 | 12 |
| 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: | 5 | 0 | 0 | 12 | 0 | 38 | 21 | 247 | 2 | 20 | 602 | 12 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 0 | 0 | 12 | 0 | 38 | 21 | 247 | 2 | 20 | 602 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 5 | 0 | 0 | 12 | 0 | 38 | 21 | 247 | 2 | 20 | 602 | 12 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 7.5 | xxxx | xxxxx | 7.5 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflct Vol: | 631 | xxxx | xxxxx | 814 | 939 | 307 | 614 | xxxx | xxxxx | 249 | xxxx | xxxxx |
| Potent Cap.: | 370 | xxxx | xxxxx | 273 | 266 | 695 | 975 | xxxx | xxxxx | 1328 | xxxx | xxxxx |
| Move Cap.: | 340 | xxxx | xxxxx | 266 | 256 | 695 | 975 | xxxx | xxxxx | 1328 | xxxx | xxxxx |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.05 | 0.00 | 0.05 | 0.02 | xxxx | xxxx | 0.02 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | 0.0 | xxxx | xxxxx |
| Control Del: | 15.8 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.8 | xxxx | xxxxx | 7.8 | xxxx | xxxxx |
| LOS by Move: | C | * | * | * | * | * | A | * | * | A | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 501 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 0.3 | xxxxx | xxxxx | xxxx | xxxxx | 0.0 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 13.0 | xxxxx | xxxxx | xxxx | xxxxx | 7.8 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | B | * | * | * | * | A | * | * |
| ApproachDel: | 15.8 | | | 13.0 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | C | | | B | | | * | | | * | | |

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

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 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Existing AM

Intersection #27: Pulgas Avenue and Bay Road



| Street Name: | Pulgas Avenue | | | | | | Bay Road | | | | | |
|--------------|---------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| Volume Module: | >> Count Date: 28 Feb 2019 << | | | | | | | | | | | |
|----------------|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 265 | 27 | 5 | 1 | 3 | 18 | 77 | 19 | 296 | 5 | 15 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 265 | 27 | 5 | 1 | 3 | 18 | 77 | 19 | 296 | 5 | 15 | 2 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 265 | 27 | 5 | 1 | 3 | 18 | 77 | 19 | 296 | 5 | 15 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 265 | 27 | 5 | 1 | 3 | 18 | 77 | 19 | 296 | 5 | 15 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 265 | 27 | 5 | 1 | 3 | 18 | 77 | 19 | 296 | 5 | 15 | 2 |

| Critical Gap Module: | | | | | | | | | | | | |
|----------------------|-----|-----|-----|-----|-----|-----|-----|------|--------|-----|------|--------|
| Critical Gp: | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx |

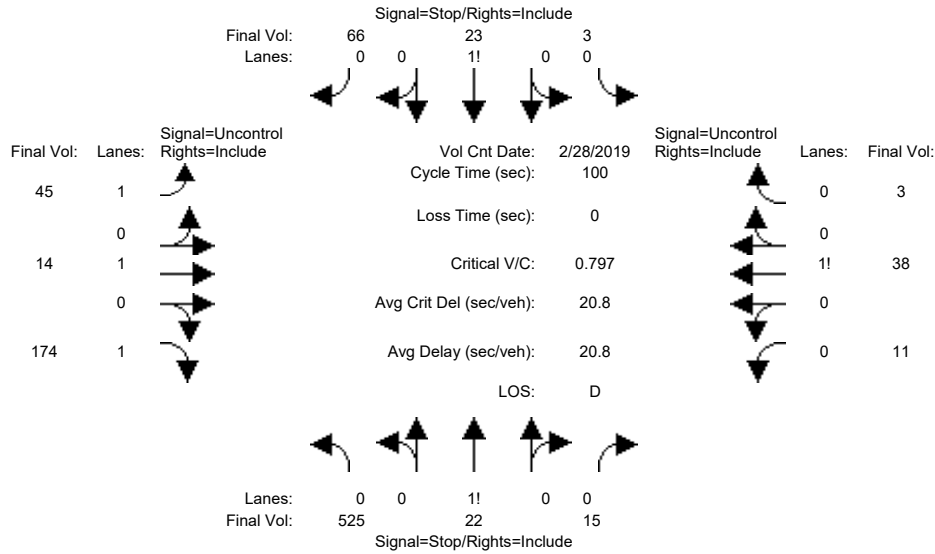
| Capacity Module: | | | | | | | | | | | | |
|------------------|------|------|------|------|------|------|------|------|--------|------|------|--------|
| Cnflict Vol: | 210 | 200 | 19 | 363 | 495 | 16 | 17 | xxxx | xxxxxx | 315 | xxxx | xxxxxx |
| Potent Cap.: | 748 | 696 | 1059 | 593 | 476 | 1063 | 1600 | xxxx | xxxxxx | 1245 | xxxx | xxxxxx |
| Move Cap.: | 702 | 660 | 1059 | 549 | 451 | 1063 | 1600 | xxxx | xxxxxx | 1245 | xxxx | xxxxxx |
| Volume/Cap: | 0.38 | 0.04 | 0.00 | 0.00 | 0.01 | 0.02 | 0.05 | xxxx | xxxx | 0.00 | xxxx | xxxx |

| Level Of Service Module: | | | | | | | | | | | | | | | |
|--------------------------|--------|------|--------|--------|------|--------|---------|------|--------|---------|------|--------|-----|---|----|
| 2Way95thQ: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | 0.2 | xxxx | xxxxxx | 0.0 | xxxx | xxxxxx | | | |
| Control Del: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | 7.4 | xxxx | xxxxxx | 7.9 | xxxx | xxxxxx | | | |
| LOS by Move: | * | * | * | * | * | * | A | * | * | A | * | * | | | |
| Movement: | LT | - | LTR | - | RT | LT | - | LTR | - | RT | LT | - | LTR | - | RT |
| Shared Cap.: | xxxx | 702 | xxxxxx | xxxx | 866 | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | | | |
| SharedQueue: | xxxxxx | 2.1 | xxxxxx | xxxxxx | 0.1 | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | | | |
| Shrd ConDel: | xxxxxx | 13.8 | xxxxxx | xxxxxx | 9.3 | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | | | |
| Shared LOS: | * | B | * | * | A | * | * | * | * | * | * | * | | | |
| ApproachDel: | 13.8 | | | 9.3 | | | xxxxxxx | | | xxxxxxx | | | | | |
| ApproachLOS: | B | | | A | | | * | | | * | | | | | |

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

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Intersection #27: Pulgas Avenue and Bay Road

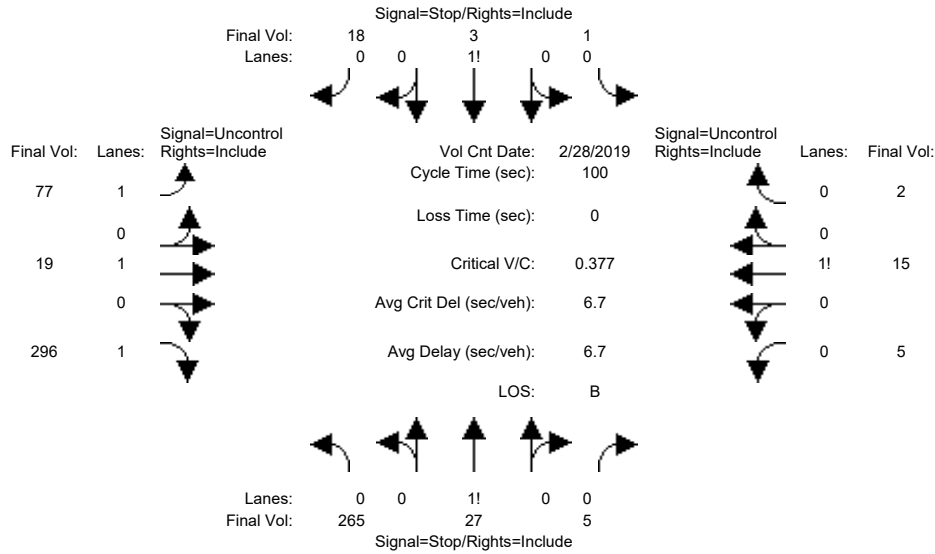


| Street Name: | Pulgas Avenue | | | | | | Bay Road | | | | | | | | |
|--|---------------|------|--------|-------------|------|--------|------------|------|--------|------------|------|--------|-----|---|----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Volume Module: >> Count Date: 28 Feb 2019 << | | | | | | | | | | | | | | | |
| Base Vol: | 525 | 22 | 15 | 3 | 23 | 66 | 45 | 14 | 174 | 11 | 38 | 3 | | | |
| 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: | 525 | 22 | 15 | 3 | 23 | 66 | 45 | 14 | 174 | 11 | 38 | 3 | | | |
| 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: | 525 | 22 | 15 | 3 | 23 | 66 | 45 | 14 | 174 | 11 | 38 | 3 | | | |
| 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: | 525 | 22 | 15 | 3 | 23 | 66 | 45 | 14 | 174 | 11 | 38 | 3 | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| FinalVolume: | 525 | 22 | 15 | 3 | 23 | 66 | 45 | 14 | 174 | 11 | 38 | 3 | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | |
| Critical Gp: | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | |
| Cnflct Vol: | 210 | 167 | 14 | 271 | 340 | 40 | 41 | xxxx | xxxxxx | 188 | xxxx | xxxxxx | | | |
| Potent Cap.: | 747 | 726 | 1066 | 682 | 582 | 1032 | 1568 | xxxx | xxxxxx | 1386 | xxxx | xxxxxx | | | |
| Move Cap.: | 659 | 699 | 1066 | 638 | 561 | 1032 | 1568 | xxxx | xxxxxx | 1386 | xxxx | xxxxxx | | | |
| Volume/Cap: | 0.80 | 0.03 | 0.01 | 0.00 | 0.04 | 0.06 | 0.03 | xxxx | xxxx | 0.01 | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | 0.1 | xxxx | xxxxxx | 0.0 | xxxx | xxxxxx | | | |
| Control Del: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | 7.4 | xxxx | xxxxxx | 7.6 | xxxx | xxxxxx | | | |
| LOS by Move: | * | * | * | * | * | * | A | * | * | A | * | * | | | |
| Movement: | LT | - | LTR | - | RT | LT | - | LTR | - | RT | LT | - | LTR | - | RT |
| Shared Cap.: | xxxx | 667 | xxxxxx | xxxx | 839 | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | | | |
| SharedQueue: | xxxxxx | 9.4 | xxxxxx | xxxxxx | 0.4 | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | | | |
| Shrd ConDel: | xxxxxx | 32.4 | xxxxxx | xxxxxx | 9.8 | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | | | |
| Shared LOS: | * | D | * | * | A | * | * | * | * | * | * | * | | | |
| ApproachDel: | 32.4 | | | 9.8 | | | xxxxxxx | | | xxxxxxx | | | | | |
| ApproachLOS: | D | | | A | | | * | | | * | | | | | |

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

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 Ex+Proj No Loop Rd AM

Intersection #27: Pulgas Avenue and Bay Road



Street Name: Pulgas Avenue Bay Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| Volume Module: | >> | Count | Date: | 28 Feb 2019 | << | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|
| Base Vol: | 265 | 27 | 5 | 1 | 3 | 18 | 77 | 19 | 296 | 5 | 15 | 2 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 265 | 27 | 5 | 1 | 3 | 18 | 77 | 19 | 296 | 5 | 15 | 2 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 265 | 27 | 5 | 1 | 3 | 18 | 77 | 19 | 296 | 5 | 15 | 2 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 265 | 27 | 5 | 1 | 3 | 18 | 77 | 19 | 296 | 5 | 15 | 2 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 265 | 27 | 5 | 1 | 3 | 18 | 77 | 19 | 296 | 5 | 15 | 2 |

| Critical Gap Module: | | | | | | | | | | | | |
|----------------------|-----|-----|-----|-----|-----|-----|-----|------|--------|-----|------|--------|
| Critical Gp: | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx |

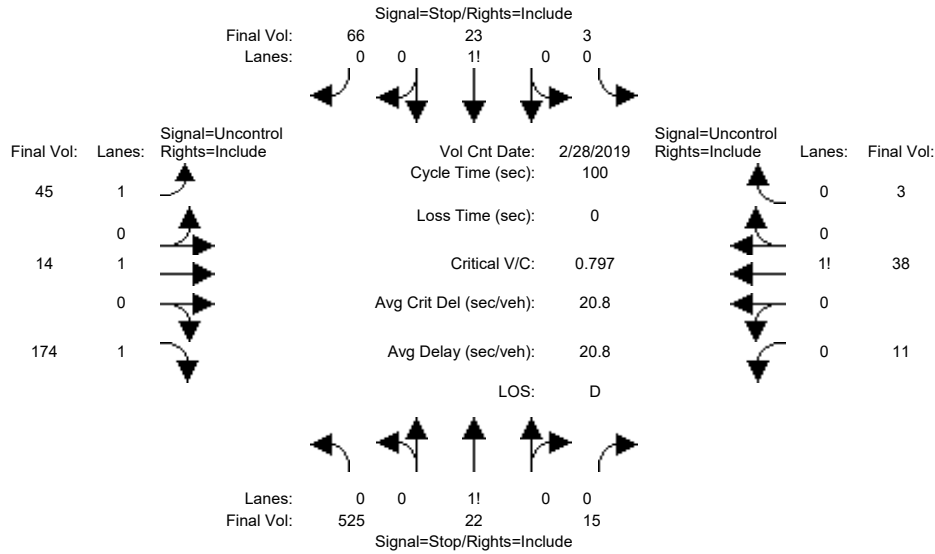
| Capacity Module: | | | | | | | | | | | | |
|------------------|------|------|------|------|------|------|------|------|--------|------|------|--------|
| Cnflict Vol: | 210 | 200 | 19 | 363 | 495 | 16 | 17 | xxxx | xxxxxx | 315 | xxxx | xxxxxx |
| Potent Cap.: | 748 | 696 | 1059 | 593 | 476 | 1063 | 1600 | xxxx | xxxxxx | 1245 | xxxx | xxxxxx |
| Move Cap.: | 702 | 660 | 1059 | 549 | 451 | 1063 | 1600 | xxxx | xxxxxx | 1245 | xxxx | xxxxxx |
| Volume/Cap: | 0.38 | 0.04 | 0.00 | 0.00 | 0.01 | 0.02 | 0.05 | xxxx | xxxx | 0.00 | xxxx | xxxx |

| Level Of Service Module: | | | | | | | | | | | | |
|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| 2Way95thQ: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | 0.2 | xxxx | xxxxxx | 0.0 | xxxx | xxxxxx |
| Control Del: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | 7.4 | xxxx | xxxxxx | 7.9 | xxxx | xxxxxx |
| LOS by Move: | * | * | * | * | * | * | A | * | * | A | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT |
| Shared Cap.: | xxxx | 702 | xxxxxx | xxxx | 866 | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx |
| SharedQueue: | xxxxxx | 2.1 | xxxxxx | xxxxxx | 0.1 | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| Shrd ConDel: | xxxxxx | 13.8 | xxxxxx | xxxxxx | 9.3 | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| Shared LOS: | * | B | * | * | A | * | * | * | * | * | * | * |
| ApproachDel: | 13.8 | | | 9.3 | | | xxxxxxx | | | xxxxxxx | | |
| ApproachLOS: | B | | | A | | | * | | | * | | * |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Ex+Proj No Loop Rd PM

Intersection #27: Pulgas Avenue and Bay Road

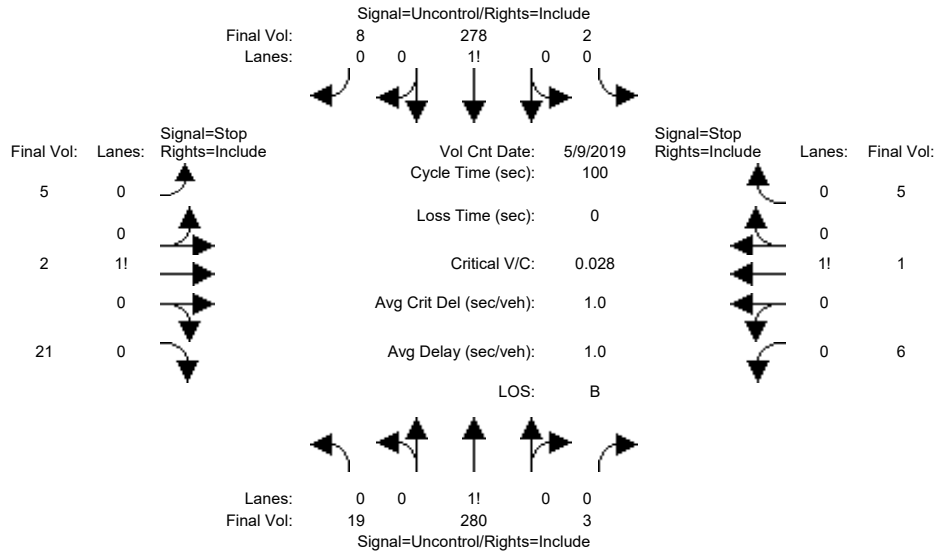


| Street Name: | Pulgas Avenue | | | | | | Bay Road | | | | | | | | |
|--|---------------|------|--------|-------------|------|--------|------------|------|--------|------------|------|--------|-----|---|----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Volume Module: >> Count Date: 28 Feb 2019 << | | | | | | | | | | | | | | | |
| Base Vol: | 525 | 22 | 15 | 3 | 23 | 66 | 45 | 14 | 174 | 11 | 38 | 3 | | | |
| 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: | 525 | 22 | 15 | 3 | 23 | 66 | 45 | 14 | 174 | 11 | 38 | 3 | | | |
| 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: | 525 | 22 | 15 | 3 | 23 | 66 | 45 | 14 | 174 | 11 | 38 | 3 | | | |
| 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: | 525 | 22 | 15 | 3 | 23 | 66 | 45 | 14 | 174 | 11 | 38 | 3 | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| FinalVolume: | 525 | 22 | 15 | 3 | 23 | 66 | 45 | 14 | 174 | 11 | 38 | 3 | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | |
| Critical Gp: | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | | | |
| FollowUpTim: | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | | | |
| Capacity Module: | | | | | | | | | | | | | | | |
| Cnflict Vol: | 210 | 167 | 14 | 271 | 340 | 40 | 41 | xxxx | xxxxxx | 188 | xxxx | xxxxxx | | | |
| Potent Cap.: | 747 | 726 | 1066 | 682 | 582 | 1032 | 1568 | xxxx | xxxxxx | 1386 | xxxx | xxxxxx | | | |
| Move Cap.: | 659 | 699 | 1066 | 638 | 561 | 1032 | 1568 | xxxx | xxxxxx | 1386 | xxxx | xxxxxx | | | |
| Volume/Cap: | 0.80 | 0.03 | 0.01 | 0.00 | 0.04 | 0.06 | 0.03 | xxxx | xxxx | 0.01 | xxxx | xxxx | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | |
| 2Way95thQ: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | 0.1 | xxxx | xxxxxx | 0.0 | xxxx | xxxxxx | | | |
| Control Del: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | 7.4 | xxxx | xxxxxx | 7.6 | xxxx | xxxxxx | | | |
| LOS by Move: | * | * | * | * | * | * | A | * | * | A | * | * | | | |
| Movement: | LT | - | LTR | - | RT | LT | - | LTR | - | RT | LT | - | LTR | - | RT |
| Shared Cap.: | xxxx | 667 | xxxxxx | xxxx | 839 | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | | | |
| SharedQueue: | xxxxxx | 9.4 | xxxxxx | xxxxxx | 0.4 | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | | | |
| Shrd ConDel: | xxxxxx | 32.4 | xxxxxx | xxxxxx | 9.8 | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | | | |
| Shared LOS: | * | D | * | * | A | * | * | * | * | * | * | * | | | |
| ApproachDel: | 32.4 | | | 9.8 | | | xxxxxxx | | | xxxxxxx | | | | | |
| ApproachLOS: | D | | | A | | | * | | | * | | | | | |

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

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Intersection #28: Pulgas Avenue and Weeks Street



| Street Name: | Pulgas Avenue | | | | | | Weeks Street | | | | | |
|--------------|---------------|---|---|-------------|---|---|--------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| Volume Module: | >> Count Date: 9 May 2019 << | | | | | | | | | | | |
|----------------|------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 19 | 280 | 3 | 2 | 278 | 8 | 5 | 2 | 21 | 6 | 1 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 19 | 280 | 3 | 2 | 278 | 8 | 5 | 2 | 21 | 6 | 1 | 5 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 19 | 280 | 3 | 2 | 278 | 8 | 5 | 2 | 21 | 6 | 1 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 19 | 280 | 3 | 2 | 278 | 8 | 5 | 2 | 21 | 6 | 1 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 19 | 280 | 3 | 2 | 278 | 8 | 5 | 2 | 21 | 6 | 1 | 5 |

| Critical Gap Module: | | | | | | | | | | | | |
|----------------------|-----|------|--------|-----|------|--------|-----|-----|-----|-----|-----|-----|
| Critical Gp: | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |

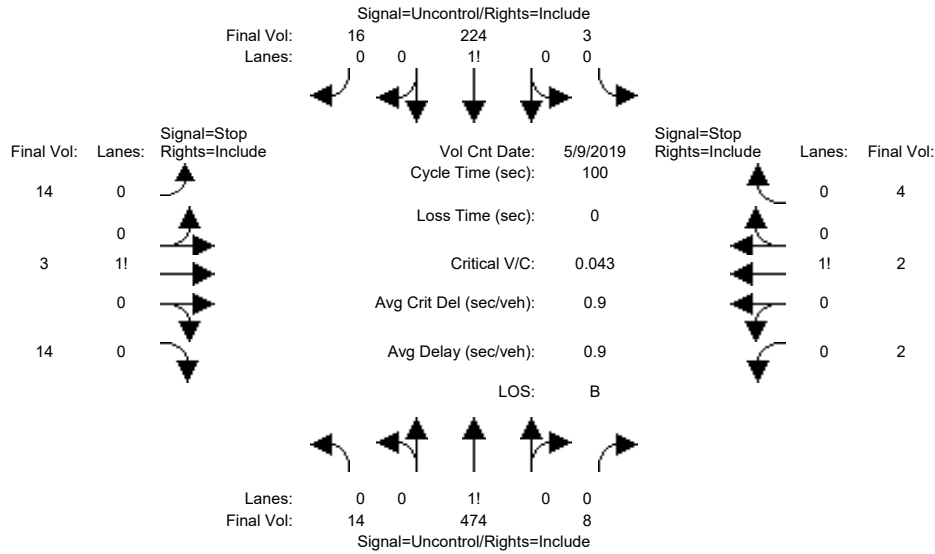
| Capacity Module: | | | | | | | | | | | | |
|------------------|------|------|--------|------|------|--------|------|------|------|------|------|------|
| Cnflct Vol: | 286 | xxxx | xxxxxx | 283 | xxxx | xxxxxx | 609 | 607 | 282 | 617 | 610 | 282 |
| Potent Cap.: | 1288 | xxxx | xxxxxx | 1291 | xxxx | xxxxxx | 410 | 414 | 762 | 405 | 412 | 762 |
| Move Cap.: | 1288 | xxxx | xxxxxx | 1291 | xxxx | xxxxxx | 402 | 407 | 762 | 388 | 405 | 762 |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.00 | xxxx | xxxx | 0.01 | 0.00 | 0.03 | 0.02 | 0.00 | 0.01 |

| Level Of Service Module: | | | | | | | | | | | | | | | |
|--------------------------|---------|------|--------|---------|------|--------|--------|------|--------|--------|------|--------|-----|---|----|
| 2Way95thQ: | 0.0 | xxxx | xxxxxx | 0.0 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | | | |
| Control Del: | 7.8 | xxxx | xxxxxx | 7.8 | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | | | |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * | | | |
| Movement: | LT | - | LTR | - | RT | LT | - | LTR | - | RT | LT | - | LTR | - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | 623 | xxxxxx | xxxx | 490 | xxxxxx | | | |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 0.1 | xxxxxx | xxxxxx | 0.1 | xxxxxx | | | |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 11.0 | xxxxxx | xxxxxx | 12.5 | xxxxxx | | | |
| Shared LOS: | * | * | * | * | * | * | * | B | * | * | B | * | | | |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | 11.0 | | | 12.5 | | | | | |
| ApproachLOS: | * | | | * | | | B | | | B | | | | | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Existing PM

Intersection #28: Pulgas Avenue and Weeks Street

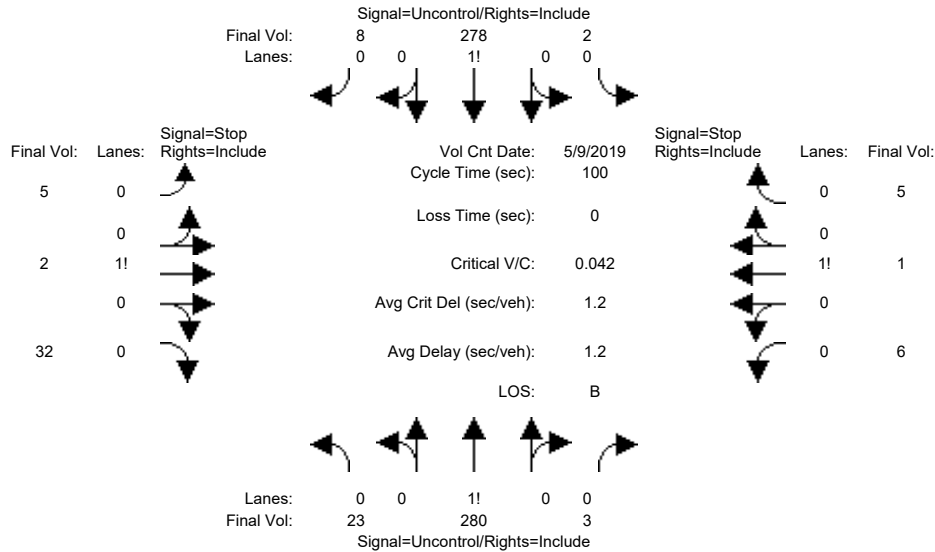


| Street Name: | Pulgas Avenue | | | | | | Weeks Street | | | | | |
|---|---------------|------|--------|---------------|------|--------|---------------|------|--------|---------------|------|--------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 14 | 474 | 8 | 3 | 224 | 16 | 14 | 3 | 14 | 2 | 2 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 14 | 474 | 8 | 3 | 224 | 16 | 14 | 3 | 14 | 2 | 2 | 4 |
| 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: | 14 | 474 | 8 | 3 | 224 | 16 | 14 | 3 | 14 | 2 | 2 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 14 | 474 | 8 | 3 | 224 | 16 | 14 | 3 | 14 | 2 | 2 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 14 | 474 | 8 | 3 | 224 | 16 | 14 | 3 | 14 | 2 | 2 | 4 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 240 | xxxx | xxxxxx | 482 | xxxx | xxxxxx | 747 | 748 | 232 | 753 | 752 | 478 |
| Potent Cap.: | 1339 | xxxx | xxxxxx | 1091 | xxxx | xxxxxx | 332 | 343 | 812 | 329 | 342 | 591 |
| Move Cap.: | 1339 | xxxx | xxxxxx | 1091 | xxxx | xxxxxx | 325 | 339 | 812 | 318 | 337 | 591 |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.00 | xxxx | xxxx | 0.04 | 0.01 | 0.02 | 0.01 | 0.01 | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxxx | 0.0 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx |
| Control Del: | 7.7 | xxxx | xxxxxx | 8.3 | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | 448 | xxxxxx | xxxx | 421 | xxxxxx |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 0.2 | xxxxxx | xxxxxx | 0.1 | xxxxxx |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 13.6 | xxxxxx | xxxxxx | 13.7 | xxxxxx |
| Shared LOS: | * | * | * | * | * | * | * | B | * | * | B | * |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | | 13.6 | | | 13.7 | |
| ApproachLOS: | * | | | * | | | | B | | | B | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Ex+Proj No Loop Rd AM

Intersection #28: Pulgas Avenue and Weeks Street

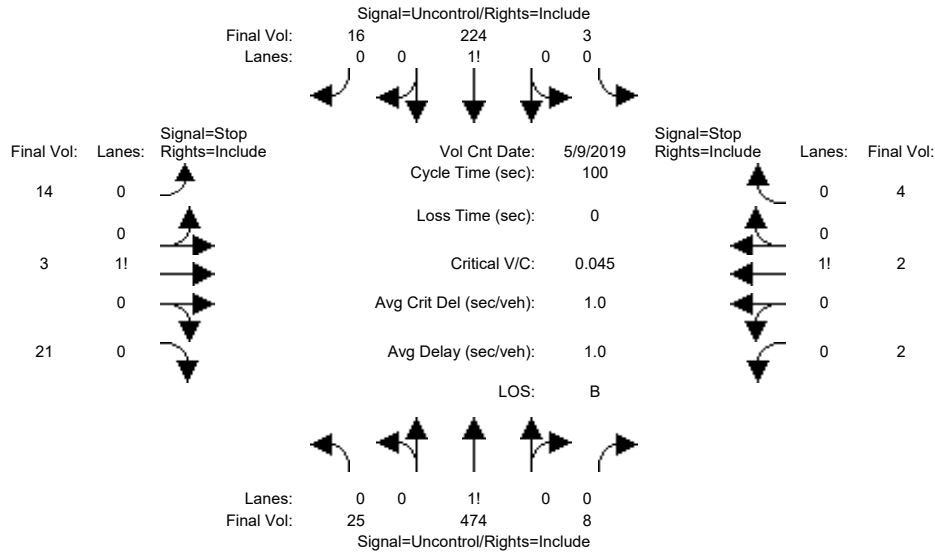


| Street Name: | Pulgas Avenue | | | | | | Weeks Street | | | | | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 19 | 280 | 3 | 2 | 278 | 8 | 5 | 2 | 21 | 6 | 1 | 5 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 19 | 280 | 3 | 2 | 278 | 8 | 5 | 2 | 21 | 6 | 1 | 5 |
| Added Vol: | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 23 | 280 | 3 | 2 | 278 | 8 | 5 | 2 | 32 | 6 | 1 | 5 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 23 | 280 | 3 | 2 | 278 | 8 | 5 | 2 | 32 | 6 | 1 | 5 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 23 | 280 | 3 | 2 | 278 | 8 | 5 | 2 | 32 | 6 | 1 | 5 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 286 | xxxx | xxxxx | 283 | xxxx | xxxxx | 617 | 615 | 282 | 631 | 618 | 282 |
| Potent Cap.: | 1288 | xxxx | xxxxx | 1291 | xxxx | xxxxx | 405 | 409 | 762 | 397 | 408 | 762 |
| Move Cap.: | 1288 | xxxx | xxxxx | 1291 | xxxx | xxxxx | 396 | 401 | 762 | 373 | 400 | 762 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.00 | xxxx | xxxx | 0.01 | 0.00 | 0.04 | 0.02 | 0.00 | 0.01 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 7.8 | xxxx | xxxxx | 7.8 | xxxx | xxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 654 | xxxxxx | xxxx | 477 | xxxxxx |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 0.2 | xxxxxx | xxxxxx | 0.1 | xxxxxx |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 10.9 | xxxxxx | xxxxxx | 12.7 | xxxxxx |
| Shared LOS: | * | * | * | * | * | * | * | B | * | * | B | * |
| ApproachDel: | xxxxxxx | xxxxxxx | | xxxxxxx | | | 10.9 | | | 12.7 | | |
| ApproachLOS: | * | * | * | * | * | * | B | | | B | | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Ex+Proj No Loop Rd PM

Intersection #28: Pulgas Avenue and Weeks Street



| Street Name: | Pulgas Avenue | | | | | | Weeks Street | | | | | |
|--------------|---------------|---|---|-------------|---|---|--------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| Volume Module: | >> Count Date: 9 May 2019 << | | | | | | | | | | | |
|----------------|------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 14 | 474 | 8 | 3 | 224 | 16 | 14 | 3 | 14 | 2 | 2 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 14 | 474 | 8 | 3 | 224 | 16 | 14 | 3 | 14 | 2 | 2 | 4 |
| Added Vol: | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 25 | 474 | 8 | 3 | 224 | 16 | 14 | 3 | 21 | 2 | 2 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 25 | 474 | 8 | 3 | 224 | 16 | 14 | 3 | 21 | 2 | 2 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 25 | 474 | 8 | 3 | 224 | 16 | 14 | 3 | 21 | 2 | 2 | 4 |

| Critical Gap Module: | | | | | | | | | | | | |
|----------------------|-----|------|--------|-----|------|--------|-----|-----|-----|-----|-----|-----|
| Critical Gp: | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |

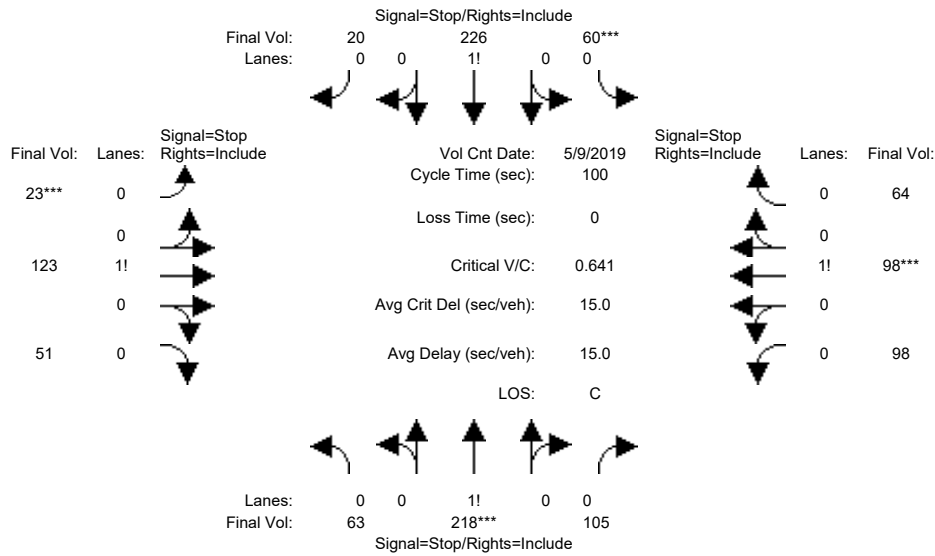
| Capacity Module: | | | | | | | | | | | | |
|------------------|------|------|--------|------|------|--------|------|------|------|------|------|------|
| Cnflict Vol: | 240 | xxxx | xxxxxx | 482 | xxxx | xxxxxx | 769 | 770 | 232 | 778 | 774 | 478 |
| Potent Cap.: | 1339 | xxxx | xxxxxx | 1091 | xxxx | xxxxxx | 321 | 333 | 812 | 316 | 332 | 591 |
| Move Cap.: | 1339 | xxxx | xxxxxx | 1091 | xxxx | xxxxxx | 312 | 326 | 812 | 301 | 325 | 591 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.00 | xxxx | xxxx | 0.04 | 0.01 | 0.03 | 0.01 | 0.01 | 0.01 |

| Level Of Service Module: | | | | | | | | | | | | | | | |
|--------------------------|---------|------|--------|---------|------|--------|--------|------|--------|--------|------|--------|-----|---|----|
| 2Way95thQ: | 0.1 | xxxx | xxxxxx | 0.0 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | | | |
| Control Del: | 7.7 | xxxx | xxxxxx | 8.3 | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | | | |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * | | | |
| Movement: | LT | - | LTR | - | RT | LT | - | LTR | - | RT | LT | - | LTR | - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | 475 | xxxxxx | xxxx | 409 | xxxxxx | | | |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 0.3 | xxxxxx | xxxxxx | 0.1 | xxxxxx | | | |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 13.2 | xxxxxx | xxxxxx | 14.0 | xxxxxx | | | |
| Shared LOS: | * | * | * | * | * | * | * | B | * | * | B | * | | | |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | 13.2 | | | 14.0 | | | | | |
| ApproachLOS: | * | | | * | | | B | | | B | | | | | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing AM

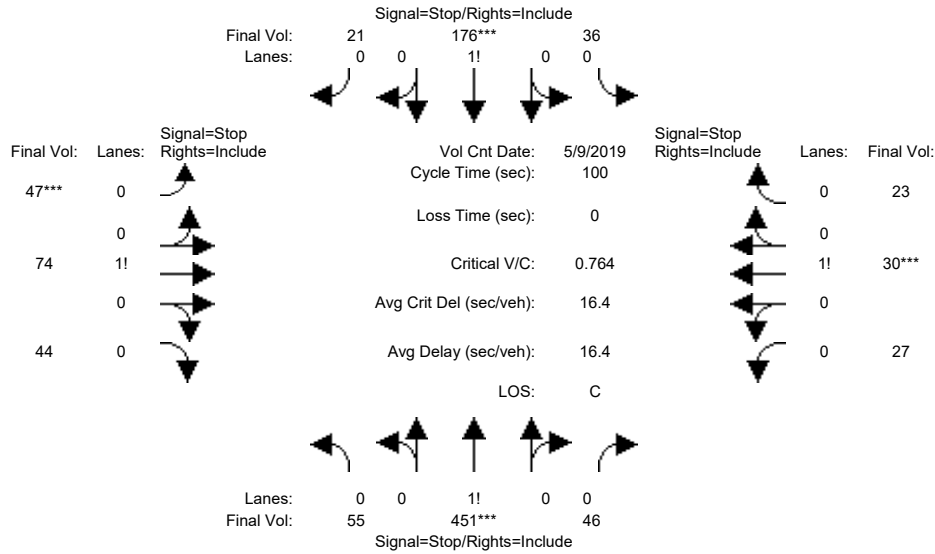
Intersection #29: Pulgas Avenue and Runnymead Street



| Street Name: | Pulgas Avenue | | | | | | Runnymead 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 63 | 218 | 105 | 60 | 226 | 20 | 23 | 123 | 51 | 98 | 98 | 64 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 63 | 218 | 105 | 60 | 226 | 20 | 23 | 123 | 51 | 98 | 98 | 64 |
| 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: | 63 | 218 | 105 | 60 | 226 | 20 | 23 | 123 | 51 | 98 | 98 | 64 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 63 | 218 | 105 | 60 | 226 | 20 | 23 | 123 | 51 | 98 | 98 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 218 | 105 | 60 | 226 | 20 | 23 | 123 | 51 | 98 | 98 | 64 |
| 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: | 63 | 218 | 105 | 60 | 226 | 20 | 23 | 123 | 51 | 98 | 98 | 64 |
| 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 | 0.57 | 0.27 | 0.20 | 0.74 | 0.06 | 0.12 | 0.62 | 0.26 | 0.38 | 0.38 | 0.24 |
| Final Sat.: | 98 | 340 | 164 | 111 | 419 | 37 | 60 | 320 | 133 | 202 | 202 | 132 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.64 | 0.64 | 0.64 | 0.54 | 0.54 | 0.54 | 0.38 | 0.38 | 0.38 | 0.49 | 0.49 | 0.49 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Delay/Veh: | 17.2 | 17.2 | 17.2 | 14.9 | 14.9 | 14.9 | 12.4 | 12.4 | 12.4 | 13.9 | 13.9 | 13.9 |
| 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: | 17.2 | 17.2 | 17.2 | 14.9 | 14.9 | 14.9 | 12.4 | 12.4 | 12.4 | 13.9 | 13.9 | 13.9 |
| LOS by Move: | C | C | C | B | B | B | B | B | B | B | B | B |
| ApproachDel: | 17.2 | | | 14.9 | | | 12.4 | | | 13.9 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 17.2 | | | 14.9 | | | 12.4 | | | 13.9 | | |
| LOS by Appr: | C | | | B | | | B | | | B | | |
| AllWayAvgQ: | 1.4 | 1.4 | 1.4 | 0.9 | 0.9 | 0.9 | 0.5 | 0.5 | 0.5 | 0.7 | 0.7 | 0.7 |

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing PM

Intersection #29: Pulgas Avenue and Runnymead Street

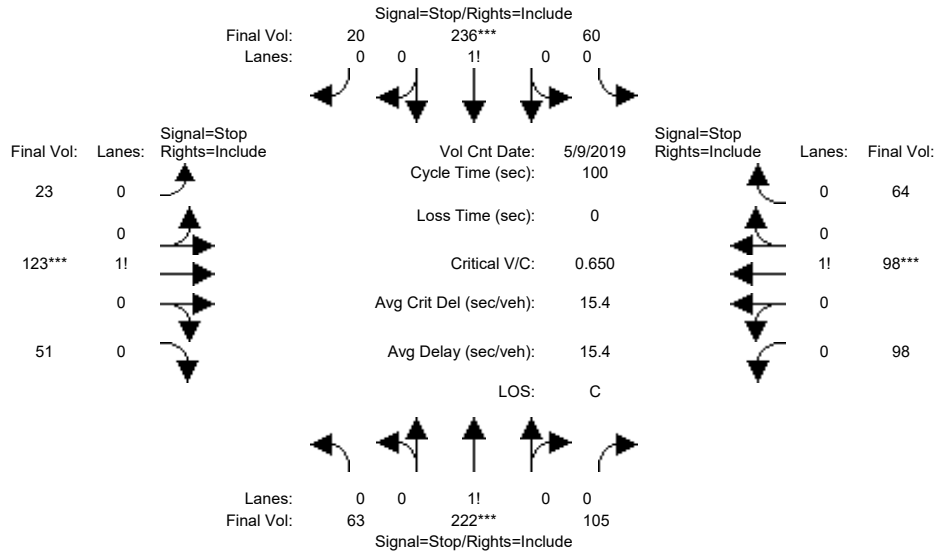


| Street Name: | Pulgas Avenue | | | | | | Runnymead Street | | | | | |
|---|---------------|------|------|-------------|------|------|------------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 55 | 451 | 46 | 36 | 176 | 21 | 47 | 74 | 44 | 27 | 30 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 55 | 451 | 46 | 36 | 176 | 21 | 47 | 74 | 44 | 27 | 30 | 23 |
| 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: | 55 | 451 | 46 | 36 | 176 | 21 | 47 | 74 | 44 | 27 | 30 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 55 | 451 | 46 | 36 | 176 | 21 | 47 | 74 | 44 | 27 | 30 | 23 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 451 | 46 | 36 | 176 | 21 | 47 | 74 | 44 | 27 | 30 | 23 |
| 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: | 55 | 451 | 46 | 36 | 176 | 21 | 47 | 74 | 44 | 27 | 30 | 23 |
| 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: | 0.10 | 0.82 | 0.08 | 0.15 | 0.76 | 0.09 | 0.28 | 0.45 | 0.27 | 0.34 | 0.37 | 0.29 |
| Final Sat.: | 72 | 590 | 60 | 100 | 487 | 58 | 159 | 250 | 149 | 179 | 199 | 152 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.76 | 0.76 | 0.76 | 0.36 | 0.36 | 0.36 | 0.30 | 0.30 | 0.30 | 0.15 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 21.2 | 21.2 | 21.2 | 11.0 | 11.0 | 11.0 | 10.9 | 10.9 | 10.9 | 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: | 21.2 | 21.2 | 21.2 | 11.0 | 11.0 | 11.0 | 10.9 | 10.9 | 10.9 | 9.9 | 9.9 | 9.9 |
| LOS by Move: | C | C | C | B | B | B | B | B | B | A | A | A |
| ApproachDel: | 21.2 | | | 11.0 | | | 10.9 | | | 9.9 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 21.2 | | | 11.0 | | | 10.9 | | | 9.9 | | |
| LOS by Appr: | C | | | B | | | B | | | A | | |
| AllWayAvgQ: | 2.7 | 2.7 | 2.7 | 0.5 | 0.5 | 0.5 | 0.3 | 0.3 | 0.3 | 0.1 | 0.1 | 0.1 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Ex+Proj No Loop Rd AM

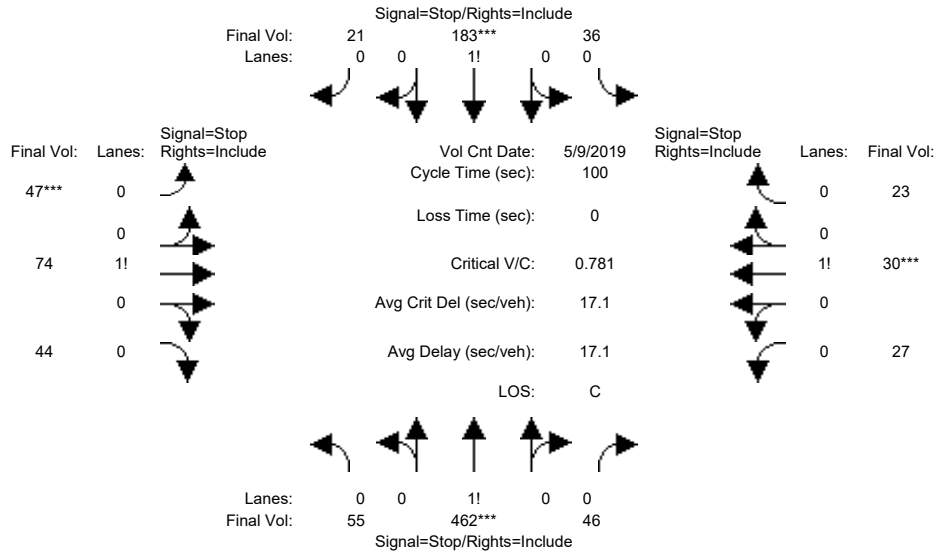
Intersection #29: Pulgas Avenue and Runnymead Street



| Street Name: | Pulgas Avenue | | | | | | Runnymead 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 63 | 218 | 105 | 60 | 226 | 20 | 23 | 123 | 51 | 98 | 98 | 64 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 63 | 218 | 105 | 60 | 226 | 20 | 23 | 123 | 51 | 98 | 98 | 64 |
| Added Vol: | 0 | 4 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 63 | 222 | 105 | 60 | 236 | 20 | 23 | 123 | 51 | 98 | 98 | 64 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 63 | 222 | 105 | 60 | 236 | 20 | 23 | 123 | 51 | 98 | 98 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 222 | 105 | 60 | 236 | 20 | 23 | 123 | 51 | 98 | 98 | 64 |
| 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: | 63 | 222 | 105 | 60 | 236 | 20 | 23 | 123 | 51 | 98 | 98 | 64 |
| 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 | 0.57 | 0.27 | 0.19 | 0.75 | 0.06 | 0.12 | 0.62 | 0.26 | 0.38 | 0.38 | 0.24 |
| Final Sat.: | 97 | 341 | 161 | 107 | 423 | 36 | 59 | 317 | 131 | 200 | 200 | 131 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.65 | 0.65 | 0.65 | 0.56 | 0.56 | 0.56 | 0.39 | 0.39 | 0.39 | 0.49 | 0.49 | 0.49 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 17.6 | 17.6 | 17.6 | 15.4 | 15.4 | 15.4 | 12.5 | 12.5 | 12.5 | 14.1 | 14.1 | 14.1 |
| 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: | 17.6 | 17.6 | 17.6 | 15.4 | 15.4 | 15.4 | 12.5 | 12.5 | 12.5 | 14.1 | 14.1 | 14.1 |
| LOS by Move: | C | C | C | C | C | C | B | B | B | B | B | B |
| ApproachDel: | 17.6 | | | 15.4 | | | 12.5 | | | 14.1 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 17.6 | | | 15.4 | | | 12.5 | | | 14.1 | | |
| LOS by Appr: | C | | | C | | | B | | | B | | |
| AllWayAvgQ: | 1.5 | 1.5 | 1.5 | 1.0 | 1.0 | 1.0 | 0.5 | 0.5 | 0.5 | 0.7 | 0.7 | 0.7 |

965 Weeks Street Residential Development
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City of East Palo Alto
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex+Proj No Loop Rd PM

Intersection #29: Pulgas Avenue and Runnymead Street

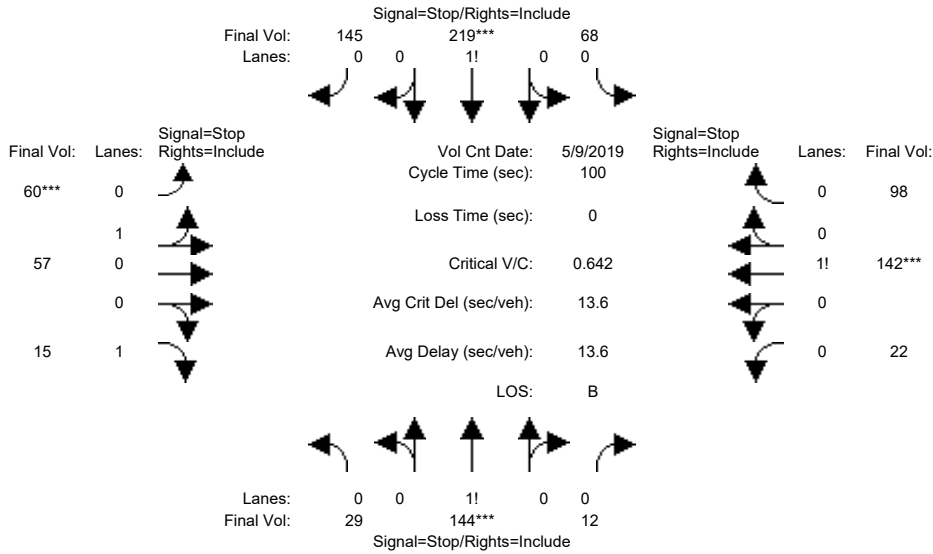


| Street Name: | Pulgas Avenue | | | | | | Runnymead Street | | | | | |
|---|---------------|------|------|-------------|------|------|------------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 55 | 451 | 46 | 36 | 176 | 21 | 47 | 74 | 44 | 27 | 30 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 55 | 451 | 46 | 36 | 176 | 21 | 47 | 74 | 44 | 27 | 30 | 23 |
| Added Vol: | 0 | 11 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 55 | 462 | 46 | 36 | 183 | 21 | 47 | 74 | 44 | 27 | 30 | 23 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 55 | 462 | 46 | 36 | 183 | 21 | 47 | 74 | 44 | 27 | 30 | 23 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 462 | 46 | 36 | 183 | 21 | 47 | 74 | 44 | 27 | 30 | 23 |
| 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: | 55 | 462 | 46 | 36 | 183 | 21 | 47 | 74 | 44 | 27 | 30 | 23 |
| 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: | 0.10 | 0.82 | 0.08 | 0.15 | 0.76 | 0.09 | 0.28 | 0.45 | 0.27 | 0.34 | 0.37 | 0.29 |
| Final Sat.: | 70 | 591 | 59 | 96 | 490 | 56 | 159 | 250 | 148 | 178 | 198 | 152 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.78 | 0.78 | 0.78 | 0.37 | 0.37 | 0.37 | 0.30 | 0.30 | 0.30 | 0.15 | 0.15 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 22.4 | 22.4 | 22.4 | 11.2 | 11.2 | 11.2 | 11.0 | 11.0 | 11.0 | 10.0 | 10.0 | 10.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 22.4 | 22.4 | 22.4 | 11.2 | 11.2 | 11.2 | 11.0 | 11.0 | 11.0 | 10.0 | 10.0 | 10.0 |
| LOS by Move: | C | C | C | B | B | B | B | B | B | A | A | A |
| ApproachDel: | 22.4 | | | 11.2 | | | 11.0 | | | 10.0 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 22.4 | | | 11.2 | | | 11.0 | | | 10.0 | | |
| LOS by Appr: | C | | | B | | | B | | | A | | |
| AllWayAvgQ: | 2.9 | 2.9 | 2.9 | 0.5 | 0.5 | 0.5 | 0.3 | 0.3 | 0.3 | 0.1 | 0.1 | 0.1 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #30: Pulgas Avenue and O'Connor Street

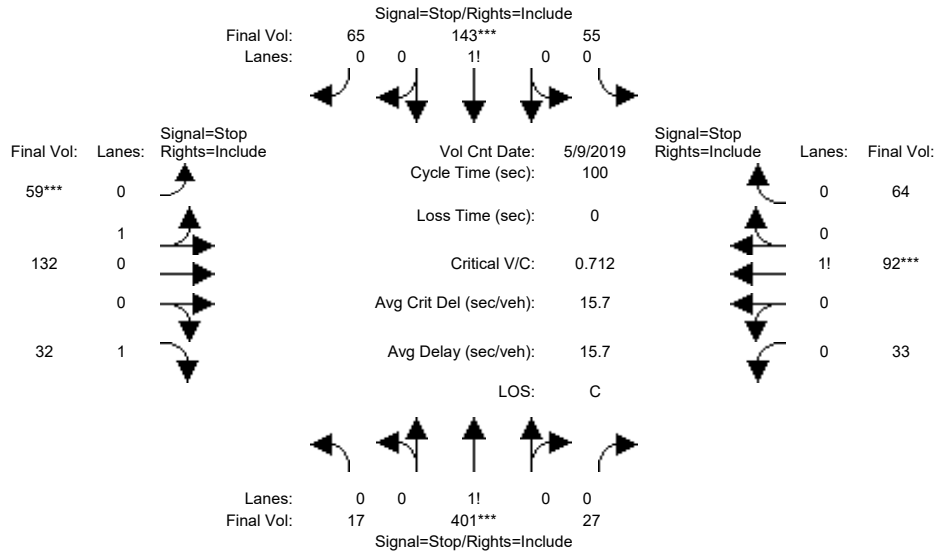


| Street Name: | Pulgas Avenue | | | | | | O'Connor Street | | | | | |
|---|---------------|------|------|-------------|------|------|-----------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 29 | 144 | 12 | 68 | 219 | 145 | 60 | 57 | 15 | 22 | 142 | 98 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 144 | 12 | 68 | 219 | 145 | 60 | 57 | 15 | 22 | 142 | 98 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 29 | 144 | 12 | 68 | 219 | 145 | 60 | 57 | 15 | 22 | 142 | 98 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 144 | 12 | 68 | 219 | 145 | 60 | 57 | 15 | 22 | 142 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 144 | 12 | 68 | 219 | 145 | 60 | 57 | 15 | 22 | 142 | 98 |
| 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: | 29 | 144 | 12 | 68 | 219 | 145 | 60 | 57 | 15 | 22 | 142 | 98 |
| 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 | 0.78 | 0.06 | 0.16 | 0.51 | 0.33 | 0.51 | 0.49 | 1.00 | 0.08 | 0.55 | 0.37 |
| Final Sat.: | 92 | 456 | 38 | 106 | 341 | 226 | 248 | 236 | 556 | 50 | 322 | 222 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.32 | 0.32 | 0.32 | 0.64 | 0.64 | 0.64 | 0.24 | 0.24 | 0.03 | 0.44 | 0.44 | 0.44 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 11.0 | 11.0 | 11.0 | 16.2 | 16.2 | 16.2 | 11.3 | 11.3 | 8.6 | 12.5 | 12.5 | 12.5 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.0 | 11.0 | 11.0 | 16.2 | 16.2 | 16.2 | 11.3 | 11.3 | 8.6 | 12.5 | 12.5 | 12.5 |
| LOS by Move: | B | B | B | C | C | C | B | B | A | B | B | B |
| ApproachDel: | | 11.0 | | | 16.2 | | | 11.0 | | | 12.5 | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| ApprAdjDel: | | 11.0 | | | 16.2 | | | 11.0 | | | 12.5 | |
| LOS by Appr: | | B | | | C | | | B | | | B | |
| AllWayAvgQ: | 0.4 | 0.4 | 0.4 | 1.5 | 1.5 | 1.5 | 0.3 | 0.3 | 0.0 | 0.6 | 0.6 | 0.6 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #30: Pulgas Avenue and O'Connor Street

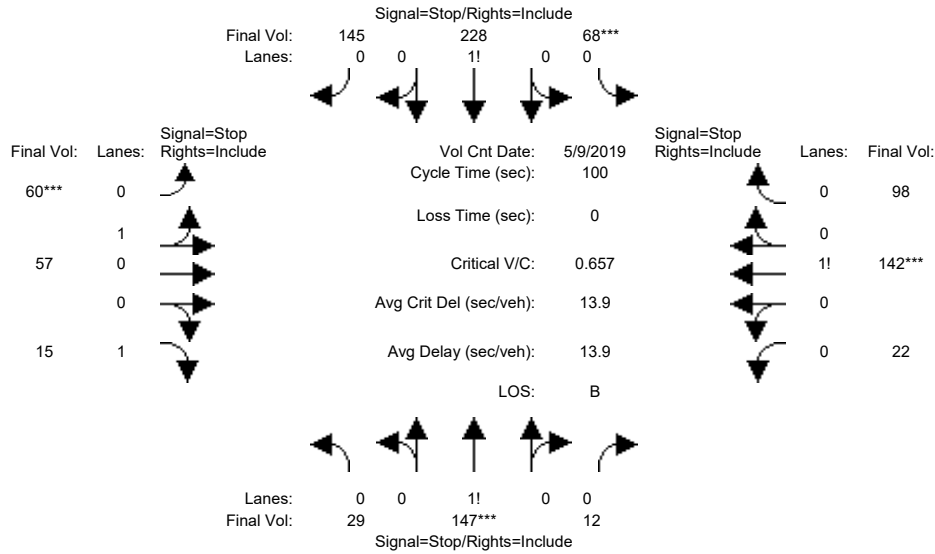


| Street Name: | Pulgas Avenue | | | | | | O'Connor Street | | | | | |
|---|---------------|------|------|-------------|------|------|-----------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 17 | 401 | 27 | 55 | 143 | 65 | 59 | 132 | 32 | 33 | 92 | 64 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 401 | 27 | 55 | 143 | 65 | 59 | 132 | 32 | 33 | 92 | 64 |
| 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 | 401 | 27 | 55 | 143 | 65 | 59 | 132 | 32 | 33 | 92 | 64 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 17 | 401 | 27 | 55 | 143 | 65 | 59 | 132 | 32 | 33 | 92 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 401 | 27 | 55 | 143 | 65 | 59 | 132 | 32 | 33 | 92 | 64 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 17 | 401 | 27 | 55 | 143 | 65 | 59 | 132 | 32 | 33 | 92 | 64 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.04 | 0.90 | 0.06 | 0.21 | 0.54 | 0.25 | 0.31 | 0.69 | 1.00 | 0.17 | 0.49 | 0.34 |
| Final Sat.: | 24 | 563 | 38 | 121 | 314 | 143 | 149 | 333 | 544 | 91 | 253 | 176 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.71 | 0.71 | 0.71 | 0.45 | 0.45 | 0.45 | 0.40 | 0.40 | 0.06 | 0.36 | 0.36 | 0.36 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 20.2 | 20.2 | 20.2 | 13.1 | 13.1 | 13.1 | 13.5 | 13.5 | 9.1 | 12.2 | 12.2 | 12.2 |
| 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: | 20.2 | 20.2 | 20.2 | 13.1 | 13.1 | 13.1 | 13.5 | 13.5 | 9.1 | 12.2 | 12.2 | 12.2 |
| LOS by Move: | C | C | C | B | B | B | B | B | A | B | B | B |
| ApproachDel: | 20.2 | | | 13.1 | | | 12.9 | | | 12.2 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 20.2 | | | 13.1 | | | 12.9 | | | 12.2 | | |
| LOS by Appr: | C | | | B | | | B | | | B | | |
| AllWayAvgQ: | 2.0 | 2.0 | 2.0 | 0.7 | 0.7 | 0.7 | 0.5 | 0.5 | 0.1 | 0.4 | 0.4 | 0.4 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Ex+Proj No Loop Rd AM

Intersection #30: Pulgas Avenue and O'Connor Street

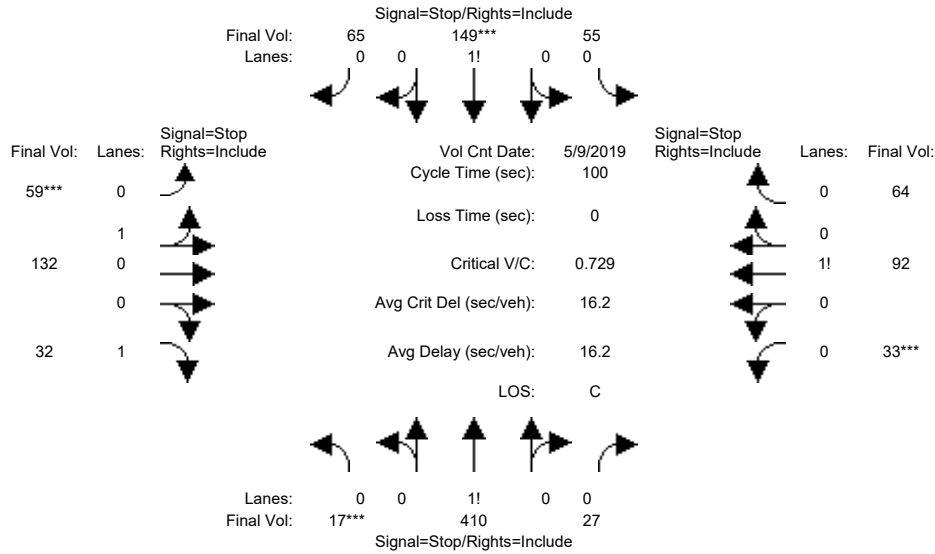


| Street Name: | Pulgas Avenue | | | | | | O'Connor Street | | | | | |
|---|---------------|------|------|-------------|------|------|-----------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 29 | 144 | 12 | 68 | 219 | 145 | 60 | 57 | 15 | 22 | 142 | 98 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 144 | 12 | 68 | 219 | 145 | 60 | 57 | 15 | 22 | 142 | 98 |
| Added Vol: | 0 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 29 | 147 | 12 | 68 | 228 | 145 | 60 | 57 | 15 | 22 | 142 | 98 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 147 | 12 | 68 | 228 | 145 | 60 | 57 | 15 | 22 | 142 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 147 | 12 | 68 | 228 | 145 | 60 | 57 | 15 | 22 | 142 | 98 |
| 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: | 29 | 147 | 12 | 68 | 228 | 145 | 60 | 57 | 15 | 22 | 142 | 98 |
| 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: | 0.15 | 0.79 | 0.06 | 0.15 | 0.52 | 0.33 | 0.51 | 0.49 | 1.00 | 0.08 | 0.55 | 0.37 |
| Final Sat.: | 90 | 457 | 37 | 104 | 347 | 221 | 247 | 234 | 551 | 49 | 319 | 220 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.32 | 0.32 | 0.32 | 0.66 | 0.66 | 0.66 | 0.24 | 0.24 | 0.03 | 0.44 | 0.44 | 0.44 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Delay/Veh: | 11.1 | 11.1 | 11.1 | 16.8 | 16.8 | 16.8 | 11.4 | 11.4 | 8.7 | 12.6 | 12.6 | 12.6 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.1 | 11.1 | 11.1 | 16.8 | 16.8 | 16.8 | 11.4 | 11.4 | 8.7 | 12.6 | 12.6 | 12.6 |
| LOS by Move: | B | B | B | C | C | C | B | B | A | B | B | B |
| ApproachDel: | 11.1 | | | 16.8 | | | 11.1 | | | 12.6 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 11.1 | | | 16.8 | | | 11.1 | | | 12.6 | | |
| LOS by Appr: | B | | | C | | | B | | | B | | |
| AllWayAvgQ: | 0.4 | 0.4 | 0.4 | 1.6 | 1.6 | 1.6 | 0.3 | 0.3 | 0.0 | 0.6 | 0.6 | 0.6 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Ex+Proj No Loop Rd PM

Intersection #30: Pulgas Avenue and O'Connor Street

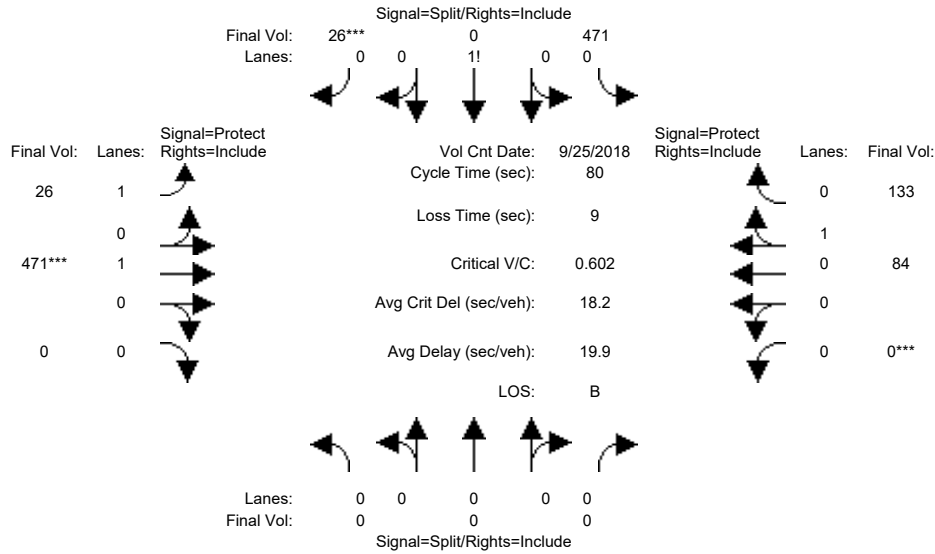


| Street Name: | Pulgas Avenue | | | | | | O'Connor Street | | | | | |
|---|---------------|------|------|-------------|------|------|-----------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | 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: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 17 | 401 | 27 | 55 | 143 | 65 | 59 | 132 | 32 | 33 | 92 | 64 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 401 | 27 | 55 | 143 | 65 | 59 | 132 | 32 | 33 | 92 | 64 |
| Added Vol: | 0 | 9 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 17 | 410 | 27 | 55 | 149 | 65 | 59 | 132 | 32 | 33 | 92 | 64 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 17 | 410 | 27 | 55 | 149 | 65 | 59 | 132 | 32 | 33 | 92 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 410 | 27 | 55 | 149 | 65 | 59 | 132 | 32 | 33 | 92 | 64 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 17 | 410 | 27 | 55 | 149 | 65 | 59 | 132 | 32 | 33 | 92 | 64 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.04 | 0.90 | 0.06 | 0.20 | 0.56 | 0.24 | 0.31 | 0.69 | 1.00 | 0.17 | 0.49 | 0.34 |
| Final Sat.: | 23 | 563 | 37 | 118 | 319 | 139 | 148 | 330 | 538 | 90 | 250 | 174 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.73 | 0.73 | 0.73 | 0.47 | 0.47 | 0.47 | 0.40 | 0.40 | 0.06 | 0.37 | 0.37 | 0.37 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 21.1 | 21.1 | 21.1 | 13.3 | 13.3 | 13.3 | 13.6 | 13.6 | 9.1 | 12.4 | 12.4 | 12.4 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 21.1 | 21.1 | 21.1 | 13.3 | 13.3 | 13.3 | 13.6 | 13.6 | 9.1 | 12.4 | 12.4 | 12.4 |
| LOS by Move: | C | C | C | B | B | B | B | B | A | B | B | B |
| ApproachDel: | | 21.1 | | | 13.3 | | | 13.0 | | | 12.4 | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| ApprAdjDel: | | 21.1 | | | 13.3 | | | 13.0 | | | 12.4 | |
| LOS by Appr: | | C | | | B | | | B | | | B | |
| AllWayAvgQ: | 2.2 | 2.2 | 2.2 | 0.7 | 0.7 | 0.7 | 0.5 | 0.5 | 0.1 | 0.4 | 0.4 | 0.4 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #31: Pulgas Avenue and East Bayshore Road



| Street Name: | Pulgas Avenue | | | | | | East Bayshore Road | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|--------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 0 | 10 | 7 | 10 | 0 | 0 | 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: | >> | Count | Date: | 25 Sep 2018 | << | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 471 | 0 | 26 | 26 | 471 | 0 | 0 | 84 | 133 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 471 | 0 | 26 | 26 | 471 | 0 | 0 | 84 | 133 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 471 | 0 | 26 | 26 | 471 | 0 | 0 | 84 | 133 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 471 | 0 | 26 | 26 | 471 | 0 | 0 | 84 | 133 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 471 | 0 | 26 | 26 | 471 | 0 | 0 | 84 | 133 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 471 | 0 | 26 | 26 | 471 | 0 | 0 | 84 | 133 |

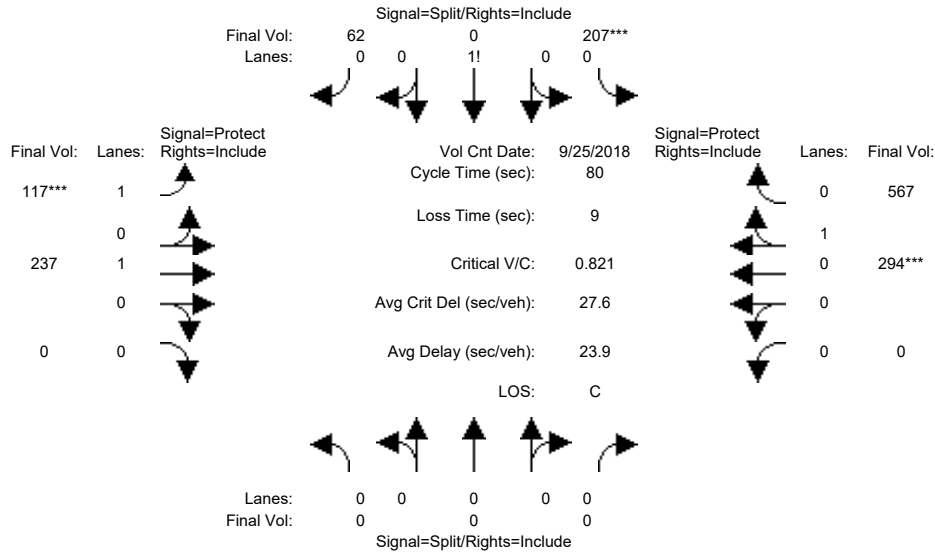
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.93 | 1.00 | 0.93 | 0.93 | 0.98 | 1.00 | 1.00 | 0.90 | 0.90 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.95 | 0.00 | 0.05 | 1.00 | 1.00 | 0.00 | 0.00 | 0.39 | 0.61 |
| Final Sat.: | 0 | 0 | 0 | 1673 | 0 | 92 | 1769 | 1862 | 0 | 0 | 661 | 1047 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.28 | 0.00 | 0.28 | 0.01 | 0.25 | 0.00 | 0.00 | 0.13 | 0.13 |
| Crit Moves: | | | | **** | | **** | **** | **** | | **** | | **** |
| Green Time: | 0.0 | 0.0 | 0.0 | 37.4 | 0.0 | 37.4 | 13.7 | 33.6 | 0.0 | 0.0 | 19.9 | 19.9 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.60 | 0.00 | 0.60 | 0.09 | 0.60 | 0.00 | 0.00 | 0.51 | 0.51 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 17.0 | 0.0 | 17.0 | 28.0 | 19.3 | 0.0 | 0.0 | 26.9 | 26.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 17.0 | 0.0 | 17.0 | 28.0 | 19.3 | 0.0 | 0.0 | 26.9 | 26.9 |
| LOS by Move: | A | A | A | B | A | B | C | B | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 10 | 0 | 10 | 1 | 9 | 0 | 0 | 5 | 5 |

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

965 Weeks Street Residential Development
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City of East Palo Alto
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Existing PM

Intersection #31: Pulgas Avenue and East Bayshore Road



| Street Name: | Pulgas Avenue | | | | | | East Bayshore Road | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|--------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 0 | 10 | 7 | 10 | 0 | 0 | 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: | >> | Count | Date: | 25 Sep 2018 | << | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 207 | 0 | 62 | 117 | 237 | 0 | 0 | 294 | 567 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 207 | 0 | 62 | 117 | 237 | 0 | 0 | 294 | 567 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 207 | 0 | 62 | 117 | 237 | 0 | 0 | 294 | 567 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 207 | 0 | 62 | 117 | 237 | 0 | 0 | 294 | 567 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 207 | 0 | 62 | 117 | 237 | 0 | 0 | 294 | 567 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 207 | 0 | 62 | 117 | 237 | 0 | 0 | 294 | 567 |

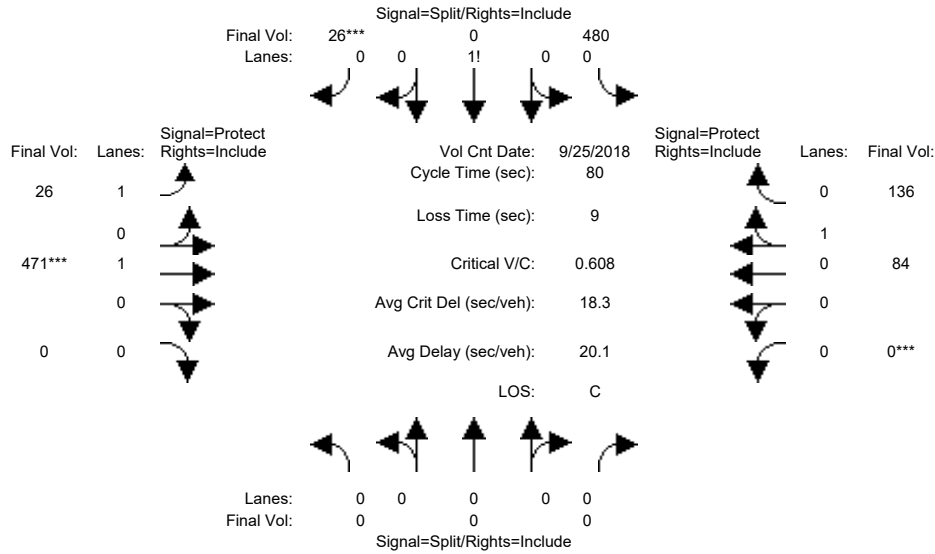
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.91 | 1.00 | 0.91 | 0.93 | 0.98 | 1.00 | 1.00 | 0.89 | 0.89 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.77 | 0.00 | 0.23 | 1.00 | 1.00 | 0.00 | 0.00 | 0.34 | 0.66 |
| Final Sat.: | 0 | 0 | 0 | 1337 | 0 | 400 | 1769 | 1862 | 0 | 0 | 579 | 1117 |

| Capacity Analysis Module: | | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|--|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.15 | 0.07 | 0.13 | 0.00 | 0.00 | 0.51 | 0.51 | |
| Crit Moves: | | | | **** | | | | **** | | | | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 15.0 | 0.0 | 15.0 | 7.0 | 56.0 | 0.0 | 0.0 | 49.0 | 49.0 | |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.83 | 0.00 | 0.83 | 0.76 | 0.18 | 0.00 | 0.00 | 0.83 | 0.83 | |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 47.3 | 0.0 | 47.3 | 54.7 | 4.2 | 0.0 | 0.0 | 17.8 | 17.8 | |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 47.3 | 0.0 | 47.3 | 54.7 | 4.2 | 0.0 | 0.0 | 17.8 | 17.8 | |
| LOS by Move: | A | A | A | D | A | D | D | A | A | A | B | B | |
| HCM2kAvgQ: | 0 | 0 | 0 | 9 | 0 | 9 | 3 | 2 | 0 | 0 | 19 | 19 | |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj No Loop Rd AM

Intersection #31: Pulgas Avenue and East Bayshore Road



| Street Name: | Pulgas Avenue | | | | | | East Bayshore Road | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|--------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 0 | 10 | 7 | 10 | 0 | 0 | 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: | >> | Count | Date: | 25 Sep 2018 | << | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 471 | 0 | 26 | 26 | 471 | 0 | 0 | 84 | 133 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 471 | 0 | 26 | 26 | 471 | 0 | 0 | 84 | 133 |
| Added Vol: | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 480 | 0 | 26 | 26 | 471 | 0 | 0 | 84 | 136 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 480 | 0 | 26 | 26 | 471 | 0 | 0 | 84 | 136 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 480 | 0 | 26 | 26 | 471 | 0 | 0 | 84 | 136 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 480 | 0 | 26 | 26 | 471 | 0 | 0 | 84 | 136 |

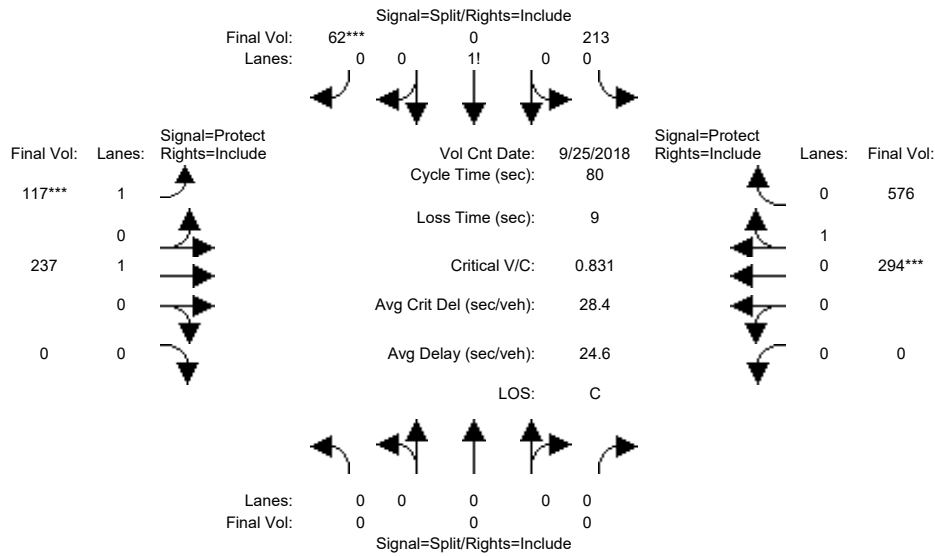
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.93 | 1.00 | 0.93 | 0.93 | 0.98 | 1.00 | 1.00 | 0.90 | 0.90 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.95 | 0.00 | 0.05 | 1.00 | 1.00 | 0.00 | 0.00 | 0.38 | 0.62 |
| Final Sat.: | 0 | 0 | 0 | 1675 | 0 | 91 | 1769 | 1862 | 0 | 0 | 652 | 1056 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.29 | 0.01 | 0.25 | 0.00 | 0.00 | 0.13 | 0.13 |
| Crit Moves: | | | | | | **** | | **** | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 37.7 | 0.0 | 37.7 | 13.5 | 33.3 | 0.0 | 0.0 | 19.8 | 19.8 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.61 | 0.00 | 0.61 | 0.09 | 0.61 | 0.00 | 0.00 | 0.52 | 0.52 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 17.0 | 0.0 | 17.0 | 28.2 | 19.7 | 0.0 | 0.0 | 27.1 | 27.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 17.0 | 0.0 | 17.0 | 28.2 | 19.7 | 0.0 | 0.0 | 27.1 | 27.1 |
| LOS by Move: | A | A | A | B | A | B | C | B | A | A | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 10 | 0 | 10 | 1 | 9 | 0 | 0 | 5 | 5 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Ex+Proj No Loop Rd PM

Intersection #31: Pulgas Avenue and East Bayshore Road

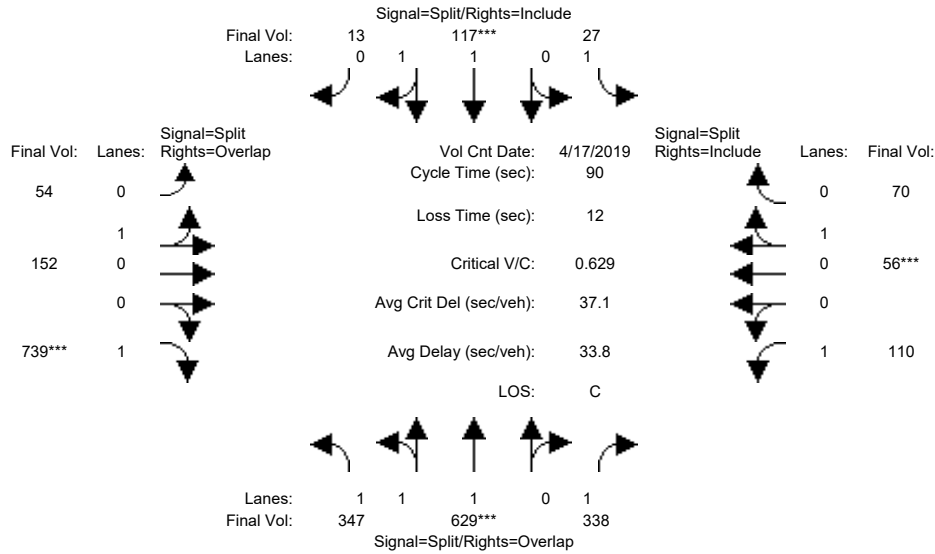


| Street Name: | Pulgas Avenue | | | | | | East Bayshore Road | | | | | |
|--|---------------|------|------|-------------|------|------|--------------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 0 | 10 | 7 | 10 | 0 | 0 | 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: >> Count Date: 25 Sep 2018 << | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 207 | 0 | 62 | 117 | 237 | 0 | 0 | 294 | 567 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 207 | 0 | 62 | 117 | 237 | 0 | 0 | 294 | 567 |
| Added Vol: | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 213 | 0 | 62 | 117 | 237 | 0 | 0 | 294 | 576 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 213 | 0 | 62 | 117 | 237 | 0 | 0 | 294 | 576 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 213 | 0 | 62 | 117 | 237 | 0 | 0 | 294 | 576 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 213 | 0 | 62 | 117 | 237 | 0 | 0 | 294 | 576 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.92 | 0.93 | 0.98 | 1.00 | 1.00 | 0.89 | 0.89 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.77 | 0.00 | 0.23 | 1.00 | 1.00 | 0.00 | 0.00 | 0.34 | 0.66 |
| Final Sat.: | 0 | 0 | 0 | 1347 | 0 | 392 | 1769 | 1862 | 0 | 0 | 573 | 1123 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.16 | 0.00 | 0.16 | 0.07 | 0.13 | 0.00 | 0.00 | 0.51 | 0.51 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 15.1 | 0.0 | 15.1 | 7.0 | 55.9 | 0.0 | 0.0 | 48.9 | 48.9 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.84 | 0.00 | 0.84 | 0.76 | 0.18 | 0.00 | 0.00 | 0.84 | 0.84 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 48.4 | 0.0 | 48.4 | 54.7 | 4.2 | 0.0 | 0.0 | 18.6 | 18.6 |
| 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: | 0.0 | 0.0 | 0.0 | 48.4 | 0.0 | 48.4 | 54.7 | 4.2 | 0.0 | 0.0 | 18.6 | 18.6 |
| LOS by Move: | A | A | A | D | A | D | D | A | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 9 | 0 | 9 | 3 | 2 | 0 | 0 | 20 | 20 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing AM

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



| Street Name: | Embarcadero Road | | | | | | East Bayshore Road | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|--------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 17 Apr 2019 | << | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|
| Base Vol: | 347 | 629 | 338 | 27 | 117 | 13 | 54 | 152 | 739 | 110 | 56 | 70 |
| 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: | 347 | 629 | 338 | 27 | 117 | 13 | 54 | 152 | 739 | 110 | 56 | 70 |
| 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: | 347 | 629 | 338 | 27 | 117 | 13 | 54 | 152 | 739 | 110 | 56 | 70 |
| 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: | 347 | 629 | 338 | 27 | 117 | 13 | 54 | 152 | 739 | 110 | 56 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 347 | 629 | 338 | 27 | 117 | 13 | 54 | 152 | 739 | 110 | 56 | 70 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 347 | 629 | 338 | 27 | 117 | 13 | 54 | 152 | 739 | 110 | 56 | 70 |

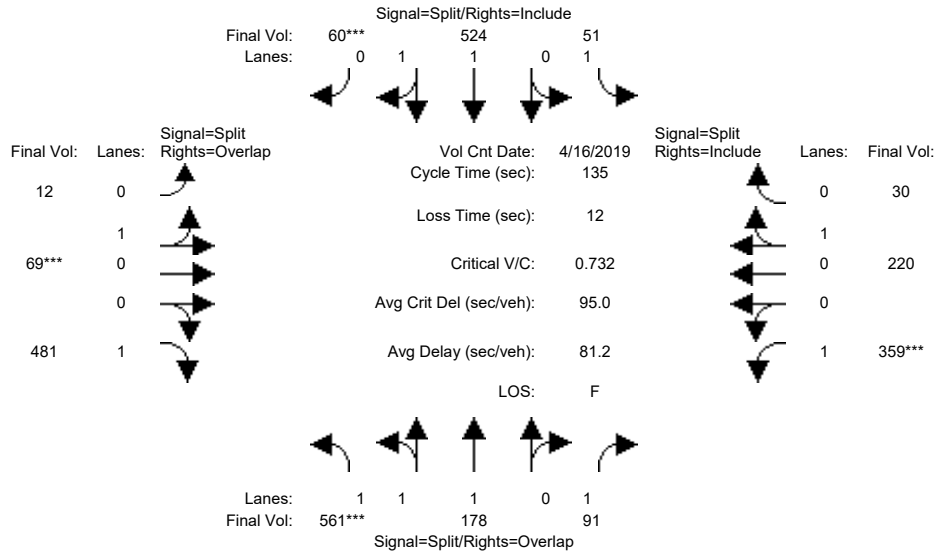
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.74 | 0.97 | 0.92 | 0.92 | 0.97 | 0.97 | 0.95 | 0.95 | 0.92 | 0.78 | 0.76 | 0.76 |
| Lanes: | 1.26 | 1.74 | 1.00 | 1.00 | 1.80 | 0.20 | 0.26 | 0.74 | 1.00 | 1.00 | 0.44 | 0.56 |
| Final Sat.: | 1771 | 3211 | 1750 | 1750 | 3330 | 370 | 472 | 1328 | 1750 | 1488 | 640 | 800 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.20 | 0.20 | 0.19 | 0.02 | 0.04 | 0.04 | 0.11 | 0.11 | 0.42 | 0.07 | 0.09 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 26.1 | 26.1 | 37.8 | 10.0 | 10.0 | 10.0 | 30.2 | 30.2 | 56.3 | 11.7 | 11.7 | 11.7 |
| Volume/Cap: | 0.67 | 0.67 | 0.46 | 0.14 | 0.32 | 0.32 | 0.34 | 0.34 | 0.67 | 0.57 | 0.67 | 0.67 |
| Delay/Veh: | 29.5 | 29.5 | 19.2 | 36.4 | 37.3 | 37.3 | 22.8 | 22.8 | 45.5 | 40.8 | 46.7 | 46.7 |
| 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: | 29.5 | 29.5 | 19.2 | 36.4 | 37.3 | 37.3 | 22.8 | 22.8 | 45.5 | 40.8 | 46.7 | 46.7 |
| LOS by Move: | C | C | B | D | D | D | C | C | D | D | D | D |
| HCM2kAvgQ: | 8 | 10 | 7 | 1 | 2 | 2 | 4 | 4 | 14 | 4 | 5 | 5 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing PM

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



| Street Name: | Embarcadero Road | | | | | | East Bayshore Road | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|--------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 16 Apr 2019 | << | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|
| Base Vol: | 561 | 178 | 91 | 51 | 524 | 60 | 12 | 69 | 481 | 359 | 220 | 30 |
| 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: | 561 | 178 | 91 | 51 | 524 | 60 | 12 | 69 | 481 | 359 | 220 | 30 |
| 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: | 561 | 178 | 91 | 51 | 524 | 60 | 12 | 69 | 481 | 359 | 220 | 30 |
| 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: | 561 | 178 | 91 | 51 | 524 | 60 | 12 | 69 | 481 | 359 | 220 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 561 | 178 | 91 | 51 | 524 | 60 | 12 | 69 | 481 | 359 | 220 | 30 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 561 | 178 | 91 | 51 | 524 | 60 | 12 | 69 | 481 | 359 | 220 | 30 |

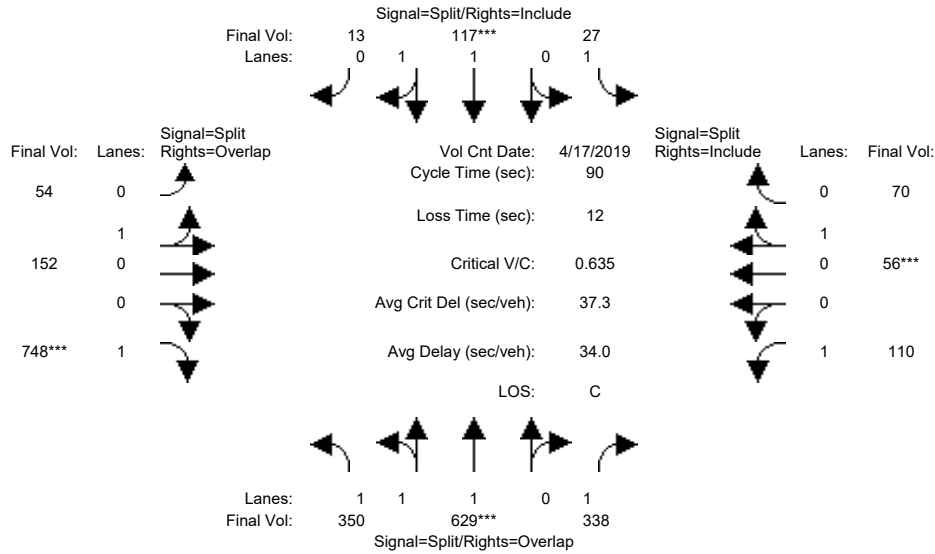
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.66 | 1.00 | 0.92 | 0.92 | 0.97 | 0.97 | 0.95 | 0.95 | 0.92 | 0.78 | 0.76 | 0.76 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.79 | 0.21 | 0.15 | 0.85 | 1.00 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 2520 | 1900 | 1750 | 1750 | 3320 | 380 | 267 | 1533 | 1750 | 1488 | 1267 | 173 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Vol/Sat: | 0.22 | 0.09 | 0.05 | 0.03 | 0.16 | 0.16 | 0.04 | 0.04 | 0.27 | 0.24 | 0.17 | 0.17 |
| Crit Moves: | *** | | | | | **** | | **** | | **** | | |
| Green Time: | 40.5 | 40.5 | 84.3 | 28.7 | 28.7 | 28.7 | 10.0 | 10.0 | 50.5 | 43.8 | 43.8 | 43.8 |
| Volume/Cap: | 0.74 | 0.31 | 0.08 | 0.14 | 0.74 | 0.74 | 0.61 | 0.61 | 0.74 | 0.74 | 0.53 | 0.53 |
| Delay/Veh: | 99.9 | 36.6 | 10.1 | 43.3 | 53.5 | 53.5 | 68.4 | 68.4 | 40.8 | 158.4 | 154 | 38.4 |
| 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: | 99.9 | 36.6 | 10.1 | 43.3 | 53.5 | 53.5 | 68.4 | 68.4 | 40.8 | 158.4 | 154 | 38.4 |
| LOS by Move: | F | D | B | D | D | D | E | E | D | F | F | D |
| HCM2kAvgQ: | 12 | 6 | 1 | 2 | 13 | 13 | 4 | 4 | 18 | 14 | 9 | 9 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Ex+Proj No Loop Rd AM

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



| Street Name: | Embarcadero Road | | | | | | East Bayshore Road | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|--------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 17 Apr 2019 | << | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|
| Base Vol: | 347 | 629 | 338 | 27 | 117 | 13 | 54 | 152 | 739 | 110 | 56 | 70 |
| 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: | 347 | 629 | 338 | 27 | 117 | 13 | 54 | 152 | 739 | 110 | 56 | 70 |
| Added Vol: | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 350 | 629 | 338 | 27 | 117 | 13 | 54 | 152 | 748 | 110 | 56 | 70 |
| 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: | 350 | 629 | 338 | 27 | 117 | 13 | 54 | 152 | 748 | 110 | 56 | 70 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 350 | 629 | 338 | 27 | 117 | 13 | 54 | 152 | 748 | 110 | 56 | 70 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 350 | 629 | 338 | 27 | 117 | 13 | 54 | 152 | 748 | 110 | 56 | 70 |

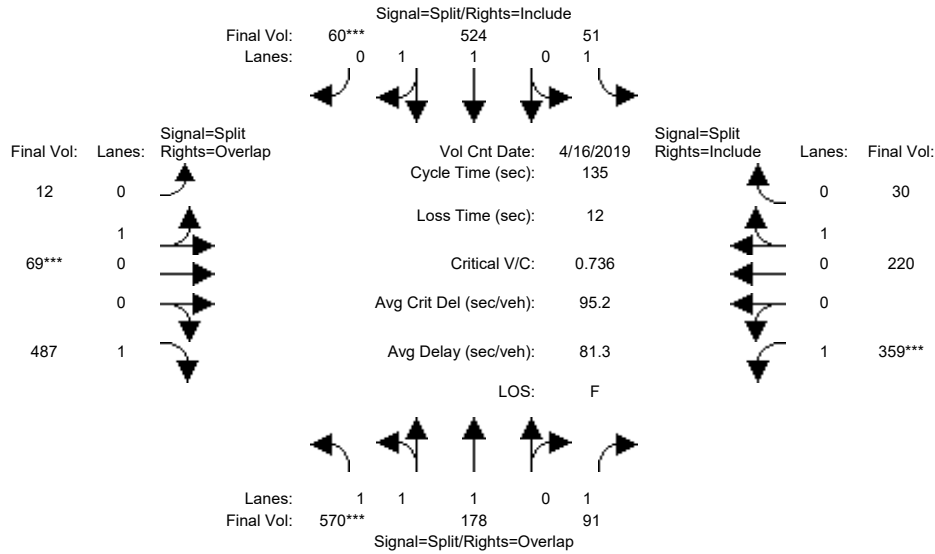
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.74 | 0.97 | 0.92 | 0.92 | 0.97 | 0.97 | 0.95 | 0.95 | 0.92 | 0.78 | 0.76 | 0.76 |
| Lanes: | 1.27 | 1.73 | 1.00 | 1.00 | 1.80 | 0.20 | 0.26 | 0.74 | 1.00 | 1.00 | 0.44 | 0.56 |
| Final Sat.: | 1780 | 3199 | 1750 | 1750 | 3330 | 370 | 472 | 1328 | 1750 | 1488 | 640 | 800 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.20 | 0.20 | 0.19 | 0.02 | 0.04 | 0.04 | 0.11 | 0.11 | 0.43 | 0.07 | 0.09 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 26.0 | 26.0 | 37.5 | 10.0 | 10.0 | 10.0 | 30.5 | 30.5 | 56.4 | 11.6 | 11.6 | 11.6 |
| Volume/Cap: | 0.68 | 0.68 | 0.46 | 0.14 | 0.32 | 0.32 | 0.34 | 0.34 | 0.68 | 0.58 | 0.68 | 0.68 |
| Delay/Veh: | 29.7 | 29.7 | 19.4 | 36.4 | 37.3 | 37.3 | 22.6 | 22.6 | 45.5 | 41.2 | 47.4 | 47.4 |
| 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: | 29.7 | 29.7 | 19.4 | 36.4 | 37.3 | 37.3 | 22.6 | 22.6 | 45.5 | 41.2 | 47.4 | 47.4 |
| LOS by Move: | C | C | B | D | D | D | C | C | D | D | D | D |
| HCM2kAvgQ: | 8 | 10 | 7 | 1 | 2 | 2 | 4 | 4 | 14 | 4 | 5 | 5 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj No Loop Rd PM

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



| Street Name: | Embarcadero Road | | | | | | East Bayshore Road | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|--------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 16 Apr 2019 | << | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|
| Base Vol: | 561 | 178 | 91 | 51 | 524 | 60 | 12 | 69 | 481 | 359 | 220 | 30 |
| 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: | 561 | 178 | 91 | 51 | 524 | 60 | 12 | 69 | 481 | 359 | 220 | 30 |
| Added Vol: | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 570 | 178 | 91 | 51 | 524 | 60 | 12 | 69 | 487 | 359 | 220 | 30 |
| 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: | 570 | 178 | 91 | 51 | 524 | 60 | 12 | 69 | 487 | 359 | 220 | 30 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 570 | 178 | 91 | 51 | 524 | 60 | 12 | 69 | 487 | 359 | 220 | 30 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 570 | 178 | 91 | 51 | 524 | 60 | 12 | 69 | 487 | 359 | 220 | 30 |

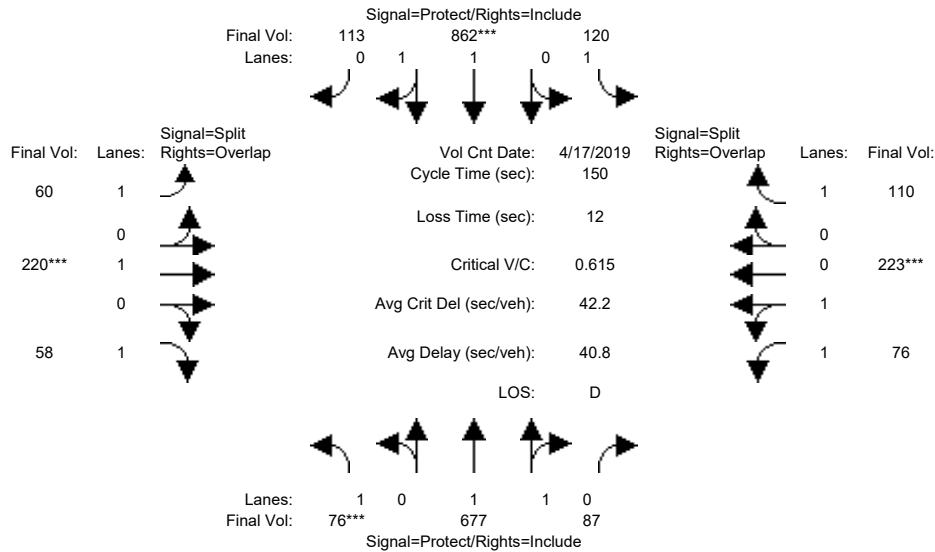
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.66 | 1.00 | 0.92 | 0.92 | 0.97 | 0.97 | 0.95 | 0.95 | 0.92 | 0.78 | 0.76 | 0.76 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.79 | 0.21 | 0.15 | 0.85 | 1.00 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 2520 | 1900 | 1750 | 1750 | 3320 | 380 | 267 | 1533 | 1750 | 1488 | 1267 | 173 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Vol/Sat: | 0.23 | 0.09 | 0.05 | 0.03 | 0.16 | 0.16 | 0.04 | 0.04 | 0.28 | 0.24 | 0.17 | 0.17 |
| Crit Moves: | *** | | | | | **** | | **** | | **** | | |
| Green Time: | 40.9 | 40.9 | 84.5 | 28.5 | 28.5 | 28.5 | 10.0 | 10.0 | 50.9 | 43.6 | 43.6 | 43.6 |
| Volume/Cap: | 0.75 | 0.31 | 0.08 | 0.14 | 0.75 | 0.75 | 0.61 | 0.61 | 0.74 | 0.75 | 0.54 | 0.54 |
| Delay/Veh: | 99.5 | 36.3 | 10.0 | 43.4 | 53.8 | 53.8 | 68.4 | 68.4 | 40.7 | 159.5 | 155 | 38.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 99.5 | 36.3 | 10.0 | 43.4 | 53.8 | 53.8 | 68.4 | 68.4 | 40.7 | 159.5 | 155 | 38.7 |
| LOS by Move: | F | D | B | D | D | D | E | E | D | F | F | D |
| HCM2kAvgQ: | 12 | 6 | 1 | 2 | 13 | 13 | 4 | 4 | 18 | 15 | 9 | 9 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Existing + Proj with Loop Rd AM

Intersection #11: University Avenue and Bay Road



| Street Name: | University Avenue | | | | | | Bay Road | | | | | |
|--------------|-------------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 17 Apr 2019 | << | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|
| Base Vol: | 76 | 677 | 87 | 154 | 862 | 113 | 60 | 219 | 58 | 76 | 221 | 130 |
| 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: | 76 | 677 | 87 | 154 | 862 | 113 | 60 | 219 | 58 | 76 | 221 | 130 |
| Added Vol: | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3 |
| Diverted Tr: | 0 | 0 | 0 | -35 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -23 |
| Initial Fut: | 76 | 677 | 87 | 120 | 862 | 113 | 60 | 220 | 58 | 76 | 223 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 76 | 677 | 87 | 120 | 862 | 113 | 60 | 220 | 58 | 76 | 223 | 110 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 76 | 677 | 87 | 120 | 862 | 113 | 60 | 220 | 58 | 76 | 223 | 110 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 76 | 677 | 87 | 120 | 862 | 113 | 60 | 220 | 58 | 76 | 223 | 110 |

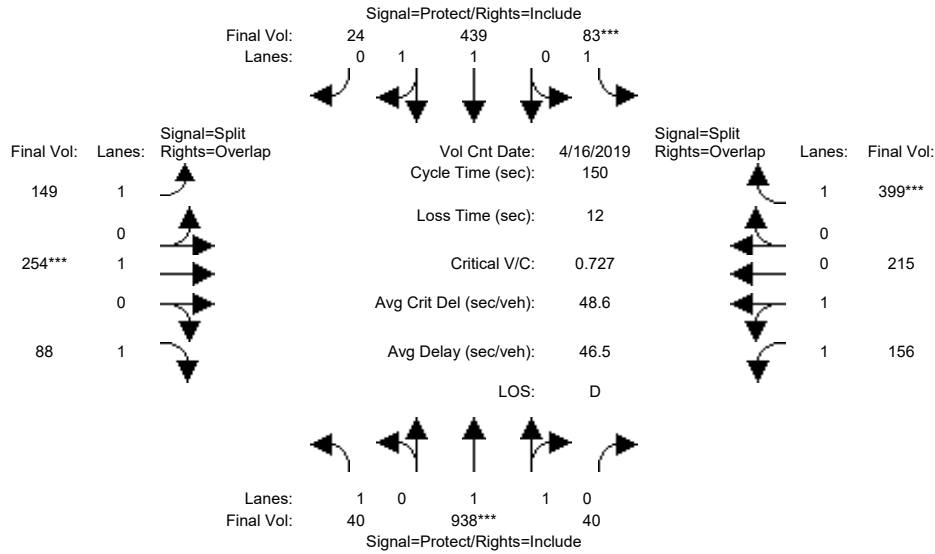
| Saturation Flow Module: | |
|-------------------------|---|
| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.92 0.91 0.91 0.92 0.91 0.91 0.93 0.98 0.83 0.97 0.97 0.83 |
| Lanes: | 1.00 1.77 0.23 1.00 1.77 0.23 1.00 1.00 1.00 1.00 1.00 1.00 |
| Final Sat.: | 1753 3053 392 1753 3046 399 1769 1862 1583 1838 1838 1583 |

| Capacity Analysis Module: | |
|---------------------------|---|
| Vol/Sat: | 0.04 0.22 0.22 0.07 0.28 0.28 0.03 0.12 0.04 0.04 0.12 0.07 |
| Crit Moves: | **** **** **** **** |
| Green Time: | 10.6 60.8 60.8 18.8 69.0 69.0 28.8 28.8 39.4 29.6 29.6 48.4 |
| Volume/Cap: | 0.62 0.55 0.55 0.55 0.62 0.62 0.18 0.62 0.14 0.21 0.62 0.22 |
| Delay/Veh: | 76.7 34.5 34.5 64.5 31.2 31.2 50.9 58.7 42.5 50.5 57.4 37.2 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 76.7 34.5 34.5 64.5 31.2 31.2 50.9 58.7 42.5 50.5 57.4 37.2 |
| LOS by Move: | E C C E C C D E D D E D |
| HCM2kAvgQ: | 4 14 14 6 18 18 2 10 2 3 10 4 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Proj with Loop Rd PM

Intersection #11: University Avenue and Bay Road



| Street Name: | University Avenue | | | | | | Bay Road | | | | | |
|--------------|-------------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 7 | 10 | 10 | 7 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 16 Apr 2019 | << | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|
| Base Vol: | 40 | 938 | 40 | 105 | 439 | 24 | 149 | 252 | 88 | 156 | 214 | 463 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 938 | 40 | 105 | 439 | 24 | 149 | 252 | 88 | 156 | 214 | 463 |
| Added Vol: | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 2 |
| Diverted Tr: | 0 | 0 | 0 | -25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -66 |
| Initial Fut: | 40 | 938 | 40 | 83 | 439 | 24 | 149 | 254 | 88 | 156 | 215 | 399 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 938 | 40 | 83 | 439 | 24 | 149 | 254 | 88 | 156 | 215 | 399 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 938 | 40 | 83 | 439 | 24 | 149 | 254 | 88 | 156 | 215 | 399 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 40 | 938 | 40 | 83 | 439 | 24 | 149 | 254 | 88 | 156 | 215 | 399 |

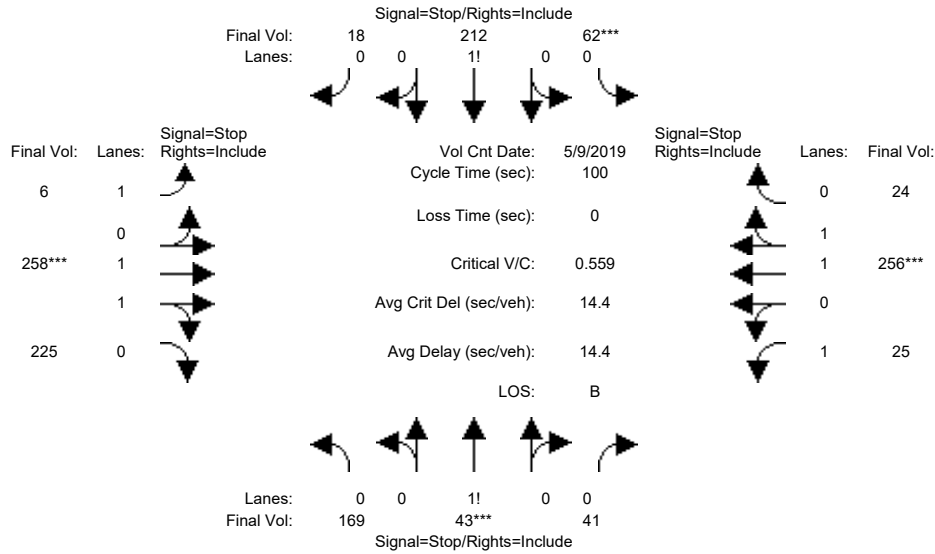
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.93 | 0.98 | 0.83 | 0.96 | 0.96 | 0.83 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 1.90 | 0.10 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Sat.: | 1753 | 3342 | 143 | 1753 | 3297 | 180 | 1769 | 1862 | 1583 | 1823 | 1823 | 1583 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.28 | 0.28 | 0.05 | 0.13 | 0.13 | 0.08 | 0.14 | 0.06 | 0.09 | 0.12 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 17.6 | 57.9 | 57.9 | 9.8 | 50.1 | 50.1 | 28.1 | 28.1 | 45.7 | 42.2 | 42.2 | 52.0 |
| Volume/Cap: | 0.19 | 0.73 | 0.73 | 0.73 | 0.40 | 0.40 | 0.45 | 0.73 | 0.18 | 0.30 | 0.42 | 0.73 |
| Delay/Veh: | 60.3 | 41.4 | 41.4 | 89.6 | 38.6 | 38.6 | 55.0 | 64.8 | 38.6 | 42.5 | 44.2 | 47.7 |
| 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: | 60.3 | 41.4 | 41.4 | 89.6 | 38.6 | 38.6 | 55.0 | 64.8 | 38.6 | 42.5 | 44.2 | 47.7 |
| LOS by Move: | E | D | D | F | D | D | E | E | D | D | D | D |
| HCM2kAvgQ: | 2 | 21 | 21 | 5 | 8 | 8 | 6 | 12 | 3 | 6 | 8 | 17 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + Proj with Loop Rd AM

Intersection #21: Clarke Avenue and Bay Road

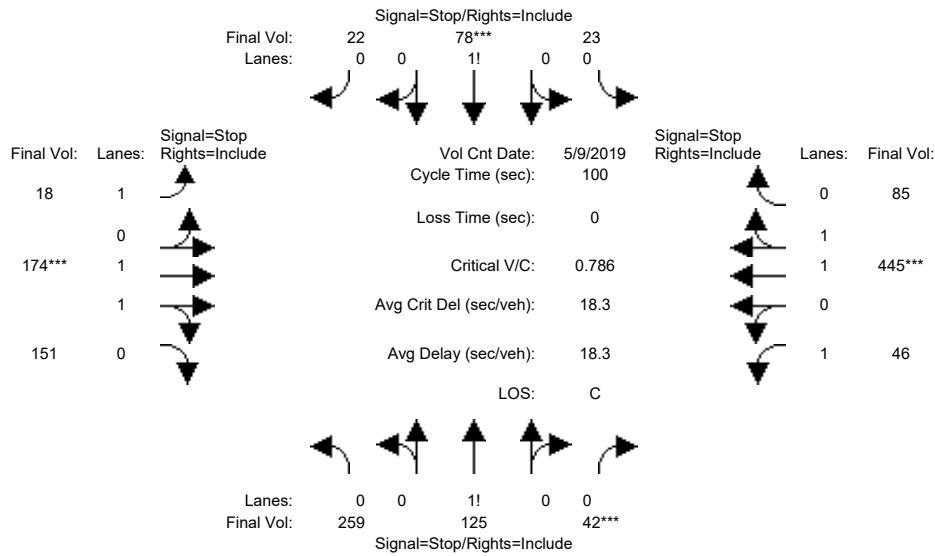


| Street Name: | Clarke Ave | | | | | | Bay Rd | | | | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 164 | 43 | 38 | 97 | 212 | 18 | 6 | 293 | 223 | 24 | 279 | 30 |
| 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: | 164 | 43 | 38 | 97 | 212 | 18 | 6 | 293 | 223 | 24 | 279 | 30 |
| Added Vol: | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 0 |
| Diverted Tr: | 0 | 0 | 0 | -35 | 0 | 0 | 0 | -35 | 0 | 0 | -23 | -6 |
| Initial Fut: | 169 | 43 | 41 | 62 | 212 | 18 | 6 | 258 | 225 | 25 | 256 | 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: | 169 | 43 | 41 | 62 | 212 | 18 | 6 | 258 | 225 | 25 | 256 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 169 | 43 | 41 | 62 | 212 | 18 | 6 | 258 | 225 | 25 | 256 | 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 |
| Final Volume: | 169 | 43 | 41 | 62 | 212 | 18 | 6 | 258 | 225 | 25 | 256 | 24 |
| 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: | 0.67 | 0.17 | 0.16 | 0.21 | 0.73 | 0.06 | 1.00 | 1.07 | 0.93 | 1.00 | 1.83 | 0.17 |
| Final Sat.: | 340 | 86 | 82 | 111 | 379 | 32 | 475 | 550 | 525 | 451 | 886 | 84 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.50 | 0.50 | 0.50 | 0.56 | 0.56 | 0.56 | 0.01 | 0.47 | 0.43 | 0.06 | 0.29 | 0.29 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 15.4 | 15.4 | 15.4 | 16.7 | 16.7 | 16.7 | 10.1 | 14.9 | 13.1 | 10.7 | 12.3 | 12.2 |
| 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: | 15.4 | 15.4 | 15.4 | 16.7 | 16.7 | 16.7 | 10.1 | 14.9 | 13.1 | 10.7 | 12.3 | 12.2 |
| LOS by Move: | C | C | C | C | C | C | B | B | B | B | B | B |
| ApproachDel: | 15.4 | | | 16.7 | | | 14.0 | | | 12.1 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 15.4 | | | 16.7 | | | 14.0 | | | 12.1 | | |
| LOS by Appr: | C | | | C | | | B | | | B | | |
| AllWayAvgQ: | 0.8 | 0.8 | 0.8 | 1.0 | 1.0 | 1.0 | 0.0 | 0.8 | 0.7 | 0.1 | 0.4 | 0.3 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + Proj with Loop Rd PM

Intersection #21: Clarke Avenue and Bay Road

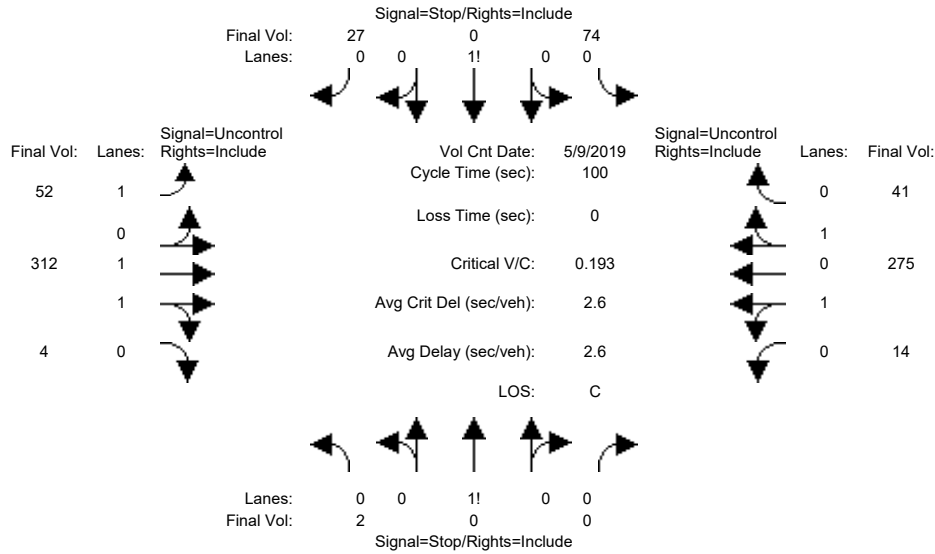


| Street Name: | Clarke Ave | | | | | | Bay Rd | | | | | |
|---|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 256 | 125 | 40 | 29 | 78 | 22 | 18 | 199 | 146 | 43 | 511 | 94 |
| 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: | 256 | 125 | 40 | 29 | 78 | 22 | 18 | 199 | 146 | 43 | 511 | 94 |
| Added Vol: | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 |
| Diverted Tr: | 0 | 0 | 0 | -6 | 0 | 0 | 0 | -25 | 0 | 0 | -66 | -9 |
| Initial Fut: | 259 | 125 | 42 | 23 | 78 | 22 | 18 | 174 | 151 | 46 | 445 | 85 |
| 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: | 259 | 125 | 42 | 23 | 78 | 22 | 18 | 174 | 151 | 46 | 445 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 259 | 125 | 42 | 23 | 78 | 22 | 18 | 174 | 151 | 46 | 445 | 85 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 259 | 125 | 42 | 23 | 78 | 22 | 18 | 174 | 151 | 46 | 445 | 85 |
| 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: | 0.61 | 0.29 | 0.10 | 0.19 | 0.63 | 0.18 | 1.00 | 1.07 | 0.93 | 1.00 | 1.68 | 0.32 |
| Final Sat.: | 330 | 159 | 53 | 85 | 287 | 81 | 442 | 509 | 479 | 472 | 862 | 168 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.79 | 0.79 | 0.79 | 0.27 | 0.27 | 0.27 | 0.04 | 0.34 | 0.31 | 0.10 | 0.52 | 0.51 |
| Crit Moves: | | | **** | | | **** | | | **** | | | **** |
| Delay/Veh: | 28.0 | 28.0 | 28.0 | 12.5 | 12.5 | 12.5 | 10.8 | 13.4 | 12.1 | 10.9 | 16.3 | 15.8 |
| 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: | 28.0 | 28.0 | 28.0 | 12.5 | 12.5 | 12.5 | 10.8 | 13.4 | 12.1 | 10.9 | 16.3 | 15.8 |
| LOS by Move: | D | D | D | B | B | B | B | B | B | B | C | C |
| ApproachDel: | | 28.0 | | | 12.5 | | | 12.7 | | | 15.8 | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| ApprAdjDel: | | 28.0 | | | 12.5 | | | 12.7 | | | 15.8 | |
| LOS by Appr: | | D | | | B | | | B | | | C | |
| AllWayAvgQ: | 2.8 | 2.8 | 2.8 | 0.3 | 0.3 | 0.3 | 0.0 | 0.5 | 0.4 | 0.1 | 1.0 | 0.9 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + Proj with Loop Rd AM

Intersection #26: Demeter Street and Bay Road



| Street Name: | Demeter Street | | | | Bay Road | | | | |
|--------------|----------------|---|-------------|---|------------|---|------------|---|---|
| Approach: | North Bound | | South Bound | | East Bound | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R |

| Volume Module: | >> Count Date: 9 May 2019 << | | | | | | | | | | | |
|----------------|------------------------------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 2 | 0 | 0 | 4 | 0 | 26 | 49 | 382 | 4 | 14 | 304 | 12 |
| 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: | 2 | 0 | 0 | 4 | 0 | 26 | 49 | 382 | 4 | 14 | 304 | 12 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 |
| Diverted Tr: | 0 | 0 | 0 | 70 | 0 | 0 | 0 | -70 | 0 | 0 | -29 | 29 |
| Initial Fut: | 2 | 0 | 0 | 74 | 0 | 27 | 52 | 312 | 4 | 14 | 275 | 41 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 2 | 0 | 0 | 74 | 0 | 27 | 52 | 312 | 4 | 14 | 275 | 41 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Volume: | 2 | 0 | 0 | 74 | 0 | 27 | 52 | 312 | 4 | 14 | 275 | 41 |

| Critical Gap Module: | | | | | | | | | | | | |
|----------------------|-----|------|-------|-----|-----|-----|-----|------|-------|-----|------|-------|
| Critical Gp: | 7.5 | xxxx | xxxxx | 7.5 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx |

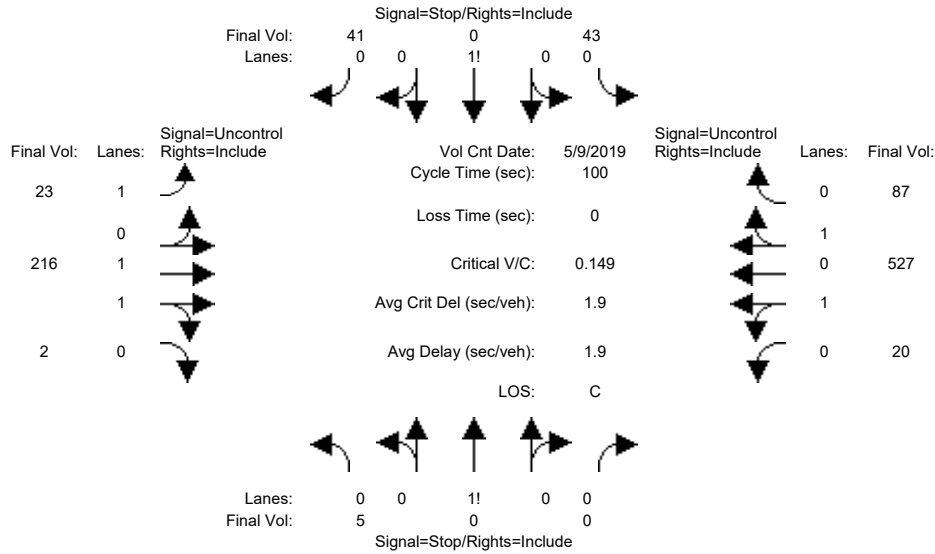
| Capacity Module: | | | | | | | | | | | | |
|------------------|------|------|-------|------|------|------|------|------|-------|------|------|-------|
| Cnflct Vol: | 584 | xxxx | xxxxx | 584 | 744 | 158 | 316 | xxxx | xxxxx | 316 | xxxx | xxxxx |
| Potent Cap.: | 400 | xxxx | xxxxx | 400 | 345 | 866 | 1256 | xxxx | xxxxx | 1256 | xxxx | xxxxx |
| Move Cap.: | 372 | xxxx | xxxxx | 384 | 327 | 866 | 1256 | xxxx | xxxxx | 1256 | xxxx | xxxxx |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.19 | 0.00 | 0.03 | 0.04 | xxxx | xxxx | 0.01 | xxxx | xxxx |

| Level Of Service Module: | | | | | | | | | | | | | | | |
|--------------------------|-------|------|-------|-------|------|-------|--------|------|-------|--------|------|-------|-----|---|----|
| 2Way95thQ: | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | 0.0 | xxxx | xxxxx | | | |
| Control Del: | 14.7 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.0 | xxxx | xxxxx | 7.9 | xxxx | xxxxx | | | |
| LOS by Move: | B | * | * | * | * | * | A | * | * | A | * | * | | | |
| Movement: | LT | - | LTR | - | RT | LT | - | LTR | - | RT | LT | - | LTR | - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 451 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 0.8 | xxxxx | xxxxx | xxxx | xxxxx | 0.0 | xxxx | xxxxx | | | |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 15.3 | xxxxx | xxxxx | xxxx | xxxxx | 7.9 | xxxx | xxxxx | | | |
| Shared LOS: | * | * | * | * | C | * | * | * | * | A | * | * | | | |
| ApproachDel: | 14.7 | | | 15.3 | | | xxxxxx | | | xxxxxx | | | | | |
| ApproachLOS: | B | | | C | | | * | | | * | | | | | |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + Proj with Loop Rd PM

Intersection #26: Demeter Street and Bay Road



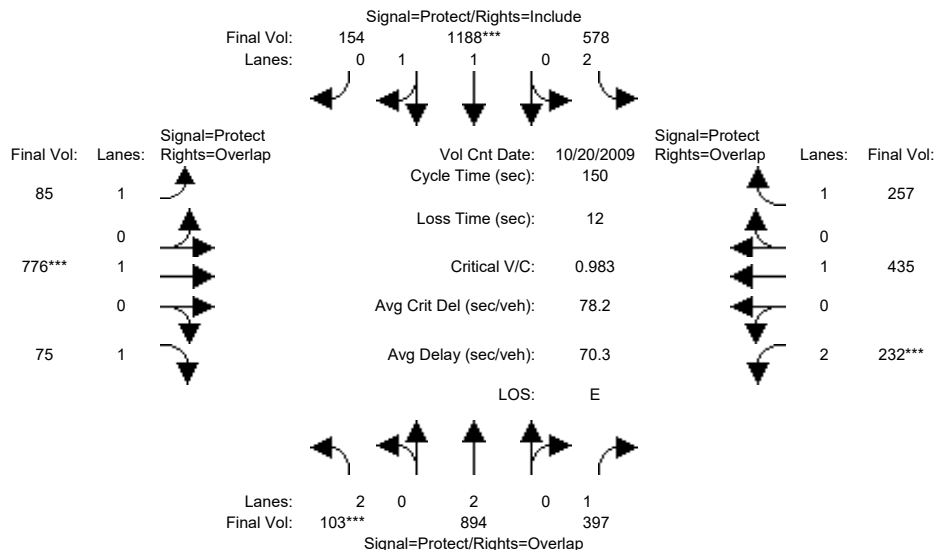
| Street Name: | Demeter Street | | | | | | Bay Road | | | | | |
|---|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: >> Count Date: 9 May 2019 << | | | | | | | | | | | | |
| Base Vol: | 5 | 0 | 0 | 12 | 0 | 38 | 21 | 247 | 2 | 20 | 602 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 0 | 0 | 12 | 0 | 38 | 21 | 247 | 2 | 20 | 602 | 12 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 |
| Diverted Tr: | 0 | 0 | 0 | 31 | 0 | 0 | 0 | -31 | 0 | 0 | -75 | 75 |
| Initial Fut: | 5 | 0 | 0 | 43 | 0 | 41 | 23 | 216 | 2 | 20 | 527 | 87 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 0 | 0 | 43 | 0 | 41 | 23 | 216 | 2 | 20 | 527 | 87 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Final Volume: | 5 | 0 | 0 | 43 | 0 | 41 | 23 | 216 | 2 | 20 | 527 | 87 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 7.5 | xxxx | xxxxx | 7.5 | 6.5 | 6.9 | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx |
| FollowUpTim: | 3.5 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflct Vol: | 567 | xxxx | xxxxx | 765 | 875 | 307 | 614 | xxxx | xxxxx | 218 | xxxx | xxxxx |
| Potent Cap.: | 411 | xxxx | xxxxx | 296 | 290 | 695 | 975 | xxxx | xxxxx | 1364 | xxxx | xxxxx |
| Move Cap.: | 375 | xxxx | xxxxx | 288 | 279 | 695 | 975 | xxxx | xxxxx | 1364 | xxxx | xxxxx |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.15 | 0.00 | 0.06 | 0.02 | xxxx | xxxx | 0.01 | xxxx | xxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 0.1 | xxxx | xxxxx | 0.0 | xxxx | xxxxx |
| Control Del: | 14.7 | xxxx | xxxxx | xxxxx | xxxx | xxxxx | 8.8 | xxxx | xxxxx | 7.7 | xxxx | xxxxx |
| LOS by Move: | B | * | * | * | * | * | A | * | * | A | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | 403 | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | 0.8 | xxxxx | xxxxx | xxxx | xxxxx | 0.0 | xxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | 16.3 | xxxxx | xxxxx | xxxx | xxxxx | 7.7 | xxxx | xxxxx |
| Shared LOS: | * | * | * | * | C | * | * | * | * | A | * | * |
| ApproachDel: | 14.7 | | | 16.3 | | | xxxxxx | | | xxxxxx | | |
| ApproachLOS: | B | | | C | | | * | | | * | | |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul No Proj AM No Loop Rd

Intersection #11: University Avenue and Bay Road



| Street Name: | University Avenue | | | | | | Bay Road | | | | | |
|--------------|-------------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | 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: | >> | Count | Date: | 20 Oct 2009 | << | | | | | | | |
|----------------|------|-------|-------|-------------|------|------|------|------|------|------|------|------|
| Base Vol: | 103 | 894 | 397 | 578 | 1188 | 154 | 85 | 776 | 75 | 232 | 435 | 257 |
| 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: | 103 | 894 | 397 | 578 | 1188 | 154 | 85 | 776 | 75 | 232 | 435 | 257 |
| 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: | 103 | 894 | 397 | 578 | 1188 | 154 | 85 | 776 | 75 | 232 | 435 | 257 |
| 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: | 103 | 894 | 397 | 578 | 1188 | 154 | 85 | 776 | 75 | 232 | 435 | 257 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 103 | 894 | 397 | 578 | 1188 | 154 | 85 | 776 | 75 | 232 | 435 | 257 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 103 | 894 | 397 | 578 | 1188 | 154 | 85 | 776 | 75 | 232 | 435 | 257 |

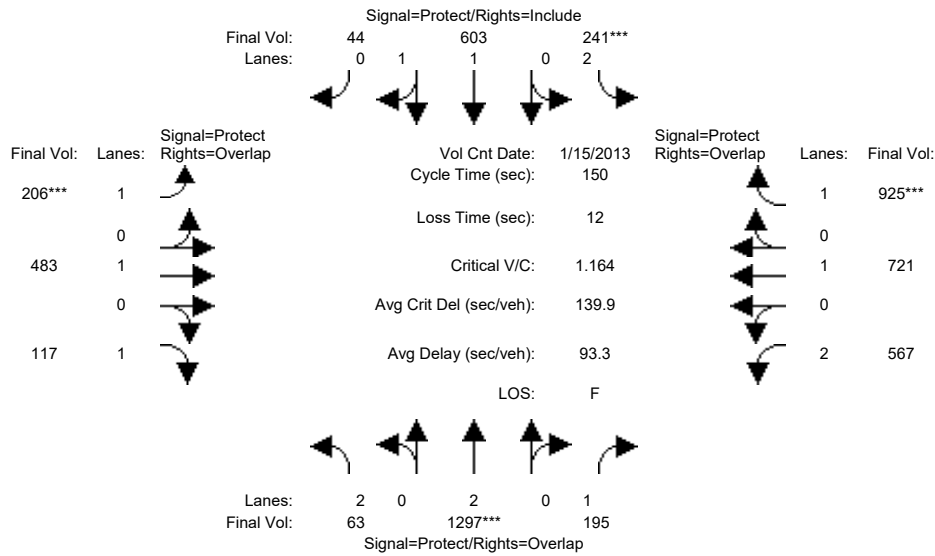
| Saturation Flow Module: | |
|-------------------------|---|
| Sat/Lane: | 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 |
| Adjustment: | 0.89 0.92 0.83 0.89 0.91 0.91 0.93 0.98 0.83 0.90 0.98 0.83 |
| Lanes: | 2.00 2.00 1.00 2.00 1.77 0.23 1.00 1.00 1.00 2.00 1.00 1.00 |
| Final Sat.: | 3400 3505 1568 3400 3050 395 1769 1862 1583 3432 1862 1583 |

| Capacity Analysis Module: | |
|---------------------------|--|
| Vol/Sat: | 0.03 0.26 0.25 0.17 0.39 0.39 0.05 0.42 0.05 0.07 0.23 0.16 |
| Crit Moves: | **** **** **** **** |
| Green Time: | 7.0 39.2 49.4 26.2 58.4 58.4 12.4 62.5 69.5 10.1 60.2 86.4 |
| Volume/Cap: | 0.65 0.98 0.77 0.98 1.00 1.00 0.58 1.00 0.10 1.00 0.58 0.28 |
| Delay/Veh: | 79.4 78.6 52.1 92.2 70.5 70.5 72.1 76.2 22.7 129.2 36.2 16.3 |
| User DelAdj: | 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 |
| AdjDel/Veh: | 79.4 78.6 52.1 92.2 70.5 70.5 72.1 76.2 22.7 129.2 36.2 16.3 |
| LOS by Move: | E E D F E E E E C F D B |
| HCM2kAvgQ: | 4 26 18 18 39 39 5 42 2 9 15 6 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul No Proj PM No Loop Rd

Intersection #11: University Avenue and Bay Road

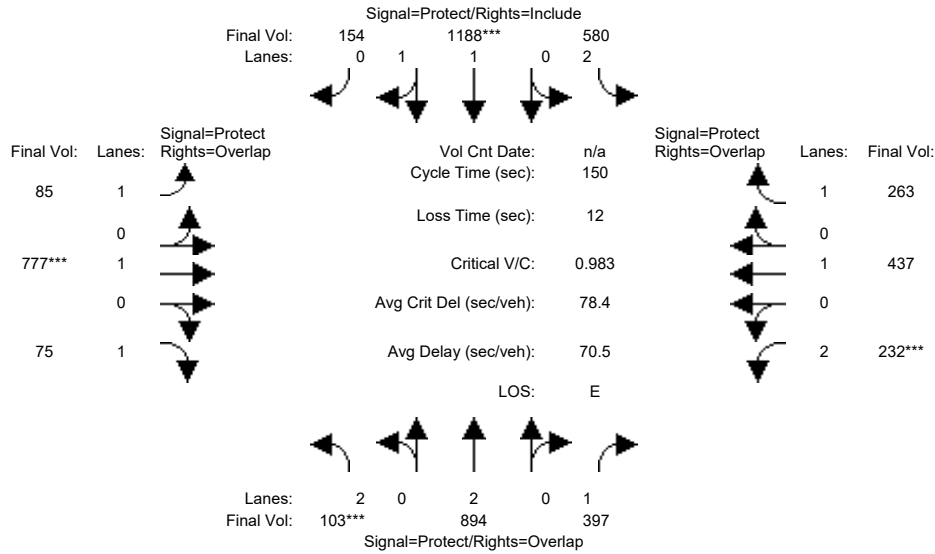


| Street Name: | University Avenue | | | | | | Bay Road | | | | | |
|--|-------------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | 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: >> Count Date: 15 Jan 2013 << | | | | | | | | | | | | |
| Base Vol: | 63 | 1297 | 195 | 241 | 603 | 44 | 206 | 483 | 117 | 567 | 721 | 925 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 63 | 1297 | 195 | 241 | 603 | 44 | 206 | 483 | 117 | 567 | 721 | 925 |
| 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: | 63 | 1297 | 195 | 241 | 603 | 44 | 206 | 483 | 117 | 567 | 721 | 925 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 63 | 1297 | 195 | 241 | 603 | 44 | 206 | 483 | 117 | 567 | 721 | 925 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 1297 | 195 | 241 | 603 | 44 | 206 | 483 | 117 | 567 | 721 | 925 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 63 | 1297 | 195 | 241 | 603 | 44 | 206 | 483 | 117 | 567 | 721 | 925 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.89 | 0.92 | 0.83 | 0.89 | 0.91 | 0.91 | 0.93 | 0.98 | 0.83 | 0.90 | 0.98 | 0.83 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 1.86 | 0.14 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3400 | 3505 | 1568 | 3400 | 3234 | 236 | 1769 | 1862 | 1583 | 3432 | 1862 | 1583 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.37 | 0.12 | 0.07 | 0.19 | 0.19 | 0.12 | 0.26 | 0.07 | 0.17 | 0.39 | 0.58 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 11.4 | 47.7 | 79.3 | 9.1 | 45.4 | 45.4 | 15.0 | 49.6 | 61.0 | 31.6 | 66.2 | 75.3 |
| Volume/Cap: | 0.24 | 1.16 | 0.24 | 1.16 | 0.62 | 0.62 | 1.16 | 0.78 | 0.18 | 0.78 | 0.88 | 1.16 |
| Delay/Veh: | 65.8 | 135 | 19.2 | 184.3 | 45.9 | 45.9 | 186.2 | 51.9 | 28.7 | 61.6 | 48.8 | 124.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 65.8 | 135 | 19.2 | 184.3 | 45.9 | 45.9 | 186.2 | 51.9 | 28.7 | 61.6 | 48.8 | 124.7 |
| LOS by Move: | E | F | B | F | D | D | F | D | C | E | D | F |
| HCM2kAvgQ: | 2 | 45 | 5 | 10 | 14 | 14 | 16 | 21 | 3 | 14 | 32 | 60 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumul+Proj AM No Loop Rd

Intersection #11: University Avenue and Bay Road



| Street Name: | University Avenue | | | | | | Bay Road | | | | | |
|--------------|-------------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | 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: | 103 | 894 | 397 | 580 | 1188 | 154 | 85 | 777 | 75 | 232 | 437 | 263 |
| 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: | 103 | 894 | 397 | 580 | 1188 | 154 | 85 | 777 | 75 | 232 | 437 | 263 |
| 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: | 103 | 894 | 397 | 580 | 1188 | 154 | 85 | 777 | 75 | 232 | 437 | 263 |
| 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: | 103 | 894 | 397 | 580 | 1188 | 154 | 85 | 777 | 75 | 232 | 437 | 263 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 103 | 894 | 397 | 580 | 1188 | 154 | 85 | 777 | 75 | 232 | 437 | 263 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 103 | 894 | 397 | 580 | 1188 | 154 | 85 | 777 | 75 | 232 | 437 | 263 |

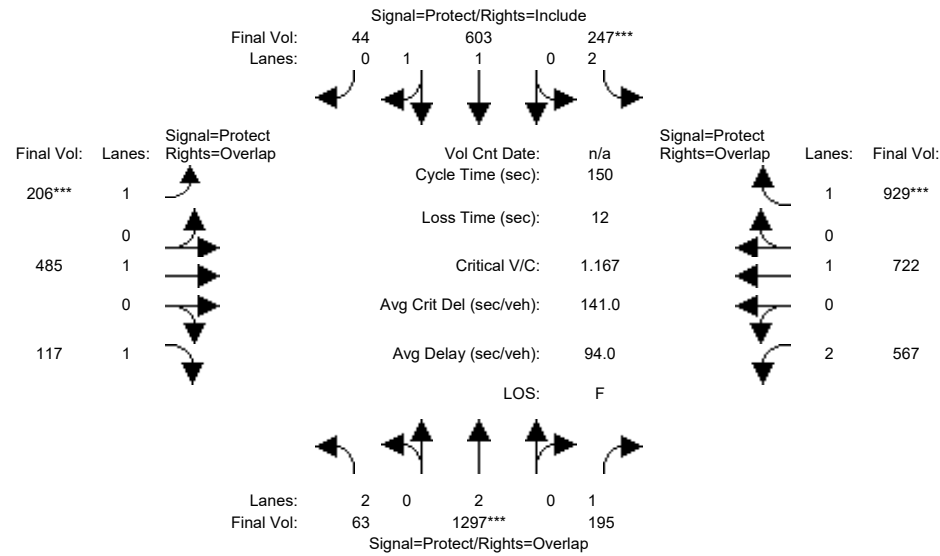
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.89 | 0.92 | 0.83 | 0.89 | 0.91 | 0.91 | 0.93 | 0.98 | 0.83 | 0.90 | 0.98 | 0.83 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 1.77 | 0.23 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3400 | 3505 | 1568 | 3400 | 3050 | 395 | 1769 | 1862 | 1583 | 3432 | 1862 | 1583 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Vol/Sat: | 0.03 | 0.26 | 0.25 | 0.17 | 0.39 | 0.39 | 0.05 | 0.42 | 0.05 | 0.07 | 0.23 | 0.17 |
| Crit Moves: | *** | | | | *** | | | *** | | | *** | |
| Green Time: | 7.0 | 39.2 | 49.3 | 26.2 | 58.4 | 58.4 | 12.3 | 62.5 | 69.5 | 10.1 | 60.3 | 86.5 |
| Volume/Cap: | 0.65 | 0.98 | 0.77 | 0.98 | 1.00 | 1.00 | 0.58 | 1.00 | 0.10 | 1.00 | 0.58 | 0.29 |
| Delay/Veh: | 79.4 | 79.1 | 52.3 | 92.6 | 70.7 | 70.7 | 72.3 | 76.3 | 22.7 | 129.4 | 36.2 | 16.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 79.4 | 79.1 | 52.3 | 92.6 | 70.7 | 70.7 | 72.3 | 76.3 | 22.7 | 129.4 | 36.2 | 16.3 |
| LOS by Move: | E | E | D | F | E | E | E | E | C | F | D | B |
| HCM2kAvgQ: | 4 | 26 | 18 | 18 | 39 | 39 | 5 | 42 | 2 | 9 | 16 | 6 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumul+Proj PM No Loop Rd

Intersection #11: University Avenue and Bay Road



| Street Name: | University Avenue | | | | | | Bay Road | | | | | |
|--------------|-------------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | | | | | | | | | | | | |
| 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: | 63 | 1297 | 195 | 247 | 603 | 44 | 206 | 485 | 117 | 567 | 722 | 929 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 63 | 1297 | 195 | 247 | 603 | 44 | 206 | 485 | 117 | 567 | 722 | 929 |
| 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: | 63 | 1297 | 195 | 247 | 603 | 44 | 206 | 485 | 117 | 567 | 722 | 929 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 63 | 1297 | 195 | 247 | 603 | 44 | 206 | 485 | 117 | 567 | 722 | 929 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 1297 | 195 | 247 | 603 | 44 | 206 | 485 | 117 | 567 | 722 | 929 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 63 | 1297 | 195 | 247 | 603 | 44 | 206 | 485 | 117 | 567 | 722 | 929 |

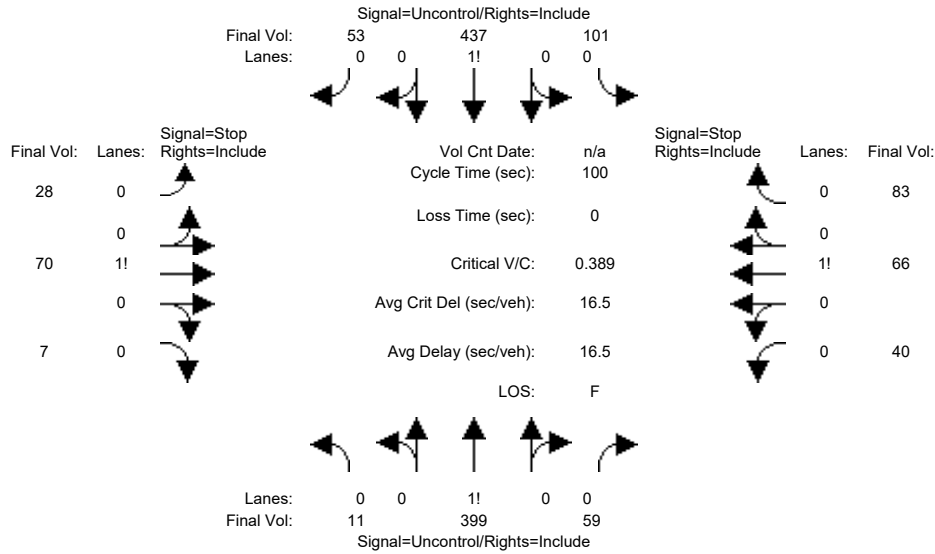
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.89 | 0.92 | 0.83 | 0.89 | 0.91 | 0.91 | 0.93 | 0.98 | 0.83 | 0.90 | 0.98 | 0.83 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 1.86 | 0.14 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3400 | 3505 | 1568 | 3400 | 3234 | 236 | 1769 | 1862 | 1583 | 3432 | 1862 | 1583 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|-------|------|------|-------|------|------|------|------|-------|
| Vol/Sat: | 0.02 | 0.37 | 0.12 | 0.07 | 0.19 | 0.19 | 0.12 | 0.26 | 0.07 | 0.17 | 0.39 | 0.59 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 11.4 | 47.6 | 79.0 | 9.3 | 45.5 | 45.5 | 15.0 | 49.6 | 61.0 | 31.5 | 66.1 | 75.5 |
| Volume/Cap: | 0.24 | 1.17 | 0.24 | 1.17 | 0.61 | 0.61 | 1.17 | 0.79 | 0.18 | 0.79 | 0.88 | 1.17 |
| Delay/Veh: | 65.7 | 136 | 19.3 | 184.5 | 45.8 | 45.8 | 187.3 | 52.1 | 28.6 | 61.9 | 49.1 | 125.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 65.7 | 136 | 19.3 | 184.5 | 45.8 | 45.8 | 187.3 | 52.1 | 28.6 | 61.9 | 49.1 | 125.7 |
| LOS by Move: | E | F | B | F | D | D | F | D | C | E | D | F |
| HCM2kAvgQ: | 2 | 46 | 5 | 11 | 14 | 14 | 16 | 21 | 3 | 14 | 33 | 61 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul No Proj AM No Loop Rd

Intersection #22: Clarke Avenue and Weeks Street

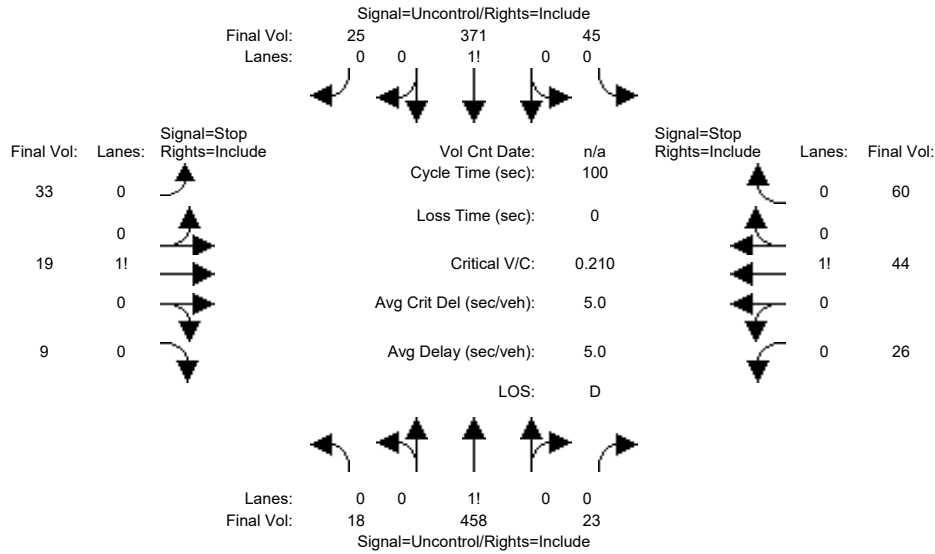


| Street Name: | Clarke Avenue | | | | | | Weeks Street | | | | | |
|--------------------------|---------------|------|--------|-------------|------|--------|--------------|------|--------|------------|------|--------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 11 | 399 | 59 | 101 | 437 | 53 | 28 | 70 | 7 | 40 | 66 | 83 |
| 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 | 399 | 59 | 101 | 437 | 53 | 28 | 70 | 7 | 40 | 66 | 83 |
| 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 | 399 | 59 | 101 | 437 | 53 | 28 | 70 | 7 | 40 | 66 | 83 |
| 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 | 399 | 59 | 101 | 437 | 53 | 28 | 70 | 7 | 40 | 66 | 83 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 11 | 399 | 59 | 101 | 437 | 53 | 28 | 70 | 7 | 40 | 66 | 83 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 490 | xxxx | xxxxxx | 458 | xxxx | xxxxxx | 1191 | 1146 | 464 | 1155 | 1143 | 429 |
| Potent Cap.: | 1084 | xxxx | xxxxxx | 1114 | xxxx | xxxxxx | 166 | 201 | 603 | 176 | 202 | 631 |
| Move Cap.: | 1084 | xxxx | xxxxxx | 1114 | xxxx | xxxxxx | 95 | 180 | 603 | 112 | 181 | 631 |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.09 | xxxx | xxxx | 0.29 | 0.39 | 0.01 | 0.36 | 0.37 | 0.13 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxxx | 0.3 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx |
| Control Del: | 8.4 | xxxx | xxxxxx | 8.6 | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * |
| Movement: | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT | LT | LTR | RT |
| Shared Cap.: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | 151 | xxxxxx | xxxx | 221 | xxxxxx |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 4.0 | xxxxxx | xxxxxx | 6.6 | xxxxxx |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 70.3 | xxxxxx | xxxxxx | 74.1 | xxxxxx |
| Shared LOS: | * | * | * | * | * | * | * | F | * | * | F | * |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | 70.3 | | | 74.1 | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumul No Proj PM No Loop Rd

Intersection #22: Clarke Avenue and Weeks Street

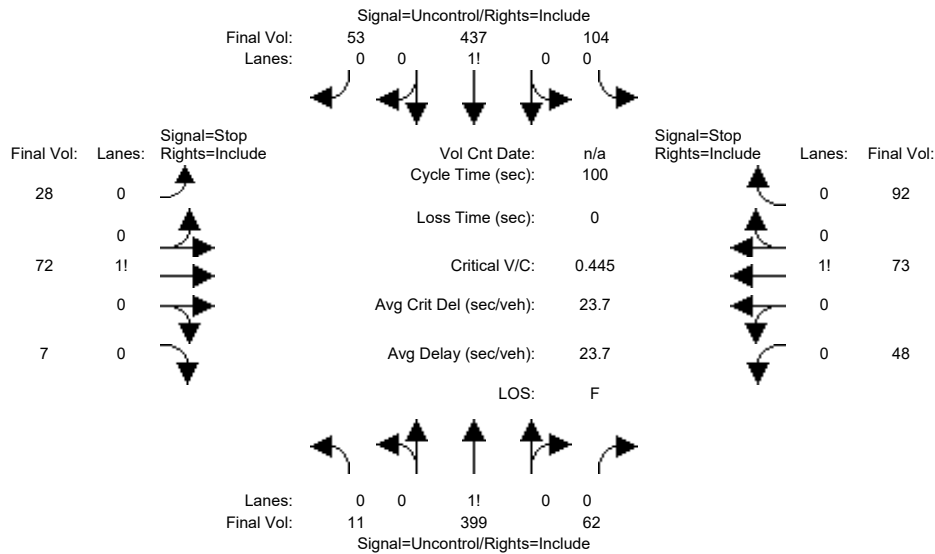


| Street Name: | Clarke Avenue | | | | | | Weeks Street | | | | | |
|--------------------------|---------------|------|--------|---------------|------|--------|---------------|------|--------|---------------|------|--------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 18 | 458 | 23 | 45 | 371 | 25 | 33 | 19 | 9 | 26 | 44 | 60 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 18 | 458 | 23 | 45 | 371 | 25 | 33 | 19 | 9 | 26 | 44 | 60 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 18 | 458 | 23 | 45 | 371 | 25 | 33 | 19 | 9 | 26 | 44 | 60 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 18 | 458 | 23 | 45 | 371 | 25 | 33 | 19 | 9 | 26 | 44 | 60 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 18 | 458 | 23 | 45 | 371 | 25 | 33 | 19 | 9 | 26 | 44 | 60 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 396 | xxxx | xxxxx | 481 | xxxx | xxxxx | 1031 | 991 | 384 | 993 | 992 | 470 |
| Potent Cap.: | 1174 | xxxx | xxxxx | 1092 | xxxx | xxxxx | 213 | 248 | 668 | 226 | 248 | 598 |
| Move Cap.: | 1174 | xxxx | xxxxx | 1092 | xxxx | xxxxx | 157 | 234 | 668 | 200 | 234 | 598 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.04 | xxxx | xxxx | 0.21 | 0.08 | 0.01 | 0.13 | 0.19 | 0.10 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 8.1 | xxxx | xxxxx | 8.4 | xxxx | xxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| 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 | 200 | xxxxxx | xxxx | 311 | xxxxxx |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 1.2 | xxxxxx | xxxxxx | 2.0 | xxxxxx |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 30.7 | xxxxxx | xxxxxx | 24.7 | xxxxxx |
| Shared LOS: | * | * | * | * | * | * | * | D | * | * | C | * |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | | 30.7 | | | 24.7 | |
| ApproachLOS: | * | | | * | | | | D | | | C | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumul+Proj AM No Loop Rd

Intersection #22: Clarke Avenue and Weeks Street

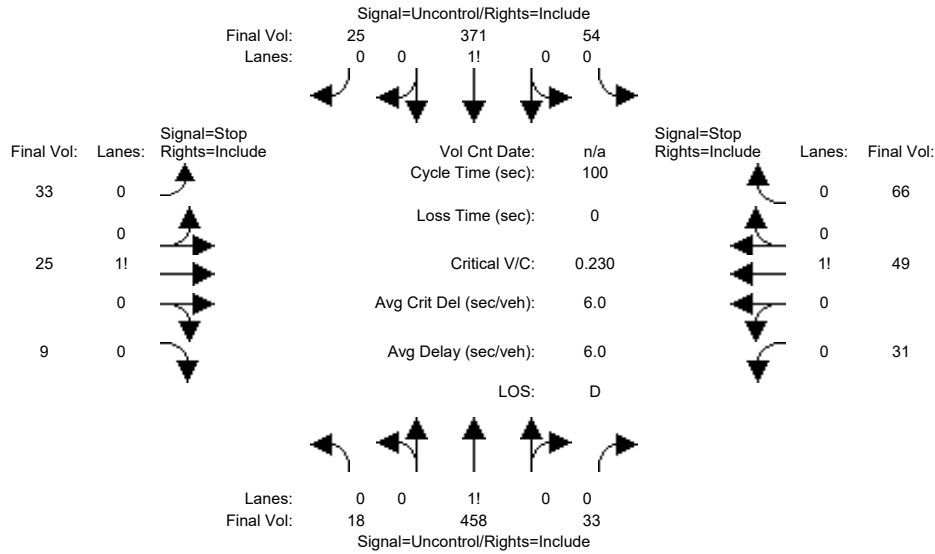


| Street Name: | Clarke Avenue | | | | | | Weeks Street | | | | | | | | |
|--------------------------|---------------|------|--------|-------------|------|--------|--------------|------|--------|------------|------|--------|-----|---|----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Volume Module: | | | | | | | | | | | | | | | |
| Base Vol: | 11 | 399 | 62 | 104 | 437 | 53 | 28 | 72 | 7 | 48 | 73 | 92 | | | |
| 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 | 399 | 62 | 104 | 437 | 53 | 28 | 72 | 7 | 48 | 73 | 92 | | | |
| 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 | 399 | 62 | 104 | 437 | 53 | 28 | 72 | 7 | 48 | 73 | 92 | | | |
| 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 | 399 | 62 | 104 | 437 | 53 | 28 | 72 | 7 | 48 | 73 | 92 | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| FinalVolume: | 11 | 399 | 62 | 104 | 437 | 53 | 28 | 72 | 7 | 48 | 73 | 92 | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | | | |
| Capacity Module: | | | | | | | | | | | | | | | |
| Cnflict Vol: | 490 | xxxx | xxxxx | 461 | xxxx | xxxxx | 1206 | 1155 | 464 | 1163 | 1150 | 430 | | | |
| Potent Cap.: | 1084 | xxxx | xxxxx | 1111 | xxxx | xxxxx | 162 | 199 | 603 | 173 | 200 | 629 | | | |
| Move Cap.: | 1084 | xxxx | xxxxx | 1111 | xxxx | xxxxx | 87 | 177 | 603 | 108 | 178 | 629 | | | |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.09 | xxxx | xxxx | 0.32 | 0.41 | 0.01 | 0.44 | 0.41 | 0.15 | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 0.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | | | |
| Control Del: | 8.4 | xxxx | xxxxx | 8.6 | xxxx | xxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | | | |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * | | | |
| Movement: | LT | - | LTR | - | RT | LT | - | LTR | - | RT | LT | - | LTR | - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 144 | xxxxxx | xxxx | 213 | xxxxxx | | | |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 4.4 | xxxxxx | xxxxxx | 8.9 | xxxxxx | | | |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 79.8 | xxxxxx | xxxxxx | 109 | xxxxxx | | | |
| Shared LOS: | * | * | * | * | * | * | * | F | * | * | F | * | | | |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | 79.8 | | | 109.3 | | | | | |
| ApproachLOS: | * | | | * | | | F | | | F | | | | | |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Proj PM No Loop Rd

Intersection #22: Clarke Avenue and Weeks Street

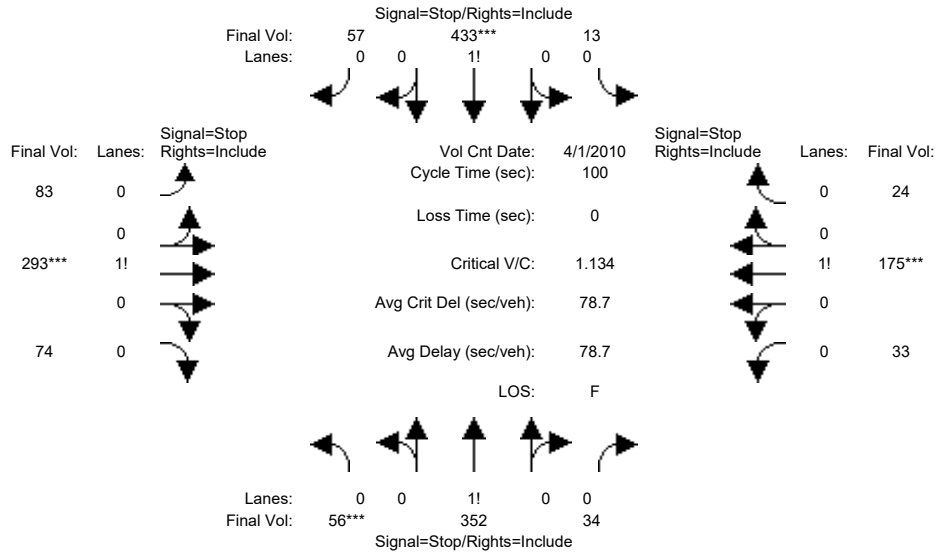


| Street Name: | Clarke Avenue | | | | | | Weeks Street | | | | | |
|--------------------------|---------------|------|-------|-------------|------|-------|--------------|------|--------|------------|------|--------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 18 | 458 | 33 | 54 | 371 | 25 | 33 | 25 | 9 | 31 | 49 | 66 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 18 | 458 | 33 | 54 | 371 | 25 | 33 | 25 | 9 | 31 | 49 | 66 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 18 | 458 | 33 | 54 | 371 | 25 | 33 | 25 | 9 | 31 | 49 | 66 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 18 | 458 | 33 | 54 | 371 | 25 | 33 | 25 | 9 | 31 | 49 | 66 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 18 | 458 | 33 | 54 | 371 | 25 | 33 | 25 | 9 | 31 | 49 | 66 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 396 | xxxx | xxxxx | 491 | xxxx | xxxxx | 1060 | 1019 | 384 | 1019 | 1015 | 475 |
| Potent Cap.: | 1174 | xxxx | xxxxx | 1083 | xxxx | xxxxx | 204 | 239 | 668 | 217 | 240 | 594 |
| Move Cap.: | 1174 | xxxx | xxxxx | 1083 | xxxx | xxxxx | 143 | 223 | 668 | 186 | 224 | 594 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.05 | xxxx | xxxx | 0.23 | 0.11 | 0.01 | 0.17 | 0.22 | 0.11 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 0.2 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 8.1 | xxxx | xxxxx | 8.5 | xxxx | xxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| 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 | 188 | xxxxx | xxxx | 294 | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 1.5 | xxxxx | xxxxx | 2.6 | xxxxx |
| Shrd ConDel: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxx | 34.3 | xxxxx | xxxxx | 28.7 | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | D | * | * | D | * |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | | 34.3 | | | 28.7 | |
| ApproachLOS: | * | | | * | | | | D | | | D | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumul No Proj AM No Loop Rd

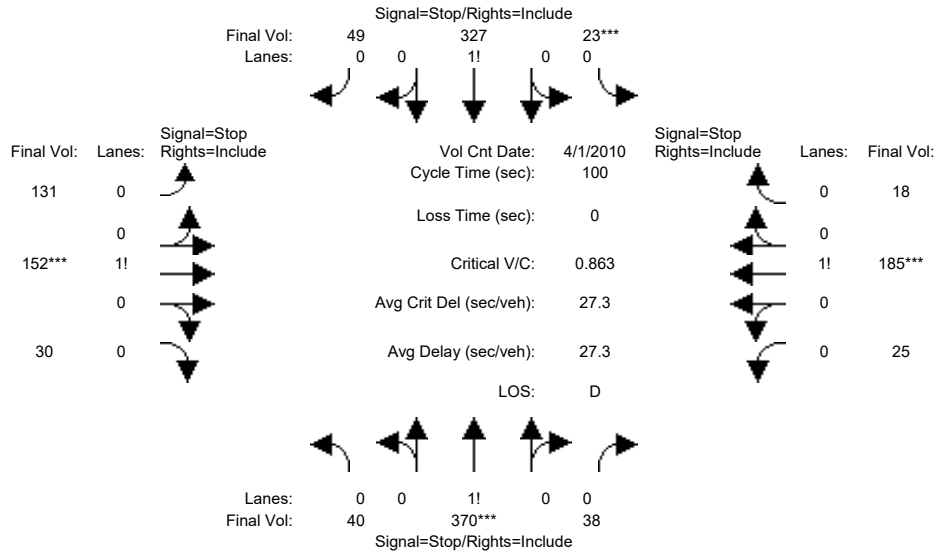
Intersection #23: Clarke Avenue and Runnymede Street



| Street Name: | Clarke Avenue | | | | | | Runnymede 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: >> Count Date: 1 Apr 2010 << | | | | | | | | | | | | |
| Base Vol: | 56 | 352 | 34 | 13 | 433 | 57 | 83 | 293 | 74 | 33 | 175 | 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: | 56 | 352 | 34 | 13 | 433 | 57 | 83 | 293 | 74 | 33 | 175 | 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: | 56 | 352 | 34 | 13 | 433 | 57 | 83 | 293 | 74 | 33 | 175 | 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: | 56 | 352 | 34 | 13 | 433 | 57 | 83 | 293 | 74 | 33 | 175 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 56 | 352 | 34 | 13 | 433 | 57 | 83 | 293 | 74 | 33 | 175 | 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: | 56 | 352 | 34 | 13 | 433 | 57 | 83 | 293 | 74 | 33 | 175 | 24 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.13 | 0.79 | 0.08 | 0.03 | 0.86 | 0.11 | 0.18 | 0.66 | 0.16 | 0.14 | 0.76 | 0.10 |
| Final Sat.: | 56 | 351 | 34 | 11 | 382 | 50 | 82 | 289 | 73 | 56 | 299 | 41 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.00 | 1.00 | 1.00 | 1.13 | 1.13 | 1.13 | 1.01 | 1.01 | 1.01 | 0.59 | 0.59 | 0.59 |
| Crit Moves: | **** | | | | **** | | **** | | | **** | | |
| Delay/Veh: | 72.2 | 72.2 | 72.2 | 112.4 | 112 | 112.4 | 75.5 | 75.5 | 75.5 | 24.2 | 24.2 | 24.2 |
| 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: | 72.2 | 72.2 | 72.2 | 112.4 | 112 | 112.4 | 75.5 | 75.5 | 75.5 | 24.2 | 24.2 | 24.2 |
| LOS by Move: | F | F | F | F | F | F | F | F | F | C | C | C |
| ApproachDel: | | 72.2 | | | 112.4 | | | 75.5 | | | 24.2 | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| ApprAdjDel: | | 72.2 | | | 112.4 | | | 75.5 | | | 24.2 | |
| LOS by Appr: | | F | | | F | | | F | | | C | |
| AllWayAvgQ: | 7.5 | 7.5 | 7.5 | 12.5 | 12.5 | 12.5 | 7.9 | 7.9 | 7.9 | 1.3 | 1.3 | 1.3 |

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul No Proj PM No Loop Rd

Intersection #23: Clarke Avenue and Runnymede Street



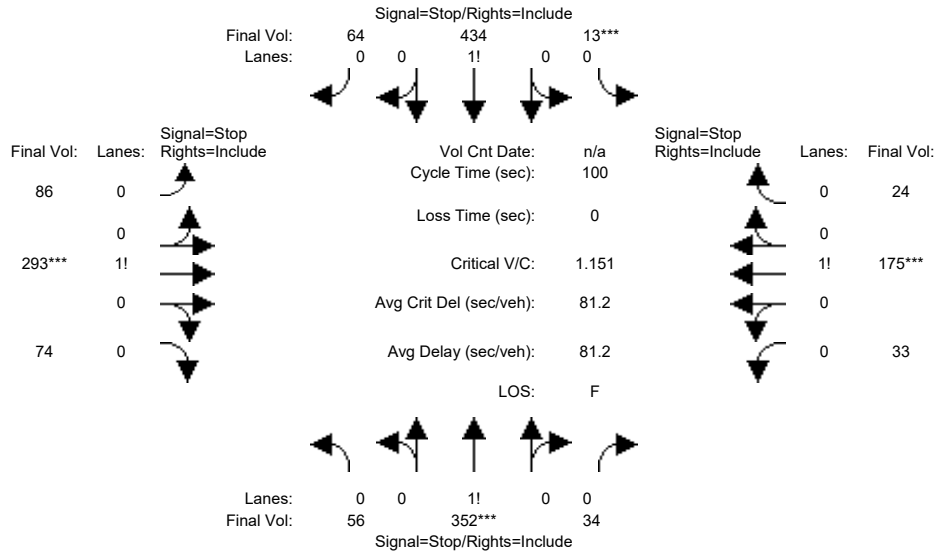
| Street Name: | Clarke Avenue | | | | | | Runnymede Street | | | | | |
|---|---------------|------|------|-------------|------|------|------------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | 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: >> Count Date: 1 Apr 2010 << | | | | | | | | | | | | |
| Base Vol: | 40 | 370 | 38 | 23 | 327 | 49 | 131 | 152 | 30 | 25 | 185 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 370 | 38 | 23 | 327 | 49 | 131 | 152 | 30 | 25 | 185 | 18 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 40 | 370 | 38 | 23 | 327 | 49 | 131 | 152 | 30 | 25 | 185 | 18 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 370 | 38 | 23 | 327 | 49 | 131 | 152 | 30 | 25 | 185 | 18 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 370 | 38 | 23 | 327 | 49 | 131 | 152 | 30 | 25 | 185 | 18 |
| 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: | 40 | 370 | 38 | 23 | 327 | 49 | 131 | 152 | 30 | 25 | 185 | 18 |
| 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: | 0.09 | 0.83 | 0.08 | 0.06 | 0.82 | 0.12 | 0.42 | 0.48 | 0.10 | 0.11 | 0.81 | 0.08 |
| Final Sat.: | 46 | 429 | 44 | 29 | 413 | 62 | 191 | 221 | 44 | 46 | 343 | 33 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.86 | 0.86 | 0.86 | 0.79 | 0.79 | 0.79 | 0.69 | 0.69 | 0.69 | 0.54 | 0.54 | 0.54 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 35.6 | 35.6 | 35.6 | 28.0 | 28.0 | 28.0 | 21.9 | 21.9 | 21.9 | 17.1 | 17.1 | 17.1 |
| 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: | 35.6 | 35.6 | 35.6 | 28.0 | 28.0 | 28.0 | 21.9 | 21.9 | 21.9 | 17.1 | 17.1 | 17.1 |
| LOS by Move: | E | E | E | D | D | D | C | C | C | C | C | C |
| ApproachDel: | | 35.6 | | | 28.0 | | | 21.9 | | | 17.1 | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | |
| ApprAdjDel: | | 35.6 | | | 28.0 | | | 21.9 | | | 17.1 | |
| LOS by Appr: | | E | | | D | | | C | | | C | |
| AllWayAvgQ: | 3.7 | 3.7 | 3.7 | 2.5 | 2.5 | 2.5 | 1.5 | 1.5 | 1.5 | 0.8 | 0.8 | 0.8 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+Proj AM No Loop Rd

Intersection #23: Clarke Avenue and Runnymede Street

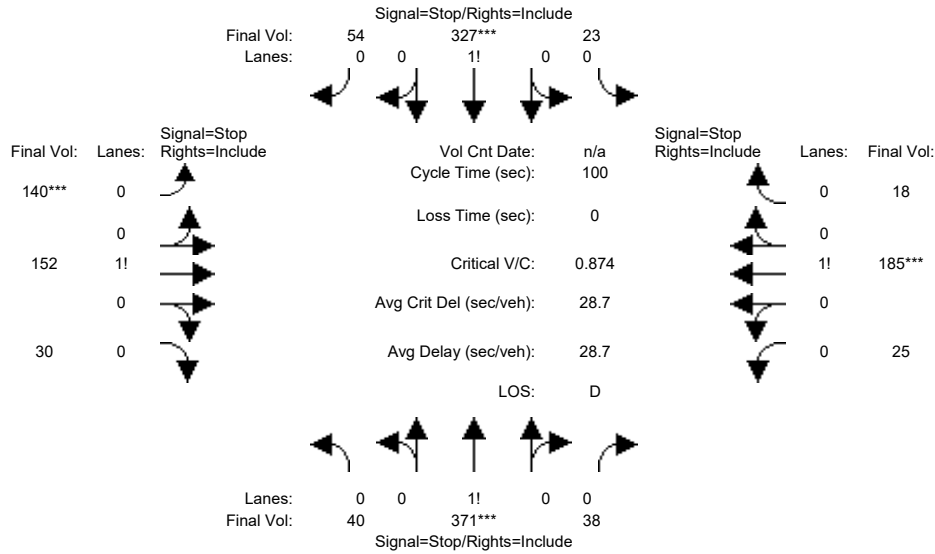


| Street Name: | Clarke Avenue | | | | | | Runnymede Street | | | | | |
|---------------------------|---------------|------|------|-------------|------|-------|------------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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: | 56 | 352 | 34 | 13 | 434 | 64 | 86 | 293 | 74 | 33 | 175 | 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: | 56 | 352 | 34 | 13 | 434 | 64 | 86 | 293 | 74 | 33 | 175 | 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: | 56 | 352 | 34 | 13 | 434 | 64 | 86 | 293 | 74 | 33 | 175 | 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: | 56 | 352 | 34 | 13 | 434 | 64 | 86 | 293 | 74 | 33 | 175 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 56 | 352 | 34 | 13 | 434 | 64 | 86 | 293 | 74 | 33 | 175 | 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: | 56 | 352 | 34 | 13 | 434 | 64 | 86 | 293 | 74 | 33 | 175 | 24 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.13 | 0.79 | 0.08 | 0.03 | 0.85 | 0.12 | 0.19 | 0.65 | 0.16 | 0.14 | 0.76 | 0.10 |
| Final Sat.: | 56 | 351 | 34 | 11 | 377 | 56 | 84 | 287 | 72 | 56 | 299 | 41 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.00 | 1.00 | 1.00 | 1.15 | 1.15 | 1.15 | 1.02 | 1.02 | 1.02 | 0.59 | 0.59 | 0.59 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 72.2 | 72.2 | 72.2 | 118.4 | 118 | 118.4 | 77.4 | 77.4 | 77.4 | 24.2 | 24.2 | 24.2 |
| 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: | 72.2 | 72.2 | 72.2 | 118.4 | 118 | 118.4 | 77.4 | 77.4 | 77.4 | 24.2 | 24.2 | 24.2 |
| LOS by Move: | F | F | F | F | F | F | F | F | F | C | C | C |
| ApproachDel: | 72.2 | | | 118.4 | | | 77.4 | | | 24.2 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 72.2 | | | 118.4 | | | 77.4 | | | 24.2 | | |
| LOS by Appr: | F | | | F | | | F | | | C | | |
| AllWayAvgQ: | 7.5 | 7.5 | 7.5 | 13.2 | 13.2 | 13.2 | 8.2 | 8.2 | 8.2 | 1.3 | 1.3 | 1.3 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumul+Proj PM No Loop Rd

Intersection #23: Clarke Avenue and Runnymede Street

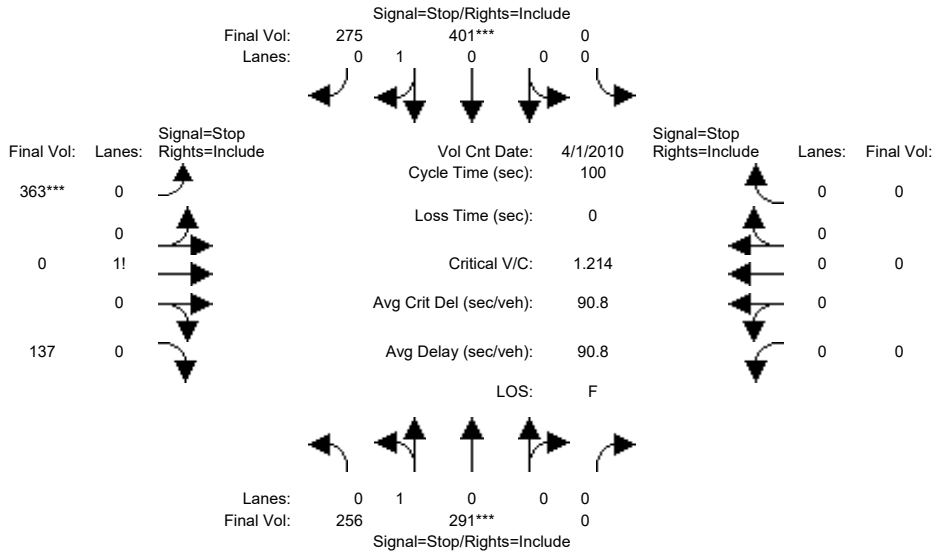


| Street Name: | Clarke Avenue | | | | | | Runnymede Street | | | | | |
|---------------------------|---------------|------|------|-------------|------|------|------------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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: | 40 | 371 | 38 | 23 | 327 | 54 | 140 | 152 | 30 | 25 | 185 | 18 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 40 | 371 | 38 | 23 | 327 | 54 | 140 | 152 | 30 | 25 | 185 | 18 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 40 | 371 | 38 | 23 | 327 | 54 | 140 | 152 | 30 | 25 | 185 | 18 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 40 | 371 | 38 | 23 | 327 | 54 | 140 | 152 | 30 | 25 | 185 | 18 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 40 | 371 | 38 | 23 | 327 | 54 | 140 | 152 | 30 | 25 | 185 | 18 |
| 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: | 40 | 371 | 38 | 23 | 327 | 54 | 140 | 152 | 30 | 25 | 185 | 18 |
| 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: | 0.09 | 0.83 | 0.08 | 0.06 | 0.81 | 0.13 | 0.43 | 0.48 | 0.09 | 0.11 | 0.81 | 0.08 |
| Final Sat.: | 46 | 425 | 43 | 28 | 404 | 67 | 197 | 214 | 42 | 46 | 340 | 33 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.87 | 0.87 | 0.87 | 0.81 | 0.81 | 0.81 | 0.71 | 0.71 | 0.71 | 0.54 | 0.54 | 0.54 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 37.5 | 37.5 | 37.5 | 29.7 | 29.7 | 29.7 | 23.3 | 23.3 | 23.3 | 17.5 | 17.5 | 17.5 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.5 | 37.5 | 37.5 | 29.7 | 29.7 | 29.7 | 23.3 | 23.3 | 23.3 | 17.5 | 17.5 | 17.5 |
| LOS by Move: | E | E | E | D | D | D | C | C | C | C | C | C |
| ApproachDel: | 37.5 | | | 29.7 | | | 23.3 | | | 17.5 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 37.5 | | | 29.7 | | | 23.3 | | | 17.5 | | |
| LOS by Appr: | E | | | D | | | C | | | C | | |
| AllWayAvgQ: | 4.0 | 4.0 | 4.0 | 2.7 | 2.7 | 2.7 | 1.6 | 1.6 | 1.6 | 0.8 | 0.8 | 0.8 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul No Proj AM No Loop Rd

Intersection #24: Clarke Avenue and Donohoe Street

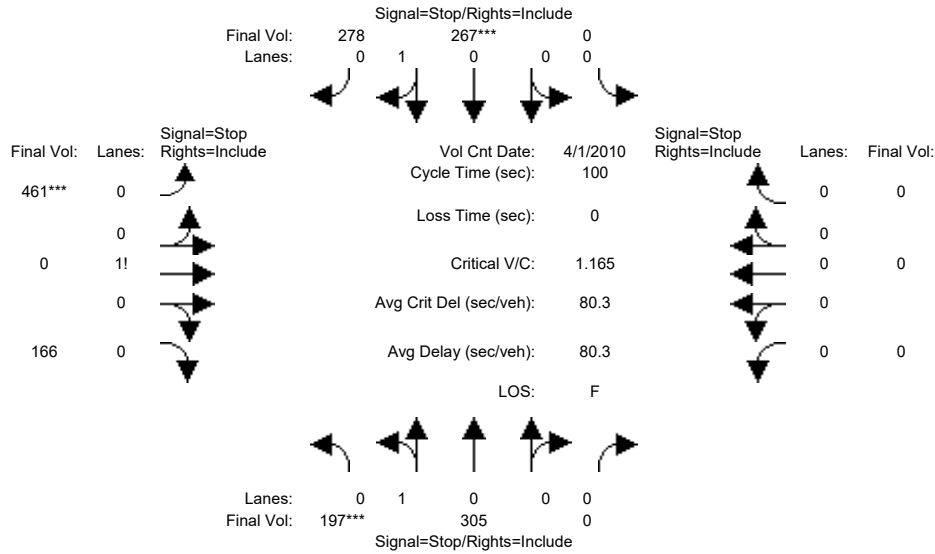


| Street Name: | Clarke Avenue | | | | | | Donohoe Street | | | | | |
|---|---------------|------|------|-------------|------|-------|----------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | 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: >> Count Date: 1 Apr 2010 << | | | | | | | | | | | | |
| Base Vol: | 256 | 291 | 0 | 0 | 401 | 275 | 363 | 0 | 137 | 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: | 256 | 291 | 0 | 0 | 401 | 275 | 363 | 0 | 137 | 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: | 256 | 291 | 0 | 0 | 401 | 275 | 363 | 0 | 137 | 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: | 256 | 291 | 0 | 0 | 401 | 275 | 363 | 0 | 137 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 256 | 291 | 0 | 0 | 401 | 275 | 363 | 0 | 137 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 256 | 291 | 0 | 0 | 401 | 275 | 363 | 0 | 137 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.47 | 0.53 | 0.00 | 0.00 | 0.59 | 0.41 | 0.73 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 248 | 281 | 0 | 0 | 330 | 226 | 388 | 0 | 146 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.03 | 1.03 | xxxx | xxxx | 1.21 | 1.21 | 0.94 | xxxx | 0.94 | xxxx | xxxx | xxxx |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Delay/Veh: | 74.2 | 74.2 | 0.0 | 0.0 | 134 | 134.2 | 50.4 | 0.0 | 50.4 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 74.2 | 74.2 | 0.0 | 0.0 | 134 | 134.2 | 50.4 | 0.0 | 50.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | F | * | * | F | F | F | * | F | * | * | * |
| ApproachDel: | 74.2 | | | 134.2 | | | 50.4 | | | xxxxxx | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | xxxxxx | | |
| ApprAdjDel: | 74.2 | | | 134.2 | | | 50.4 | | | xxxxxx | | |
| LOS by Appr: | F | | | F | | | F | | | * | | |
| AllWayAvgQ: | 9.5 | 9.5 | 9.5 | 19.3 | 19.3 | 19.3 | 6.0 | 6.0 | 6.0 | 0.0 | 0.0 | 0.0 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul No Proj PM No Loop Rd

Intersection #24: Clarke Avenue and Donohoe Street

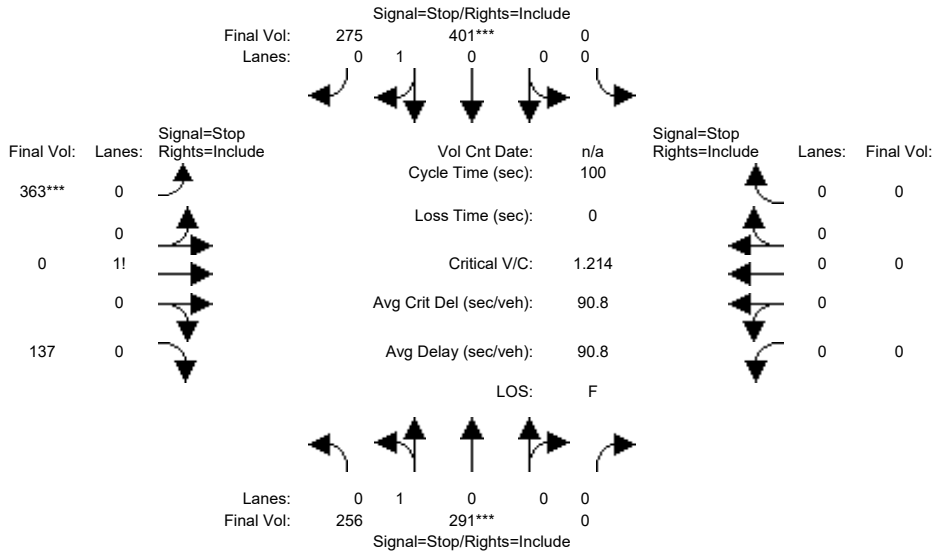


| Street Name: | Clarke Avenue | | | | | | Donohoe Street | | | | | |
|---|---------------|------|------|-------------|------|------|----------------|-------|-------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | 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: >> Count Date: 1 Apr 2010 << | | | | | | | | | | | | |
| Base Vol: | 197 | 305 | 0 | 0 | 267 | 278 | 461 | 0 | 166 | 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: | 197 | 305 | 0 | 0 | 267 | 278 | 461 | 0 | 166 | 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: | 197 | 305 | 0 | 0 | 267 | 278 | 461 | 0 | 166 | 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: | 197 | 305 | 0 | 0 | 267 | 278 | 461 | 0 | 166 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 197 | 305 | 0 | 0 | 267 | 278 | 461 | 0 | 166 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 197 | 305 | 0 | 0 | 267 | 278 | 461 | 0 | 166 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.39 | 0.61 | 0.00 | 0.00 | 0.49 | 0.51 | 0.74 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 204 | 317 | 0 | 0 | 271 | 282 | 396 | 0 | 143 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.96 | 0.96 | xxxx | xxxx | 0.98 | 0.98 | 1.16 | xxxx | 1.16 | xxxx | xxxx | xxxx |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Delay/Veh: | 57.1 | 57.1 | 0.0 | 0.0 | 59.8 | 59.8 | 116.6 | 0.0 | 116.6 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 57.1 | 57.1 | 0.0 | 0.0 | 59.8 | 59.8 | 116.6 | 0.0 | 116.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | F | * | * | F | F | F | * | F | * | * | * |
| ApproachDel: | | 57.1 | | | 59.8 | | | 116.6 | | xxxxxxx | | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | xxxxxx | | |
| ApprAdjDel: | | 57.1 | | | 59.8 | | | 116.6 | | xxxxxxx | | |
| LOS by Appr: | | F | | | F | | | F | | * | | |
| AllWayAvgQ: | 6.8 | 6.8 | 6.8 | 7.7 | 7.7 | 7.7 | 16.0 | 16.0 | 16.0 | 0.0 | 0.0 | 0.0 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+Proj AM No Loop Rd

Intersection #24: Clarke Avenue and Donohoe Street

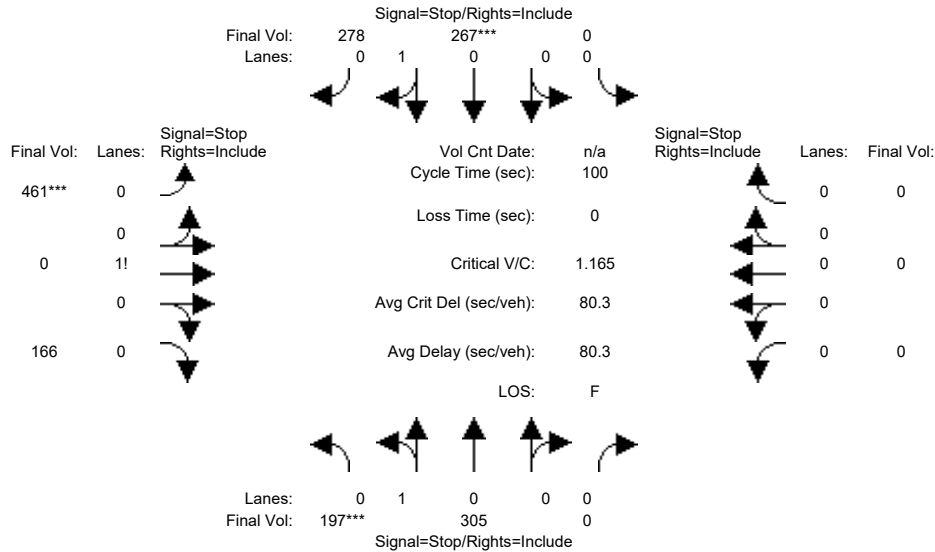


| Street Name: | Clarke Avenue | | | | | | Donohoe Street | | | | | |
|---------------------------|---------------|------|------|-------------|-------|-------|----------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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: | 256 | 291 | 0 | 0 | 401 | 275 | 363 | 0 | 137 | 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: | 256 | 291 | 0 | 0 | 401 | 275 | 363 | 0 | 137 | 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: | 256 | 291 | 0 | 0 | 401 | 275 | 363 | 0 | 137 | 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: | 256 | 291 | 0 | 0 | 401 | 275 | 363 | 0 | 137 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 256 | 291 | 0 | 0 | 401 | 275 | 363 | 0 | 137 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 256 | 291 | 0 | 0 | 401 | 275 | 363 | 0 | 137 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.47 | 0.53 | 0.00 | 0.00 | 0.59 | 0.41 | 0.73 | 0.00 | 0.27 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 248 | 281 | 0 | 0 | 330 | 226 | 388 | 0 | 146 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.03 | 1.03 | xxxx | xxxx | 1.21 | 1.21 | 0.94 | xxxx | 0.94 | xxxx | xxxx | xxxx |
| Crit Moves: | **** | | | | **** | | **** | | | | | |
| Delay/Veh: | 74.2 | 74.2 | 0.0 | 0.0 | 134 | 134.2 | 50.4 | 0.0 | 50.4 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 74.2 | 74.2 | 0.0 | 0.0 | 134 | 134.2 | 50.4 | 0.0 | 50.4 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | F | * | * | F | F | F | * | F | * | * | * |
| ApproachDel: | 74.2 | | | | 134.2 | | 50.4 | | | xxxxxx | | |
| Delay Adj: | 1.00 | | | | 1.00 | | 1.00 | | | xxxxxx | | |
| ApprAdjDel: | 74.2 | | | | 134.2 | | 50.4 | | | xxxxxx | | |
| LOS by Appr: | F | | | | F | | F | | | * | | |
| AllWayAvgQ: | 9.5 | 9.5 | 9.5 | 19.3 | 19.3 | 19.3 | 6.0 | 6.0 | 6.0 | 0.0 | 0.0 | 0.0 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumul+Proj PM No Loop Rd

Intersection #24: Clarke Avenue and Donohoe Street

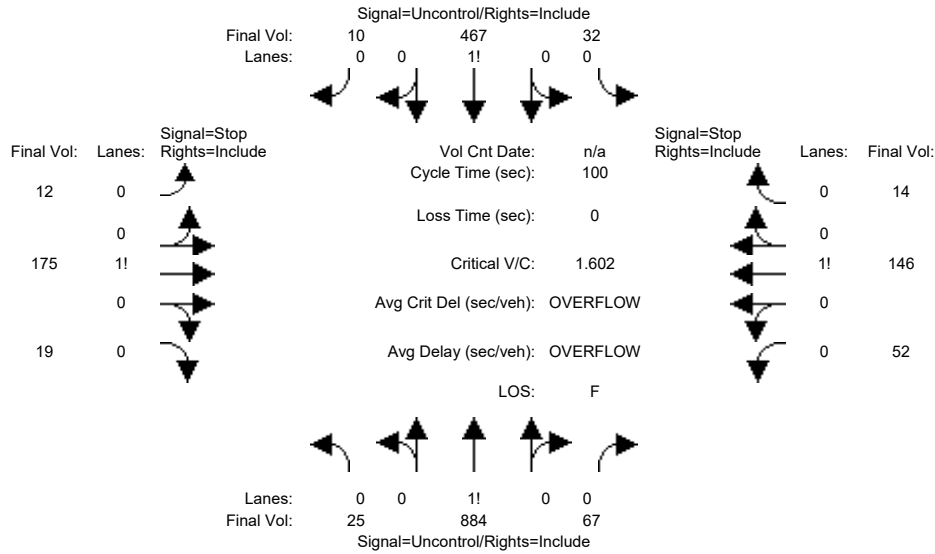


| Street Name: | Clarke Avenue | | | | | | Donohoe Street | | | | | |
|---------------------------|---------------|------|------|-------------|------|------|----------------|-------|-------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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: | 197 | 305 | 0 | 0 | 267 | 278 | 461 | 0 | 166 | 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: | 197 | 305 | 0 | 0 | 267 | 278 | 461 | 0 | 166 | 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: | 197 | 305 | 0 | 0 | 267 | 278 | 461 | 0 | 166 | 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: | 197 | 305 | 0 | 0 | 267 | 278 | 461 | 0 | 166 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 197 | 305 | 0 | 0 | 267 | 278 | 461 | 0 | 166 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 197 | 305 | 0 | 0 | 267 | 278 | 461 | 0 | 166 | 0 | 0 | 0 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.39 | 0.61 | 0.00 | 0.00 | 0.49 | 0.51 | 0.74 | 0.00 | 0.26 | 0.00 | 0.00 | 0.00 |
| Final Sat.: | 204 | 317 | 0 | 0 | 271 | 282 | 396 | 0 | 143 | 0 | 0 | 0 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.96 | 0.96 | xxxx | xxxx | 0.98 | 0.98 | 1.16 | xxxx | 1.16 | xxxx | xxxx | xxxx |
| Crit Moves: | *** | | | | *** | | *** | | | | | |
| Delay/Veh: | 57.1 | 57.1 | 0.0 | 0.0 | 59.8 | 59.8 | 116.6 | 0.0 | 116.6 | 0.0 | 0.0 | 0.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 57.1 | 57.1 | 0.0 | 0.0 | 59.8 | 59.8 | 116.6 | 0.0 | 116.6 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | F | F | * | * | F | F | F | * | F | * | * | * |
| ApproachDel: | | 57.1 | | | 59.8 | | | 116.6 | | xxxxxx | | |
| Delay Adj: | | 1.00 | | | 1.00 | | | 1.00 | | xxxxxx | | |
| ApprAdjDel: | | 57.1 | | | 59.8 | | | 116.6 | | xxxxxx | | |
| LOS by Appr: | | F | | | F | | | F | | * | | |
| AllWayAvgQ: | 6.8 | 6.8 | 6.8 | 7.7 | 7.7 | 7.7 | 16.0 | 16.0 | 16.0 | 0.0 | 0.0 | 0.0 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumul No Proj AM No Loop Rd

Intersection #28: Pulgas Avenue and Weeks Street



| Street Name: | Pulgas Avenue | | | | | | Weeks Street | | | | | |
|--------------|---------------|---|---|-------------|---|---|--------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| Volume Module: | 25 | 884 | 67 | 32 | 467 | 10 | 12 | 175 | 19 | 52 | 146 | 14 |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 25 | 884 | 67 | 32 | 467 | 10 | 12 | 175 | 19 | 52 | 146 | 14 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 25 | 884 | 67 | 32 | 467 | 10 | 12 | 175 | 19 | 52 | 146 | 14 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 25 | 884 | 67 | 32 | 467 | 10 | 12 | 175 | 19 | 52 | 146 | 14 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 25 | 884 | 67 | 32 | 467 | 10 | 12 | 175 | 19 | 52 | 146 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 25 | 884 | 67 | 32 | 467 | 10 | 12 | 175 | 19 | 52 | 146 | 14 |

| Critical Gap Module: | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
|----------------------|-----|------|--------|-----|------|--------|-----|-----|-----|-----|-----|-----|
| Critical Gp: | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |

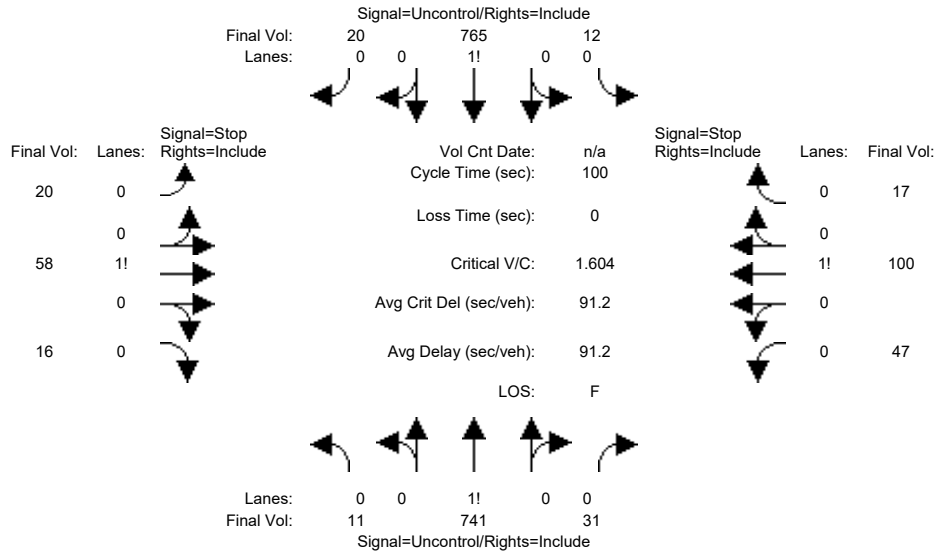
| Capacity Module: | 477 | xxxx | xxxxxx | 951 | xxxx | xxxxxx | 1584 | 1537 | 472 | 1601 | 1509 | 918 |
|------------------|------|------|--------|------|------|--------|------|------|------|------|------|------|
| Cnflict Vol: | 477 | xxxx | xxxxxx | 951 | xxxx | xxxxxx | 1584 | 1537 | 472 | 1601 | 1509 | 918 |
| Potent Cap.: | 1096 | xxxx | xxxxxx | 730 | xxxx | xxxxxx | 89 | 117 | 596 | 86 | 122 | 332 |
| Move Cap.: | 1096 | xxxx | xxxxxx | 730 | xxxx | xxxxxx | 0 | 109 | 596 | 0 | 114 | 332 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.04 | xxxx | xxxx | xxxx | 1.60 | 0.03 | xxxx | 1.28 | 0.04 |

| Level Of Service Module: | 0.1 | xxxx | xxxxxx | 0.1 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx |
|--------------------------|---------------|------|--------|---------------|------|--------|---------------|------|--------|---------------|------|--------|
| 2Way95thQ: | 0.1 | xxxx | xxxxxx | 0.1 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx |
| Control Del: | 8.4 | xxxx | xxxxxx | 10.2 | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| LOS by Move: | A | * | * | B | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | 0 | xxxxxx | xxxx | 0 | xxxxxx |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumul No Proj PM No Loop Rd

Intersection #28: Pulgas Avenue and Weeks Street



| Street Name: | Pulgas Avenue | | | | | | Weeks Street | | | | | | | | |
|--------------|---------------|---|---|-------------|---|---|--------------|---|---|------------|---|---|---|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
| Movement: | L | - | T | - | R | L | - | T | - | R | L | - | T | - | R |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 11 | 741 | 31 | 12 | 765 | 20 | 20 | 58 | 16 | 47 | 100 | 17 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 11 | 741 | 31 | 12 | 765 | 20 | 20 | 58 | 16 | 47 | 100 | 17 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 11 | 741 | 31 | 12 | 765 | 20 | 20 | 58 | 16 | 47 | 100 | 17 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 11 | 741 | 31 | 12 | 765 | 20 | 20 | 58 | 16 | 47 | 100 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 11 | 741 | 31 | 12 | 765 | 20 | 20 | 58 | 16 | 47 | 100 | 17 |

| Critical Gap Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------|-------------|------|--------|-------------|------|--------|------------|-----|-----|------------|-----|-----|
| Critical Gp: | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |

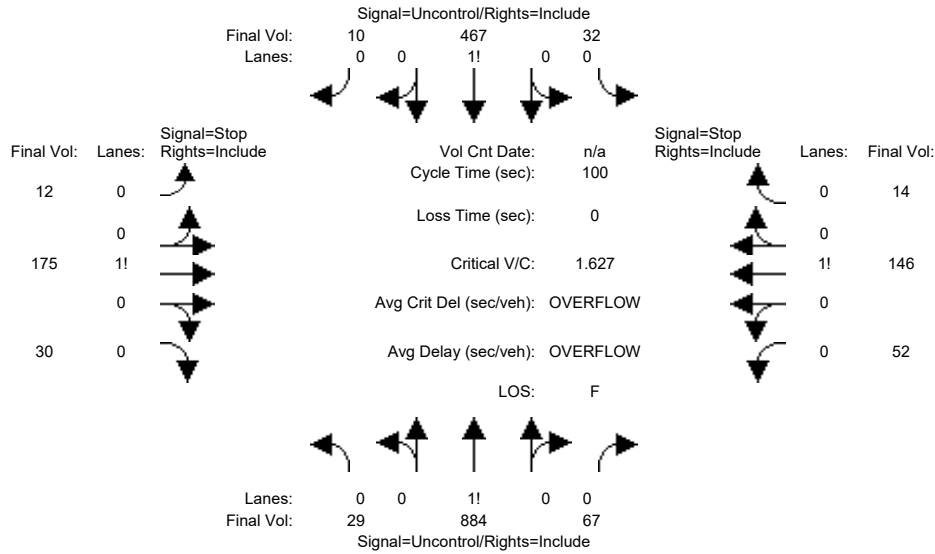
| Capacity Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|------------------|-------------|------|--------|-------------|------|--------|------------|------|------|------------|------|------|
| Cnflict Vol: | 785 | xxxx | xxxxxx | 772 | xxxx | xxxxxx | 1636 | 1593 | 775 | 1615 | 1588 | 757 |
| Potent Cap.: | 843 | xxxx | xxxxxx | 852 | xxxx | xxxxxx | 82 | 108 | 401 | 84 | 109 | 411 |
| Move Cap.: | 843 | xxxx | xxxxxx | 852 | xxxx | xxxxxx | 12 | 105 | 401 | 45 | 106 | 411 |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.01 | xxxx | xxxx | 1.60 | 0.55 | 0.04 | 1.05 | 0.94 | 0.04 |

| Level Of Service Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
|--------------------------|-------------|------|--------|-------------|------|--------|------------|------|--------|------------|------|--------|-----|---|----|
| 2Way95thQ: | 0.0 | xxxx | xxxxxx | 0.0 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | | | |
| Control Del: | 9.3 | xxxx | xxxxxx | 9.3 | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | | | |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * | | | |
| Movement: | LT | - | LTR | - | RT | LT | - | LTR | - | RT | LT | - | LTR | - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | 43 | xxxxxx | xxxx | 81 | xxxxxx | | | |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 9.9 | xxxxxx | xxxxxx | 14.6 | xxxxxx | | | |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 752 | xxxxxx | xxxxxx | 590 | xxxxxx | | | |
| Shared LOS: | * | * | * | * | * | * | * | F | * | * | F | * | | | |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | 751.8 | | | 589.5 | | | | | |
| ApproachLOS: | * | | | * | | | F | | | F | | | | | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumul+Proj AM No Loop Rd

Intersection #28: Pulgas Avenue and Weeks Street



| Street Name: | Pulgas Avenue | | | | | | Weeks Street | | | | | |
|--------------|---------------|---|---|-------------|---|---|--------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 29 | 884 | 67 | 32 | 467 | 10 | 12 | 175 | 30 | 52 | 146 | 14 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 884 | 67 | 32 | 467 | 10 | 12 | 175 | 30 | 52 | 146 | 14 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 29 | 884 | 67 | 32 | 467 | 10 | 12 | 175 | 30 | 52 | 146 | 14 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 884 | 67 | 32 | 467 | 10 | 12 | 175 | 30 | 52 | 146 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 29 | 884 | 67 | 32 | 467 | 10 | 12 | 175 | 30 | 52 | 146 | 14 |

| Critical Gap Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------|-------------|------|--------|-------------|------|--------|------------|-----|-----|------------|-----|-----|
| Critical Gp: | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |

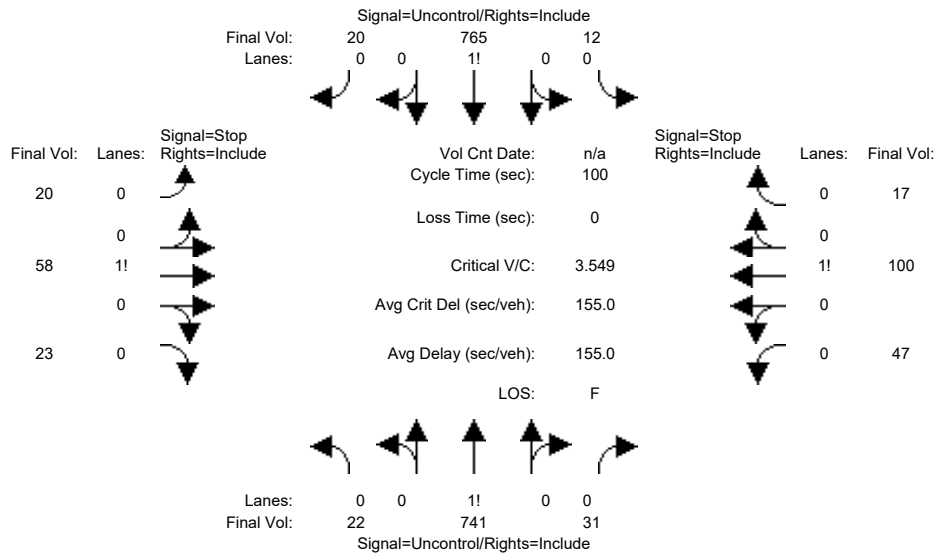
| Capacity Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|------------------|-------------|------|--------|-------------|------|--------|------------|------|------|------------|------|------|
| Cnflict Vol: | 477 | xxxx | xxxxxx | 951 | xxxx | xxxxxx | 1592 | 1545 | 472 | 1614 | 1517 | 918 |
| Potent Cap.: | 1096 | xxxx | xxxxxx | 730 | xxxx | xxxxxx | 88 | 116 | 596 | 85 | 120 | 332 |
| Move Cap.: | 1096 | xxxx | xxxxxx | 730 | xxxx | xxxxxx | 0 | 108 | 596 | 0 | 112 | 332 |
| Volume/Cap: | 0.03 | xxxx | xxxx | 0.04 | xxxx | xxxx | xxxx | 1.63 | 0.05 | xxxx | 1.30 | 0.04 |

| Level Of Service Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------------------|---------------|------|--------|---------------|------|--------|---------------|------|--------|---------------|------|--------|
| 2Way95thQ: | 0.1 | xxxx | xxxxxx | 0.1 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx |
| Control Del: | 8.4 | xxxx | xxxxxx | 10.2 | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| LOS by Move: | A | * | * | B | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | 0 | xxxxxx | xxxx | 0 | xxxxxx |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+Proj PM No Loop Rd

Intersection #28: Pulgas Avenue and Weeks Street



| Street Name: | Pulgas Avenue | | | | | | Weeks Street | | | | | |
|--------------|---------------|---|---|-------------|---|---|--------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 22 | 741 | 31 | 12 | 765 | 20 | 20 | 58 | 23 | 47 | 100 | 17 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 22 | 741 | 31 | 12 | 765 | 20 | 20 | 58 | 23 | 47 | 100 | 17 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 22 | 741 | 31 | 12 | 765 | 20 | 20 | 58 | 23 | 47 | 100 | 17 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 22 | 741 | 31 | 12 | 765 | 20 | 20 | 58 | 23 | 47 | 100 | 17 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 22 | 741 | 31 | 12 | 765 | 20 | 20 | 58 | 23 | 47 | 100 | 17 |

| Critical Gap Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------|-------------|------|--------|-------------|------|--------|------------|-----|-----|------------|-----|-----|
| Critical Gp: | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |

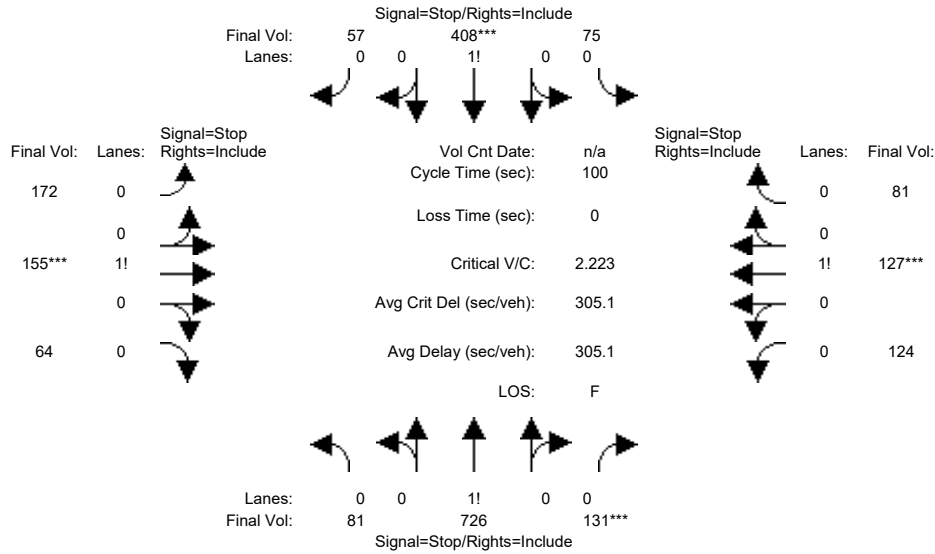
| Capacity Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|------------------|-------------|------|--------|-------------|------|--------|------------|------|------|------------|------|------|
| Cnflict Vol: | 785 | xxxx | xxxxxx | 772 | xxxx | xxxxxx | 1658 | 1615 | 775 | 1640 | 1610 | 757 |
| Potent Cap.: | 843 | xxxx | xxxxxx | 852 | xxxx | xxxxxx | 79 | 105 | 401 | 81 | 106 | 411 |
| Move Cap.: | 843 | xxxx | xxxxxx | 852 | xxxx | xxxxxx | 6 | 101 | 401 | 40 | 101 | 411 |
| Volume/Cap: | 0.03 | xxxx | xxxx | 0.01 | xxxx | xxxx | 3.55 | 0.58 | 0.06 | 1.17 | 0.99 | 0.04 |

| Level Of Service Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------|
| 2Way95thQ: | 0.1 | xxxx | xxxxxx | 0.0 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx |
| Control Del: | 9.4 | xxxx | xxxxxx | 9.3 | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | |
| Shared Cap.: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | 24 | xxxxxx | xxxx | 75 | xxxxxx |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 12.6 | xxxxxx | xxxxxx | 15.2 | xxxxxx |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 1761 | xxxxxx | xxxxxx | 667 | xxxxxx |
| Shared LOS: | * | * | * | * | * | * | * | F | * | * | F | * |
| ApproachDel: | xxxxxxx | xxxxxxx | | xxxxxxx | | | 1760.9 | | | 667.3 | | |
| ApproachLOS: | * | * | * | * | * | * | F | | F | F | | F |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumul No Proj AM No Loop Rd

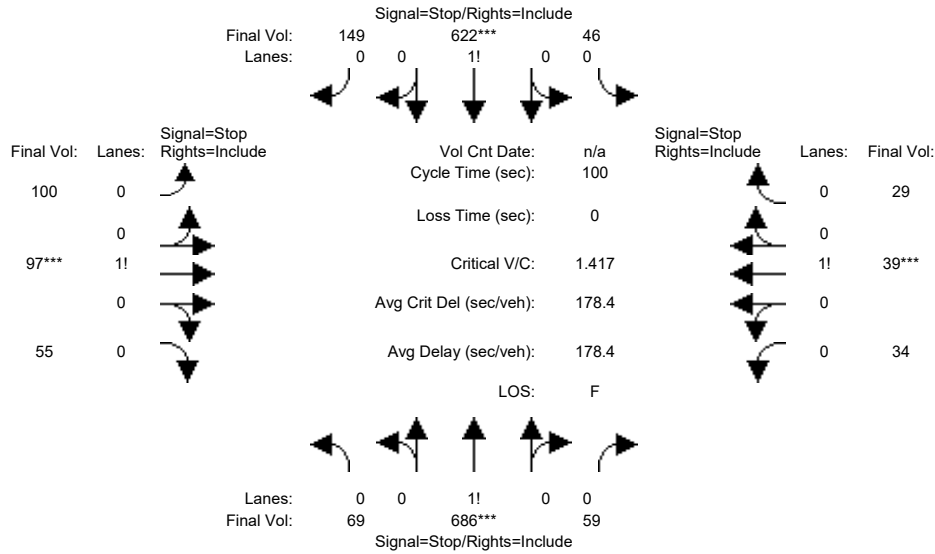
Intersection #29: Pulgas Avenue and Runnymead Street



| Street Name: | Pulgas Avenue | | | | | | Runnymead 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: | 81 | 726 | 131 | 75 | 408 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 81 | 726 | 131 | 75 | 408 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 81 | 726 | 131 | 75 | 408 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 81 | 726 | 131 | 75 | 408 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 81 | 726 | 131 | 75 | 408 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 81 | 726 | 131 | 75 | 408 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.09 | 0.77 | 0.14 | 0.14 | 0.75 | 0.11 | 0.44 | 0.40 | 0.16 | 0.37 | 0.39 | 0.24 |
| Final Sat.: | 36 | 327 | 59 | 58 | 318 | 44 | 181 | 163 | 67 | 149 | 153 | 97 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 2.22 | 2.22 | 2.22 | 1.28 | 1.28 | 1.28 | 0.95 | 0.95 | 0.95 | 0.83 | 0.83 | 0.83 |
| Crit Moves: | | | **** | | | **** | | | **** | | | **** |
| Delay/Veh: | 577.1 | 577 | 577.1 | 170.7 | 171 | 170.7 | 61.7 | 61.7 | 61.7 | 42.1 | 42.1 | 42.1 |
| 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: | 577.1 | 577 | 577.1 | 170.7 | 171 | 170.7 | 61.7 | 61.7 | 61.7 | 42.1 | 42.1 | 42.1 |
| LOS by Move: | F | F | F | F | F | F | F | F | F | E | E | E |
| ApproachDel: | 577.1 | | | 170.7 | | | 61.7 | | | 42.1 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 577.1 | | | 170.7 | | | 61.7 | | | 42.1 | | |
| LOS by Appr: | F | | | F | | | F | | | E | | |
| AllWayAvgQ: | 66.3 | 66.3 | 66.3 | 18.6 | 18.6 | 18.6 | 5.7 | 5.7 | 5.7 | 3.3 | 3.3 | 3.3 |

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul No Proj PM No Loop Rd

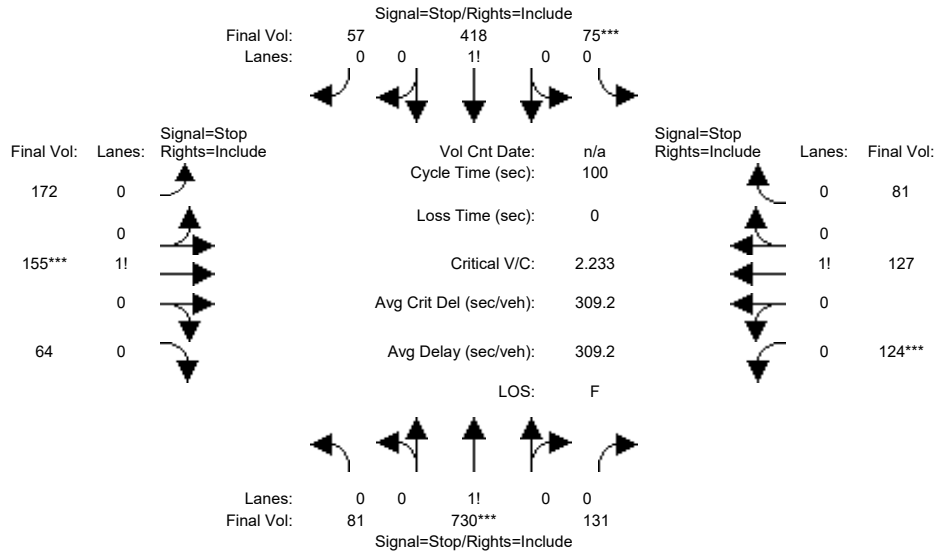
Intersection #29: Pulgas Avenue and Runnymead Street



| Street Name: | Pulgas Avenue | | | | | | Runnymead 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: | 69 | 686 | 59 | 46 | 622 | 149 | 100 | 97 | 55 | 34 | 39 | 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: | 69 | 686 | 59 | 46 | 622 | 149 | 100 | 97 | 55 | 34 | 39 | 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: | 69 | 686 | 59 | 46 | 622 | 149 | 100 | 97 | 55 | 34 | 39 | 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: | 69 | 686 | 59 | 46 | 622 | 149 | 100 | 97 | 55 | 34 | 39 | 29 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 69 | 686 | 59 | 46 | 622 | 149 | 100 | 97 | 55 | 34 | 39 | 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: | 69 | 686 | 59 | 46 | 622 | 149 | 100 | 97 | 55 | 34 | 39 | 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: | 0.08 | 0.85 | 0.07 | 0.06 | 0.76 | 0.18 | 0.40 | 0.38 | 0.22 | 0.33 | 0.39 | 0.28 |
| Final Sat.: | 49 | 484 | 42 | 33 | 443 | 106 | 194 | 188 | 107 | 147 | 168 | 125 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.42 | 1.42 | 1.42 | 1.41 | 1.41 | 1.41 | 0.52 | 0.52 | 0.52 | 0.23 | 0.23 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 216.1 | 216 | 216.1 | 211.1 | 211 | 211.1 | 17.7 | 17.7 | 17.7 | 13.2 | 13.2 | 13.2 |
| 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: | 216.1 | 216 | 216.1 | 211.1 | 211 | 211.1 | 17.7 | 17.7 | 17.7 | 13.2 | 13.2 | 13.2 |
| LOS by Move: | F | F | F | F | F | F | C | C | C | B | B | B |
| ApproachDel: | 216.1 | | | 211.1 | | | 17.7 | | | 13.2 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 216.1 | | | 211.1 | | | 17.7 | | | 13.2 | | |
| LOS by Appr: | F | | | F | | | C | | | B | | |
| AllWayAvgQ: | 33.0 | 33.0 | 33.0 | 32.6 | 32.6 | 32.6 | 1.0 | 1.0 | 1.0 | 0.3 | 0.3 | 0.3 |

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumul+Proj AM No Loop Rd

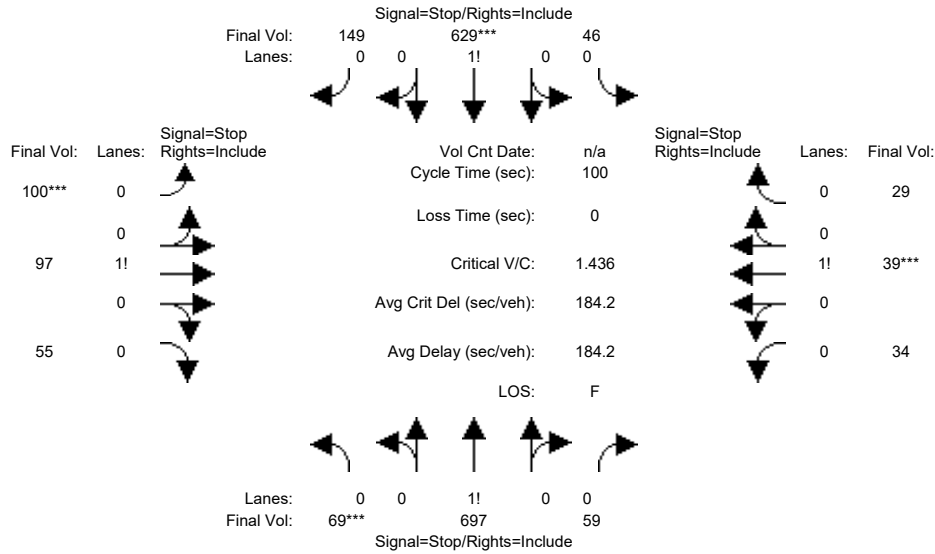
Intersection #29: Pulgas Avenue and Runnymead Street



| Street Name: | Pulgas Avenue | | | | | | Runnymead 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: | 81 | 730 | 131 | 75 | 418 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 81 | 730 | 131 | 75 | 418 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 81 | 730 | 131 | 75 | 418 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 81 | 730 | 131 | 75 | 418 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 81 | 730 | 131 | 75 | 418 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 81 | 730 | 131 | 75 | 418 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 0.09 | 0.77 | 0.14 | 0.14 | 0.76 | 0.10 | 0.44 | 0.40 | 0.16 | 0.37 | 0.39 | 0.24 |
| Final Sat.: | 36 | 327 | 59 | 57 | 319 | 44 | 181 | 163 | 67 | 149 | 153 | 97 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 2.23 | 2.23 | 2.23 | 1.31 | 1.31 | 1.31 | 0.95 | 0.95 | 0.95 | 0.83 | 0.83 | 0.83 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 581.3 | 581.3 | 581.3 | 180.3 | 180.3 | 180.3 | 61.7 | 61.7 | 61.7 | 42.1 | 42.1 | 42.1 |
| 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: | 581.3 | 581.3 | 581.3 | 180.3 | 180.3 | 180.3 | 61.7 | 61.7 | 61.7 | 42.1 | 42.1 | 42.1 |
| LOS by Move: | F | F | F | F | F | F | F | F | F | E | E | E |
| ApproachDel: | 581.3 | | | 180.3 | | | 61.7 | | | 42.1 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 581.3 | | | 180.3 | | | 61.7 | | | 42.1 | | |
| LOS by Appr: | F | | | F | | | F | | | E | | |
| AllWayAvgQ: | 66.8 | 66.8 | 66.8 | 19.7 | 19.7 | 19.7 | 5.7 | 5.7 | 5.7 | 3.3 | 3.3 | 3.3 |

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumul+Proj PM No Loop Rd

Intersection #29: Pulgas Avenue and Runnymead Street

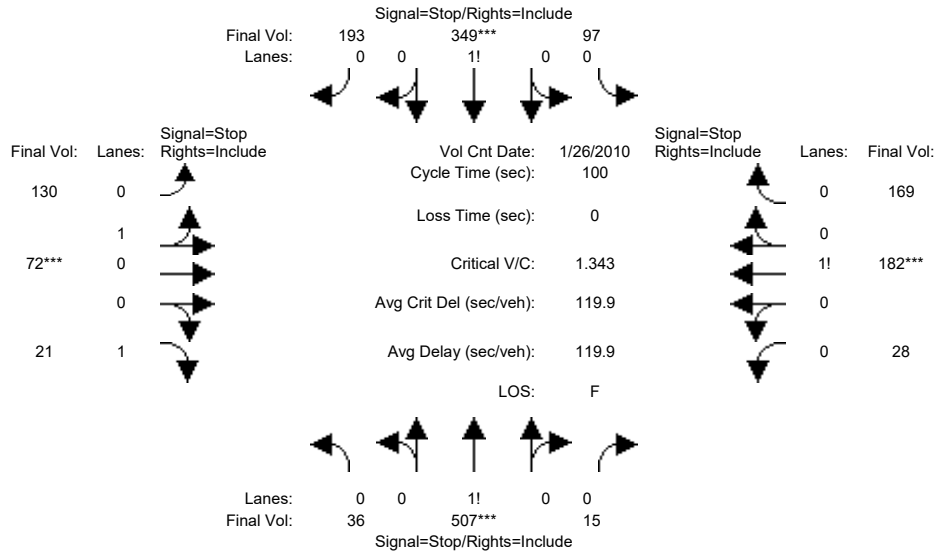


| Street Name: | Pulgas Avenue | | | | | | Runnymead Street | | | | | |
|---------------------------|---------------|------|-------|-------------|------|-------|------------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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: | 69 | 697 | 59 | 46 | 629 | 149 | 100 | 97 | 55 | 34 | 39 | 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: | 69 | 697 | 59 | 46 | 629 | 149 | 100 | 97 | 55 | 34 | 39 | 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: | 69 | 697 | 59 | 46 | 629 | 149 | 100 | 97 | 55 | 34 | 39 | 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: | 69 | 697 | 59 | 46 | 629 | 149 | 100 | 97 | 55 | 34 | 39 | 29 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 69 | 697 | 59 | 46 | 629 | 149 | 100 | 97 | 55 | 34 | 39 | 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: | 69 | 697 | 59 | 46 | 629 | 149 | 100 | 97 | 55 | 34 | 39 | 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: | 0.08 | 0.85 | 0.07 | 0.06 | 0.76 | 0.18 | 0.40 | 0.38 | 0.22 | 0.33 | 0.39 | 0.28 |
| Final Sat.: | 48 | 485 | 41 | 32 | 444 | 105 | 194 | 188 | 107 | 147 | 168 | 125 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.44 | 1.44 | 1.44 | 1.42 | 1.42 | 1.42 | 0.52 | 0.52 | 0.52 | 0.23 | 0.23 | 0.23 |
| Crit Moves: | **** | | | | **** | | **** | | | | **** | |
| Delay/Veh: | 224.2 | 224 | 224.2 | 216.3 | 216 | 216.3 | 17.7 | 17.7 | 17.7 | 13.2 | 13.2 | 13.2 |
| 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: | 224.2 | 224 | 224.2 | 216.3 | 216 | 216.3 | 17.7 | 17.7 | 17.7 | 13.2 | 13.2 | 13.2 |
| LOS by Move: | F | F | F | F | F | F | C | C | C | B | B | B |
| ApproachDel: | 224.2 | | | 216.3 | | | 17.7 | | | 13.2 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 224.2 | | | 216.3 | | | 17.7 | | | 13.2 | | |
| LOS by Appr: | | F | | | F | | | C | | | B | |
| AllWayAvgQ: | 34.3 | 34.3 | 34.3 | 33.4 | 33.4 | 33.4 | 1.0 | 1.0 | 1.0 | 0.3 | 0.3 | 0.3 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul No Proj AM No Loop Rd

Intersection #30: Pulgas Avenue and O'Connor Street

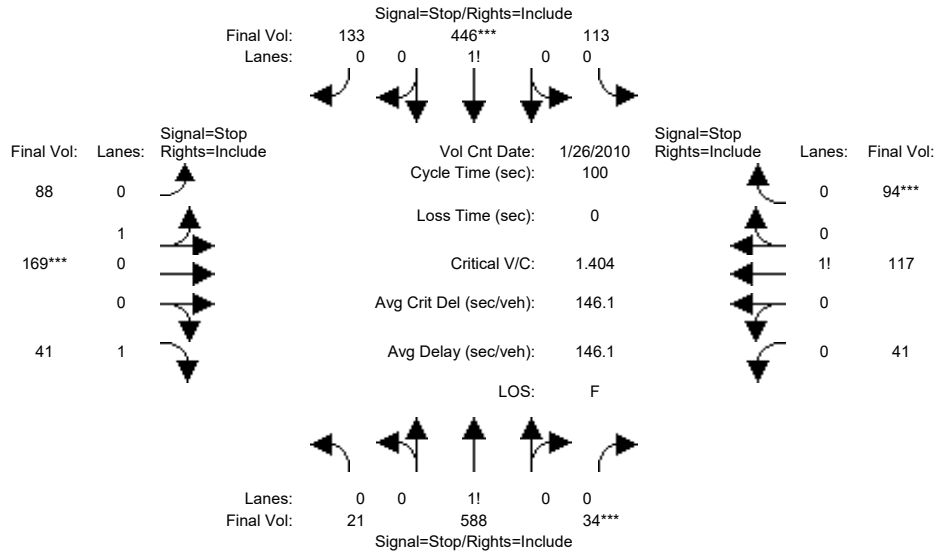


| Street Name: | Pulgas Avenue | | | | | | O'Connor Street | | | | | |
|--|---------------|------|-------|-------------|------|-------|-----------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | 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: >> Count Date: 26 Jan 2010 << | | | | | | | | | | | | |
| Base Vol: | 36 | 507 | 15 | 97 | 349 | 193 | 130 | 72 | 21 | 28 | 182 | 169 |
| 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: | 36 | 507 | 15 | 97 | 349 | 193 | 130 | 72 | 21 | 28 | 182 | 169 |
| 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: | 36 | 507 | 15 | 97 | 349 | 193 | 130 | 72 | 21 | 28 | 182 | 169 |
| 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: | 36 | 507 | 15 | 97 | 349 | 193 | 130 | 72 | 21 | 28 | 182 | 169 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 507 | 15 | 97 | 349 | 193 | 130 | 72 | 21 | 28 | 182 | 169 |
| 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: | 36 | 507 | 15 | 97 | 349 | 193 | 130 | 72 | 21 | 28 | 182 | 169 |
| 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: | 0.06 | 0.91 | 0.03 | 0.15 | 0.55 | 0.30 | 0.64 | 0.36 | 1.00 | 0.07 | 0.48 | 0.45 |
| Final Sat.: | 30 | 424 | 13 | 72 | 260 | 144 | 244 | 135 | 425 | 33 | 217 | 201 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.20 | 1.20 | 1.20 | 1.34 | 1.34 | 1.34 | 0.53 | 0.53 | 0.05 | 0.84 | 0.84 | 0.84 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 132.9 | 133 | 132.9 | 190.5 | 191 | 190.5 | 21.7 | 21.7 | 11.4 | 39.9 | 39.9 | 39.9 |
| 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: | 132.9 | 133 | 132.9 | 190.5 | 191 | 190.5 | 21.7 | 21.7 | 11.4 | 39.9 | 39.9 | 39.9 |
| LOS by Move: | F | F | F | F | F | F | C | C | B | E | E | E |
| ApproachDel: | 132.9 | | | 190.5 | | | 20.7 | | | 39.9 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 132.9 | | | 190.5 | | | 20.7 | | | 39.9 | | |
| LOS by Appr: | F | | | F | | | C | | | E | | |
| AllWayAvgQ: | 15.8 | 15.8 | 15.8 | 23.8 | 23.8 | 23.8 | 1.0 | 1.0 | 0.0 | 3.6 | 3.6 | 3.6 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumul No Proj PM No Loop Rd

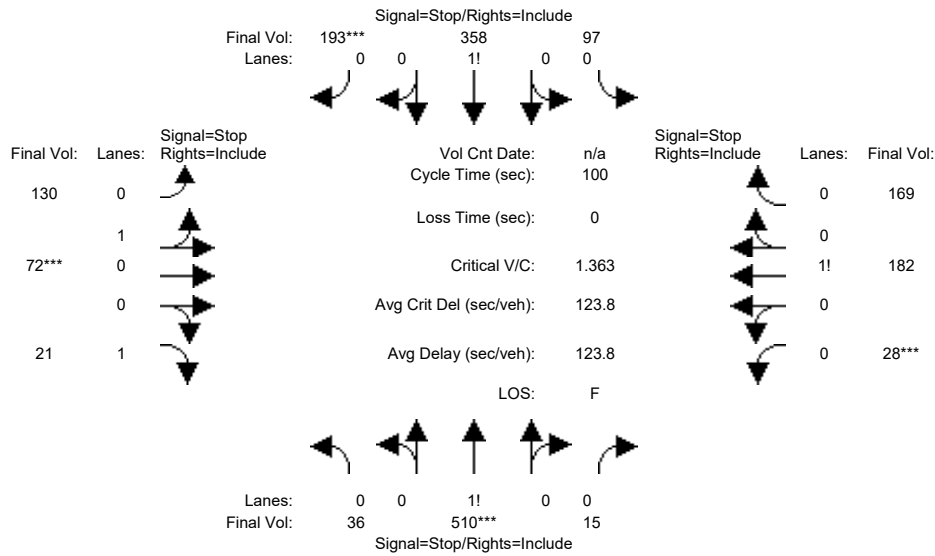
Intersection #30: Pulgas Avenue and O'Connor Street



| Street Name: | Pulgas Avenue | | | | | | O'Connor 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: >> Count Date: 26 Jan 2010 << | | | | | | | | | | | | |
| Base Vol: | 21 | 588 | 34 | 113 | 446 | 133 | 88 | 169 | 41 | 41 | 117 | 94 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 21 | 588 | 34 | 113 | 446 | 133 | 88 | 169 | 41 | 41 | 117 | 94 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 21 | 588 | 34 | 113 | 446 | 133 | 88 | 169 | 41 | 41 | 117 | 94 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 21 | 588 | 34 | 113 | 446 | 133 | 88 | 169 | 41 | 41 | 117 | 94 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 588 | 34 | 113 | 446 | 133 | 88 | 169 | 41 | 41 | 117 | 94 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 21 | 588 | 34 | 113 | 446 | 133 | 88 | 169 | 41 | 41 | 117 | 94 |
| 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: | 0.03 | 0.92 | 0.05 | 0.16 | 0.65 | 0.19 | 0.34 | 0.66 | 1.00 | 0.16 | 0.47 | 0.37 |
| Final Sat.: | 16 | 447 | 26 | 80 | 318 | 95 | 141 | 270 | 456 | 70 | 200 | 161 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.31 | 1.31 | 1.31 | 1.40 | 1.40 | 1.40 | 0.63 | 0.63 | 0.09 | 0.59 | 0.59 | 0.59 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 178.1 | 178 | 178.1 | 214.7 | 215 | 214.7 | 24.4 | 24.4 | 11.3 | 21.9 | 21.9 | 21.9 |
| 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: | 178.1 | 178 | 178.1 | 214.7 | 215 | 214.7 | 24.4 | 24.4 | 11.3 | 21.9 | 21.9 | 21.9 |
| LOS by Move: | F | F | F | F | F | F | C | C | B | C | C | C |
| ApproachDel: | 178.1 | | | 214.7 | | | 22.6 | | | 21.9 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 178.1 | | | 214.7 | | | 22.6 | | | 21.9 | | |
| LOS by Appr: | F | | | F | | | C | | | C | | |
| AllWayAvgQ: | 22.8 | 22.8 | 22.8 | 28.0 | 28.0 | 28.0 | 1.5 | 1.5 | 0.1 | 1.3 | 1.3 | 1.3 |

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumul+Proj AM No Loop Rd

Intersection #30: Pulgas Avenue and O'Connor Street

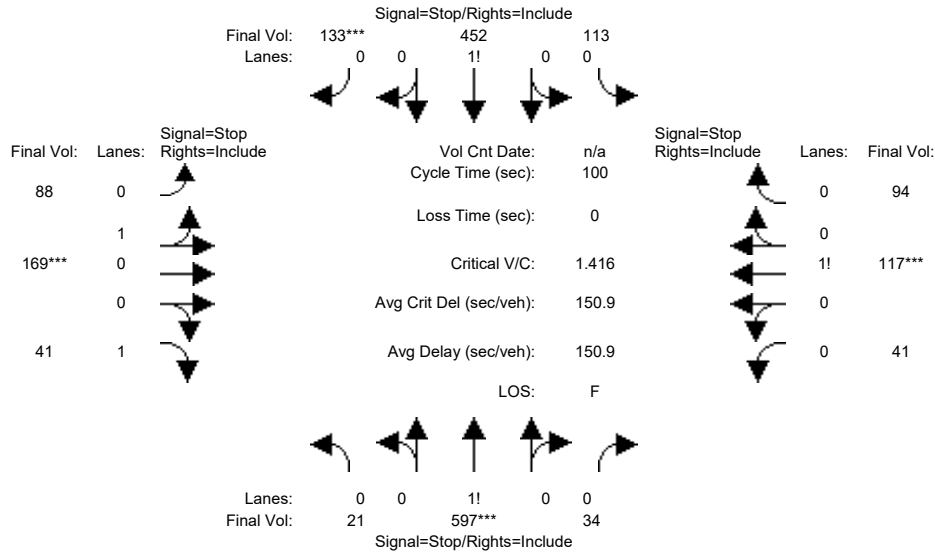


| Street Name: | Pulgas Avenue | | | | | | O'Connor Street | | | | | |
|---------------------------|---------------|------|-------|-------------|------|-------|-----------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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: | 36 | 510 | 15 | 97 | 358 | 193 | 130 | 72 | 21 | 28 | 182 | 169 |
| 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: | 36 | 510 | 15 | 97 | 358 | 193 | 130 | 72 | 21 | 28 | 182 | 169 |
| 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: | 36 | 510 | 15 | 97 | 358 | 193 | 130 | 72 | 21 | 28 | 182 | 169 |
| 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: | 36 | 510 | 15 | 97 | 358 | 193 | 130 | 72 | 21 | 28 | 182 | 169 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 36 | 510 | 15 | 97 | 358 | 193 | 130 | 72 | 21 | 28 | 182 | 169 |
| 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: | 36 | 510 | 15 | 97 | 358 | 193 | 130 | 72 | 21 | 28 | 182 | 169 |
| 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: | 0.06 | 0.91 | 0.03 | 0.15 | 0.55 | 0.30 | 0.64 | 0.36 | 1.00 | 0.07 | 0.48 | 0.45 |
| Final Sat.: | 30 | 424 | 12 | 71 | 263 | 142 | 244 | 135 | 425 | 33 | 217 | 201 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.20 | 1.20 | 1.20 | 1.36 | 1.36 | 1.36 | 0.53 | 0.53 | 0.05 | 0.84 | 0.84 | 0.84 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |
| Delay/Veh: | 135.3 | 135 | 135.3 | 198.5 | 199 | 198.5 | 21.7 | 21.7 | 11.4 | 39.9 | 39.9 | 39.9 |
| 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: | 135.3 | 135 | 135.3 | 198.5 | 199 | 198.5 | 21.7 | 21.7 | 11.4 | 39.9 | 39.9 | 39.9 |
| LOS by Move: | F | F | F | F | F | F | C | C | B | E | E | E |
| ApproachDel: | 135.3 | | | 198.5 | | | 20.7 | | | 39.9 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 135.3 | | | 198.5 | | | 20.7 | | | 39.9 | | |
| LOS by Appr: | F | | | F | | | C | | | E | | |
| AllWayAvgQ: | 16.1 | 16.1 | 16.1 | 24.8 | 24.8 | 24.8 | 1.0 | 1.0 | 0.0 | 3.6 | 3.6 | 3.6 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumul+Proj PM No Loop Rd

Intersection #30: Pulgas Avenue and O'Connor Street



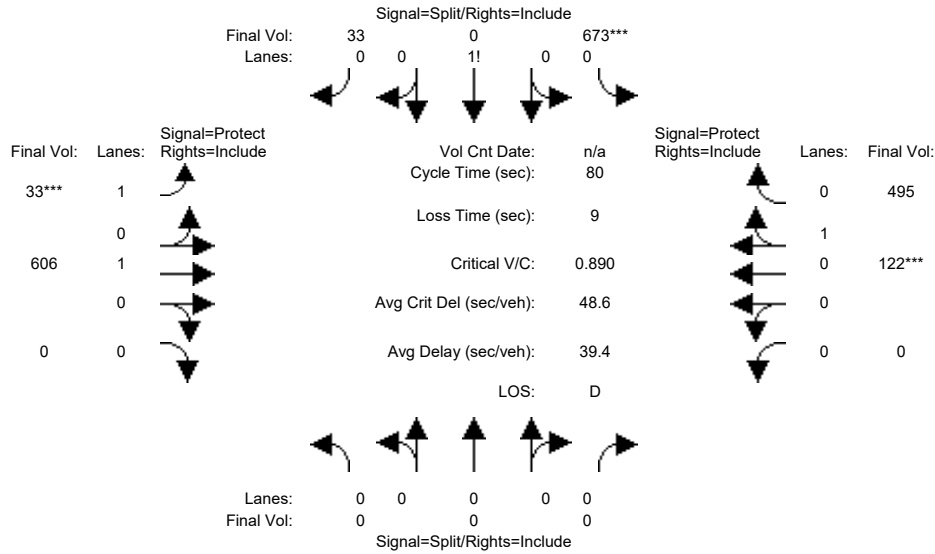
| Street Name: | Pulgas Avenue | | | | | | O'Connor Street | | | | | |
|---------------------------|---------------|------|-------|-------------|------|-------|-----------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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: | 21 | 597 | 34 | 113 | 452 | 133 | 88 | 169 | 41 | 41 | 117 | 94 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 21 | 597 | 34 | 113 | 452 | 133 | 88 | 169 | 41 | 41 | 117 | 94 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 21 | 597 | 34 | 113 | 452 | 133 | 88 | 169 | 41 | 41 | 117 | 94 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 21 | 597 | 34 | 113 | 452 | 133 | 88 | 169 | 41 | 41 | 117 | 94 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 21 | 597 | 34 | 113 | 452 | 133 | 88 | 169 | 41 | 41 | 117 | 94 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 21 | 597 | 34 | 113 | 452 | 133 | 88 | 169 | 41 | 41 | 117 | 94 |
| 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: | 0.03 | 0.92 | 0.05 | 0.16 | 0.65 | 0.19 | 0.34 | 0.66 | 1.00 | 0.16 | 0.47 | 0.37 |
| Final Sat.: | 16 | 448 | 25 | 80 | 319 | 94 | 141 | 270 | 456 | 70 | 200 | 161 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 1.33 | 1.33 | 1.33 | 1.42 | 1.42 | 1.42 | 0.63 | 0.63 | 0.09 | 0.59 | 0.59 | 0.59 |
| Crit Moves: | **** | | | | | **** | **** | | | **** | | |
| Delay/Veh: | 185.6 | 186 | 185.6 | 219.9 | 220 | 219.9 | 24.4 | 24.4 | 11.3 | 21.9 | 21.9 | 21.9 |
| 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: | 185.6 | 186 | 185.6 | 219.9 | 220 | 219.9 | 24.4 | 24.4 | 11.3 | 21.9 | 21.9 | 21.9 |
| LOS by Move: | F | F | F | F | F | F | C | C | B | C | C | C |
| ApproachDel: | 185.6 | | | 219.9 | | | 22.6 | | | 21.9 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 185.6 | | | 219.9 | | | 22.6 | | | 21.9 | | |
| LOS by Appr: | F | | | F | | | C | | | C | | |
| AllWayAvgQ: | 23.8 | 23.8 | 23.8 | 28.7 | 28.7 | 28.7 | 1.5 | 1.5 | 0.1 | 1.3 | 1.3 | 1.3 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul No Proj AM No Loop Rd

Intersection #31: Pulgas Avenue and East Bayshore Road



| Street Name: | Pulgas Avenue | | | | | | East Bayshore Road | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|--------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 0 | 10 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 673 | 0 | 33 | 33 | 606 | 0 | 0 | 122 | 495 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 673 | 0 | 33 | 33 | 606 | 0 | 0 | 122 | 495 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 673 | 0 | 33 | 33 | 606 | 0 | 0 | 122 | 495 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 673 | 0 | 33 | 33 | 606 | 0 | 0 | 122 | 495 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 673 | 0 | 33 | 33 | 606 | 0 | 0 | 122 | 495 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 673 | 0 | 33 | 33 | 606 | 0 | 0 | 122 | 495 |

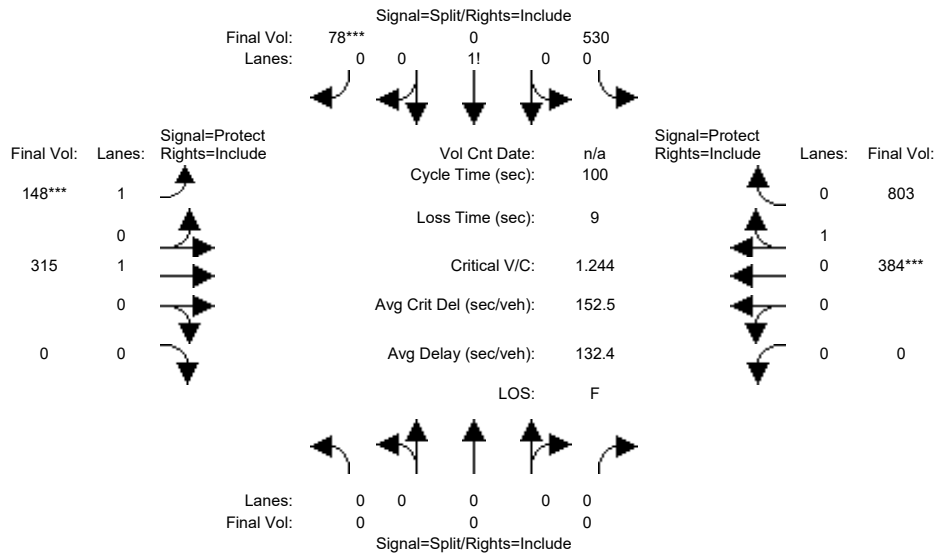
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.93 | 1.00 | 0.93 | 0.93 | 0.98 | 1.00 | 1.00 | 0.87 | 0.87 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.95 | 0.00 | 0.05 | 1.00 | 1.00 | 0.00 | 0.00 | 0.20 | 0.80 |
| Final Sat.: | 0 | 0 | 0 | 1685 | 0 | 83 | 1769 | 1862 | 0 | 0 | 328 | 1332 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.40 | 0.00 | 0.40 | 0.02 | 0.33 | 0.00 | 0.00 | 0.37 | 0.37 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 0.0 | 0.0 | 33.2 | 0.0 | 33.2 | 7.0 | 37.8 | 0.0 | 0.0 | 30.8 | 30.8 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.96 | 0.00 | 0.96 | 0.21 | 0.69 | 0.00 | 0.00 | 0.96 | 0.96 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 47.4 | 0.0 | 47.4 | 34.6 | 18.8 | 0.0 | 0.0 | 50.7 | 50.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 47.4 | 0.0 | 47.4 | 34.6 | 18.8 | 0.0 | 0.0 | 50.7 | 50.7 |
| LOS by Move: | A | A | A | D | A | D | C | B | A | A | D | D |
| HCM2kAvgQ: | 0 | 0 | 0 | 23 | 0 | 23 | 1 | 12 | 0 | 0 | 21 | 21 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumul No Proj PM No Loop Rd

Intersection #31: Pulgas Avenue and East Bayshore Road

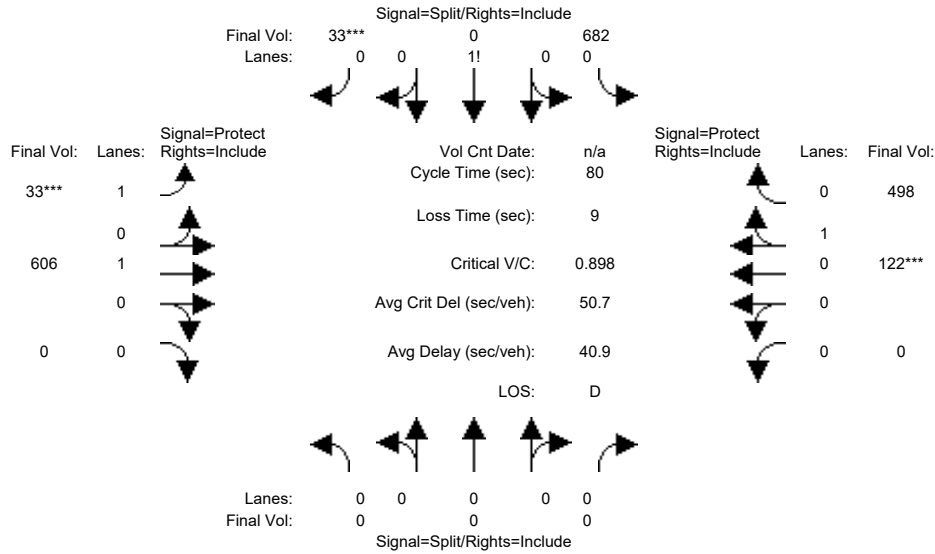


| Street Name: | Pulgas Avenue | | | | | | East Bayshore Road | | | | | |
|---------------------------|---------------|------|------|-------------|------|-------|--------------------|------|------|------------|------|-------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 0 | 10 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 530 | 0 | 78 | 148 | 315 | 0 | 0 | 384 | 803 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 530 | 0 | 78 | 148 | 315 | 0 | 0 | 384 | 803 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 530 | 0 | 78 | 148 | 315 | 0 | 0 | 384 | 803 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 530 | 0 | 78 | 148 | 315 | 0 | 0 | 384 | 803 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 530 | 0 | 78 | 148 | 315 | 0 | 0 | 384 | 803 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 530 | 0 | 78 | 148 | 315 | 0 | 0 | 384 | 803 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.92 | 0.93 | 0.98 | 1.00 | 1.00 | 0.89 | 0.89 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.87 | 0.00 | 0.13 | 1.00 | 1.00 | 0.00 | 0.00 | 0.32 | 0.68 |
| Final Sat.: | 0 | 0 | 0 | 1529 | 0 | 225 | 1769 | 1862 | 0 | 0 | 548 | 1145 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.35 | 0.08 | 0.17 | 0.00 | 0.00 | 0.70 | 0.70 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 27.8 | 0.0 | 27.8 | 7.0 | 63.2 | 0.0 | 0.0 | 56.2 | 56.2 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.25 | 0.00 | 1.25 | 1.20 | 0.27 | 0.00 | 0.00 | 1.25 | 1.25 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 163.8 | 0.0 | 163.8 | 189.2 | 8.3 | 0.0 | 0.0 | 142 | 142.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 163.8 | 0.0 | 163.8 | 189.2 | 8.3 | 0.0 | 0.0 | 142 | 142.2 |
| LOS by Move: | A | A | A | F | A | F | F | A | A | A | F | F |
| HCM2kAvgQ: | 0 | 0 | 0 | 36 | 0 | 36 | 8 | 4 | 0 | 0 | 67 | 67 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumul+Proj AM No Loop Rd

Intersection #31: Pulgas Avenue and East Bayshore Road



| Street Name: | Pulgas Avenue | | | | | | East Bayshore Road | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|--------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 0 | 10 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 682 | 0 | 33 | 33 | 606 | 0 | 0 | 122 | 498 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 682 | 0 | 33 | 33 | 606 | 0 | 0 | 122 | 498 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 682 | 0 | 33 | 33 | 606 | 0 | 0 | 122 | 498 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 682 | 0 | 33 | 33 | 606 | 0 | 0 | 122 | 498 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 682 | 0 | 33 | 33 | 606 | 0 | 0 | 122 | 498 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 682 | 0 | 33 | 33 | 606 | 0 | 0 | 122 | 498 |

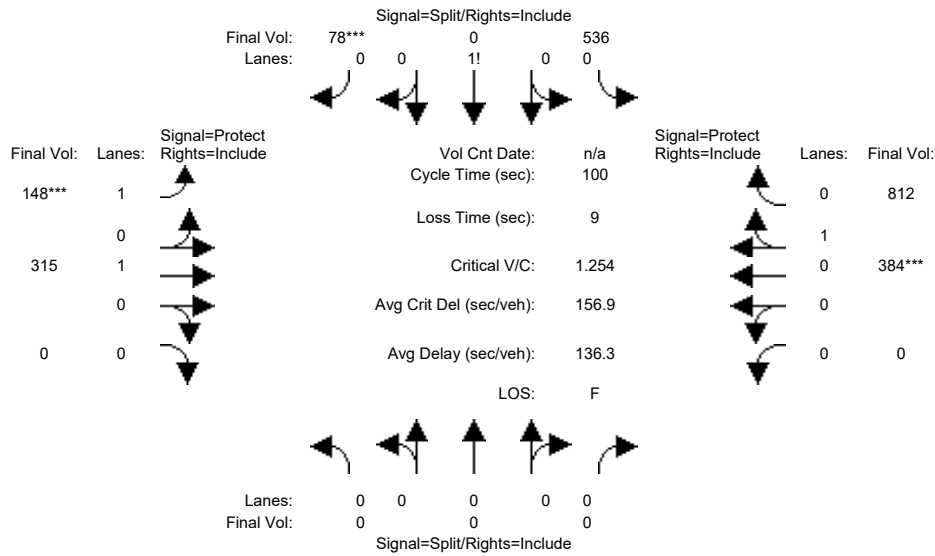
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.93 | 1.00 | 0.93 | 0.93 | 0.98 | 1.00 | 1.00 | 0.87 | 0.87 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.95 | 0.00 | 0.05 | 1.00 | 1.00 | 0.00 | 0.00 | 0.20 | 0.80 |
| Final Sat.: | 0 | 0 | 0 | 1684 | 0 | 81 | 1769 | 1862 | 0 | 0 | 327 | 1334 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.40 | 0.00 | 0.40 | 0.02 | 0.33 | 0.00 | 0.00 | 0.37 | 0.37 |
| Crit Moves: | | | | **** | | **** | **** | | | **** | | **** |
| Green Time: | 0.0 | 0.0 | 0.0 | 33.3 | 0.0 | 33.3 | 7.0 | 37.7 | 0.0 | 0.0 | 30.7 | 30.7 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.97 | 0.00 | 0.97 | 0.21 | 0.69 | 0.00 | 0.00 | 0.97 | 0.97 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 49.4 | 0.0 | 49.4 | 34.6 | 18.9 | 0.0 | 0.0 | 53.0 | 53.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 49.4 | 0.0 | 49.4 | 34.6 | 18.9 | 0.0 | 0.0 | 53.0 | 53.0 |
| LOS by Move: | A | A | A | D | A | D | C | B | A | A | D | D |
| HCM2kAvgQ: | 0 | 0 | 0 | 24 | 0 | 24 | 1 | 12 | 0 | 0 | 21 | 21 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumul+Proj PM No Loop Rd

Intersection #31: Pulgas Avenue and East Bayshore Road



| Street Name: | Pulgas Avenue | | | | | | East Bayshore Road | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|--------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 0 | 10 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 0 | 0 | 0 | 536 | 0 | 78 | 148 | 315 | 0 | 0 | 384 | 812 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 536 | 0 | 78 | 148 | 315 | 0 | 0 | 384 | 812 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 536 | 0 | 78 | 148 | 315 | 0 | 0 | 384 | 812 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 0 | 0 | 0 | 536 | 0 | 78 | 148 | 315 | 0 | 0 | 384 | 812 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 536 | 0 | 78 | 148 | 315 | 0 | 0 | 384 | 812 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 536 | 0 | 78 | 148 | 315 | 0 | 0 | 384 | 812 |

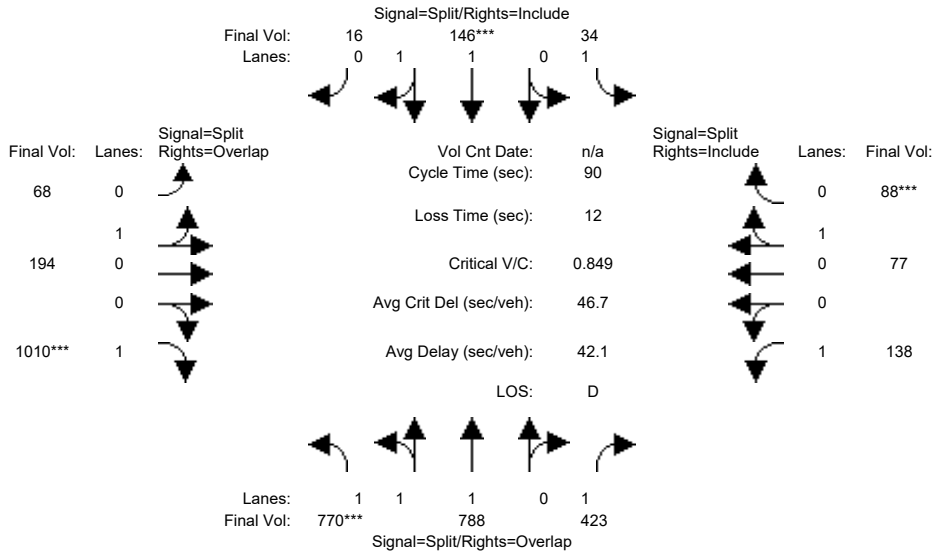
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.92 | 1.00 | 0.92 | 0.93 | 0.98 | 1.00 | 1.00 | 0.89 | 0.89 |
| Lanes: | 0.00 | 0.00 | 0.00 | 0.87 | 0.00 | 0.13 | 1.00 | 1.00 | 0.00 | 0.00 | 0.32 | 0.68 |
| Final Sat.: | 0 | 0 | 0 | 1531 | 0 | 223 | 1769 | 1862 | 0 | 0 | 543 | 1148 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|-------|------|-------|-------|------|------|------|------|-------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.35 | 0.08 | 0.17 | 0.00 | 0.00 | 0.71 | 0.71 |
| Crit Moves: | | | | | | **** | **** | | | | **** | |
| Green Time: | 0.0 | 0.0 | 0.0 | 27.8 | 0.0 | 27.8 | 7.0 | 63.2 | 0.0 | 0.0 | 56.2 | 56.2 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 1.26 | 0.00 | 1.26 | 1.20 | 0.27 | 0.00 | 0.00 | 1.26 | 1.26 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 168.4 | 0.0 | 168.4 | 189.2 | 8.3 | 0.0 | 0.0 | 147 | 147.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 168.4 | 0.0 | 168.4 | 189.2 | 8.3 | 0.0 | 0.0 | 147 | 147.0 |
| LOS by Move: | A | A | A | F | A | F | F | A | A | A | F | F |
| HCM2kAvgQ: | 0 | 0 | 0 | 37 | 0 | 37 | 8 | 4 | 0 | 0 | 68 | 68 |

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

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Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul No Proj AM No Loop Rd

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



| Street Name: | Embarcadero Road | | | | | | East Bayshore Road | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|--------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | | | | | | | | | | | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 770 | 788 | 423 | 34 | 146 | 16 | 68 | 194 | 1010 | 138 | 77 | 88 |
| 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: | 770 | 788 | 423 | 34 | 146 | 16 | 68 | 194 | 1010 | 138 | 77 | 88 |
| 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: | 770 | 788 | 423 | 34 | 146 | 16 | 68 | 194 | 1010 | 138 | 77 | 88 |
| 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: | 770 | 788 | 423 | 34 | 146 | 16 | 68 | 194 | 1010 | 138 | 77 | 88 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 770 | 788 | 423 | 34 | 146 | 16 | 68 | 194 | 1010 | 138 | 77 | 88 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 770 | 788 | 423 | 34 | 146 | 16 | 68 | 194 | 1010 | 138 | 77 | 88 |

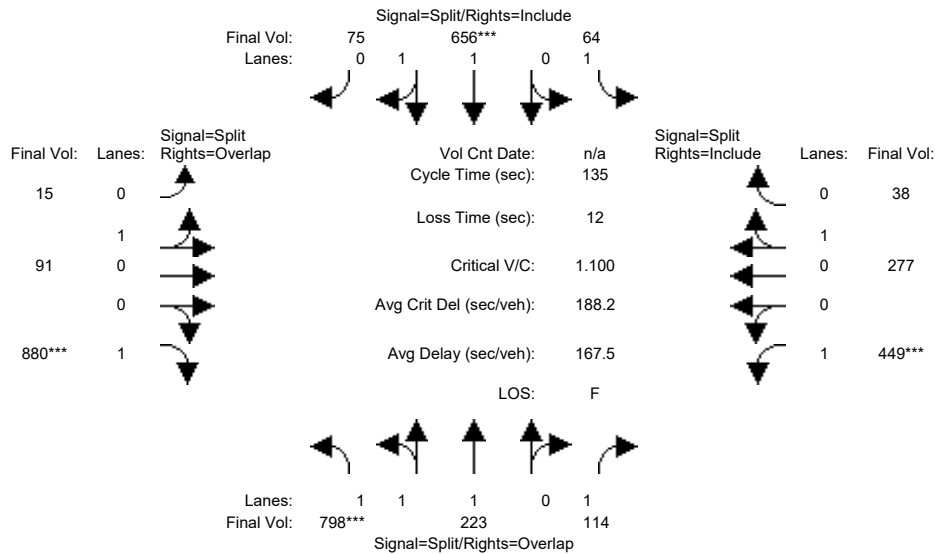
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.74 | 0.97 | 0.92 | 0.92 | 0.97 | 0.97 | 0.95 | 0.95 | 0.92 | 0.78 | 0.76 | 0.76 |
| Lanes: | 1.69 | 1.31 | 1.00 | 1.00 | 1.80 | 0.20 | 0.26 | 0.74 | 1.00 | 1.00 | 0.47 | 0.53 |
| Final Sat.: | 2368 | 2423 | 1750 | 1750 | 3335 | 365 | 467 | 1333 | 1750 | 1488 | 672 | 768 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.33 | 0.33 | 0.24 | 0.02 | 0.04 | 0.04 | 0.15 | 0.15 | 0.58 | 0.09 | 0.11 | 0.11 |
| Crit Moves: | *** | | | | **** | | | | **** | | | **** |
| Green Time: | 32.0 | 32.0 | 43.2 | 10.0 | 10.0 | 10.0 | 24.8 | 24.8 | 56.7 | 11.3 | 11.3 | 11.3 |
| Volume/Cap: | 0.92 | 0.92 | 0.50 | 0.17 | 0.39 | 0.39 | 0.53 | 0.53 | 0.92 | 0.74 | 0.92 | 0.92 |
| Delay/Veh: | 35.9 | 35.9 | 16.5 | 36.7 | 37.8 | 37.8 | 28.7 | 28.7 | 58.9 | 52.6 | 82.5 | 82.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.9 | 35.9 | 16.5 | 36.7 | 37.8 | 37.8 | 28.7 | 28.7 | 58.9 | 52.6 | 82.5 | 82.5 |
| LOS by Move: | D | D | B | D | D | D | C | C | E | D | F | F |
| HCM2kAvgQ: | 16 | 20 | 8 | 1 | 3 | 3 | 7 | 7 | 29 | 5 | 8 | 8 |

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

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 Hexagon Transportation Consultants
 City of East Palo Alto
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 2000 HCM Operations (Future Volume Alternative)
 Cumul No Proj PM No Loop Rd

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



| Street Name: | Embarcadero Road | | | | | | East Bayshore Road | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|--------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 798 | 223 | 114 | 64 | 656 | 75 | 15 | 91 | 880 | 449 | 277 | 38 |
| 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: | 798 | 223 | 114 | 64 | 656 | 75 | 15 | 91 | 880 | 449 | 277 | 38 |
| 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: | 798 | 223 | 114 | 64 | 656 | 75 | 15 | 91 | 880 | 449 | 277 | 38 |
| 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: | 798 | 223 | 114 | 64 | 656 | 75 | 15 | 91 | 880 | 449 | 277 | 38 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 798 | 223 | 114 | 64 | 656 | 75 | 15 | 91 | 880 | 449 | 277 | 38 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 798 | 223 | 114 | 64 | 656 | 75 | 15 | 91 | 880 | 449 | 277 | 38 |

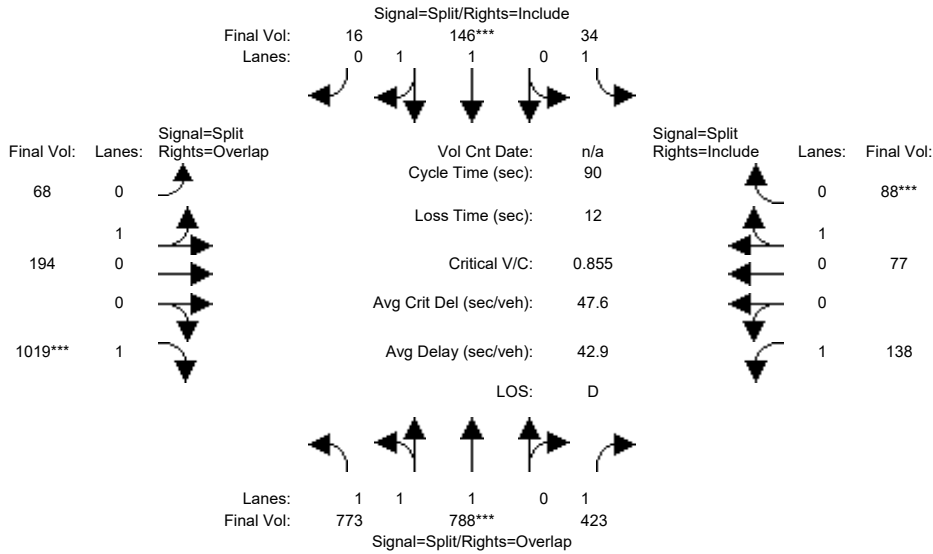
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.66 | 1.00 | 0.92 | 0.92 | 0.97 | 0.97 | 0.95 | 0.95 | 0.92 | 0.78 | 0.76 | 0.76 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.79 | 0.21 | 0.14 | 0.86 | 1.00 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 2520 | 1900 | 1750 | 1750 | 3320 | 380 | 255 | 1545 | 1750 | 1488 | 1266 | 174 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|------|------|------|-------|------|------|------|-------|------|------|
| Vol/Sat: | 0.32 | 0.12 | 0.07 | 0.04 | 0.20 | 0.20 | 0.06 | 0.06 | 0.50 | 0.30 | 0.22 | 0.22 |
| Crit Moves: | *** | | | **** | | | **** | **** | | | | |
| Green Time: | 38.9 | 38.9 | 75.9 | 24.2 | 24.2 | 24.2 | 22.8 | 22.8 | 61.7 | 37.0 | 37.0 | 37.0 |
| Volume/Cap: | 1.10 | 0.41 | 0.12 | 0.20 | 1.10 | 1.10 | 0.35 | 0.35 | 1.10 | 1.10 | 0.80 | 0.80 |
| Delay/Veh: | 225.2 | 38.9 | 13.9 | 47.5 | 121 | 120.8 | 50.2 | 50.2 | 99.4 | 387.9 | 239 | 56.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 225.2 | 38.9 | 13.9 | 47.5 | 121 | 120.8 | 50.2 | 50.2 | 99.4 | 387.9 | 239 | 56.3 |
| LOS by Move: | F | D | B | D | F | F | D | D | F | F | F | E |
| HCM2kAvgQ: | 25 | 7 | 2 | 2 | 23 | 23 | 4 | 4 | 50 | 27 | 14 | 14 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Proj AM No Loop Rd

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



| Street Name: | Embarcadero Road | | | | | | East Bayshore Road | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|--------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | | | | | | | | | | | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 773 | 788 | 423 | 34 | 146 | 16 | 68 | 194 | 1019 | 138 | 77 | 88 |
| 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: | 773 | 788 | 423 | 34 | 146 | 16 | 68 | 194 | 1019 | 138 | 77 | 88 |
| 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: | 773 | 788 | 423 | 34 | 146 | 16 | 68 | 194 | 1019 | 138 | 77 | 88 |
| 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: | 773 | 788 | 423 | 34 | 146 | 16 | 68 | 194 | 1019 | 138 | 77 | 88 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 773 | 788 | 423 | 34 | 146 | 16 | 68 | 194 | 1019 | 138 | 77 | 88 |
| 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: | 773 | 788 | 423 | 34 | 146 | 16 | 68 | 194 | 1019 | 138 | 77 | 88 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.74 | 0.97 | 0.92 | 0.92 | 0.97 | 0.97 | 0.95 | 0.95 | 0.92 | 0.78 | 0.76 | 0.76 |
| Lanes: | 1.69 | 1.31 | 1.00 | 1.00 | 1.80 | 0.20 | 0.26 | 0.74 | 1.00 | 1.00 | 0.47 | 0.53 |
| Final Sat.: | 2372 | 2418 | 1750 | 1750 | 3335 | 365 | 467 | 1333 | 1750 | 1488 | 672 | 768 |

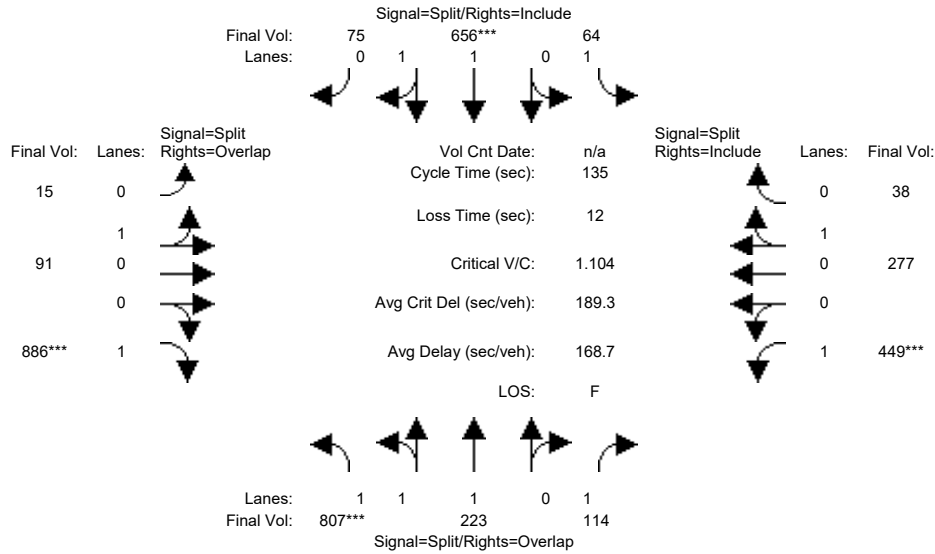
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.33 | 0.33 | 0.24 | 0.02 | 0.04 | 0.04 | 0.15 | 0.15 | 0.58 | 0.09 | 0.11 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 31.8 | 31.8 | 43.0 | 10.0 | 10.0 | 10.0 | 25.0 | 25.0 | 56.8 | 11.2 | 11.2 | 11.2 |
| Volume/Cap: | 0.92 | 0.92 | 0.51 | 0.17 | 0.39 | 0.39 | 0.52 | 0.52 | 0.92 | 0.75 | 0.92 | 0.92 |
| Delay/Veh: | 36.7 | 36.7 | 16.7 | 36.7 | 37.8 | 37.8 | 28.5 | 28.5 | 59.7 | 53.3 | 84.4 | 84.4 |
| 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: | 36.7 | 36.7 | 16.7 | 36.7 | 37.8 | 37.8 | 28.5 | 28.5 | 59.7 | 53.3 | 84.4 | 84.4 |
| LOS by Move: | D | D | B | D | D | D | C | C | E | D | F | F |
| HCM2kAvgQ: | 16 | 21 | 8 | 1 | 3 | 3 | 7 | 7 | 30 | 5 | 8 | 8 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Proj PM No Loop Rd

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



| Street Name: | Embarcadero Road | | | | | | East Bayshore Road | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|--------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 807 | 223 | 114 | 64 | 656 | 75 | 15 | 91 | 886 | 449 | 277 | 38 |
| 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: | 807 | 223 | 114 | 64 | 656 | 75 | 15 | 91 | 886 | 449 | 277 | 38 |
| 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: | 807 | 223 | 114 | 64 | 656 | 75 | 15 | 91 | 886 | 449 | 277 | 38 |
| 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: | 807 | 223 | 114 | 64 | 656 | 75 | 15 | 91 | 886 | 449 | 277 | 38 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 807 | 223 | 114 | 64 | 656 | 75 | 15 | 91 | 886 | 449 | 277 | 38 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 807 | 223 | 114 | 64 | 656 | 75 | 15 | 91 | 886 | 449 | 277 | 38 |

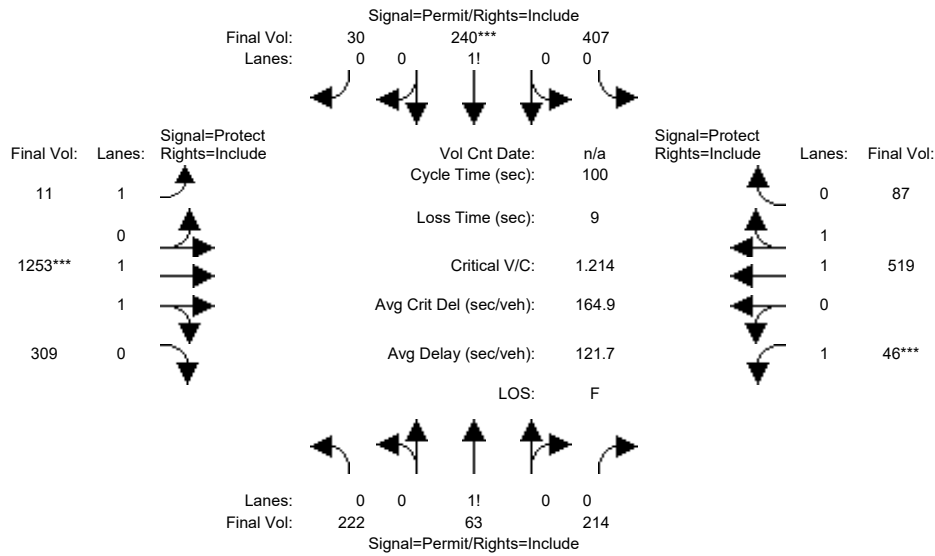
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.66 | 1.00 | 0.92 | 0.92 | 0.97 | 0.97 | 0.95 | 0.95 | 0.92 | 0.78 | 0.76 | 0.76 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 1.79 | 0.21 | 0.14 | 0.86 | 1.00 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 2520 | 1900 | 1750 | 1750 | 3320 | 380 | 255 | 1545 | 1750 | 1488 | 1266 | 174 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|------|------|------|-------|------|------|-------|-------|------|------|
| Vol/Sat: | 0.32 | 0.12 | 0.07 | 0.04 | 0.20 | 0.20 | 0.06 | 0.06 | 0.51 | 0.30 | 0.22 | 0.22 |
| Crit Moves: | *** | | | **** | | | | | **** | **** | | |
| Green Time: | 39.2 | 39.2 | 76.1 | 24.2 | 24.2 | 24.2 | 22.8 | 22.8 | 61.9 | 36.9 | 36.9 | 36.9 |
| Volume/Cap: | 1.10 | 0.40 | 0.12 | 0.20 | 1.10 | 1.10 | 0.35 | 0.35 | 1.10 | 1.10 | 0.80 | 0.80 |
| Delay/Veh: | 225.7 | 38.6 | 13.8 | 47.5 | 122 | 122.3 | 50.3 | 50.3 | 100.6 | 390.2 | 241 | 56.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 225.7 | 38.6 | 13.8 | 47.5 | 122 | 122.3 | 50.3 | 50.3 | 100.6 | 390.2 | 241 | 56.7 |
| LOS by Move: | F | D | B | D | F | F | D | D | F | F | F | E |
| HCM2kAvgQ: | 25 | 7 | 2 | 2 | 23 | 23 | 4 | 4 | 50 | 27 | 14 | 14 |

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

965 Weeks Street Residential Development
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2000 HCM Operations (Future Volume Alternative)
Cumul No Proj AM No Loop Rd

Intersection #1108: Clarke Ave/Bay Rd (new signal)

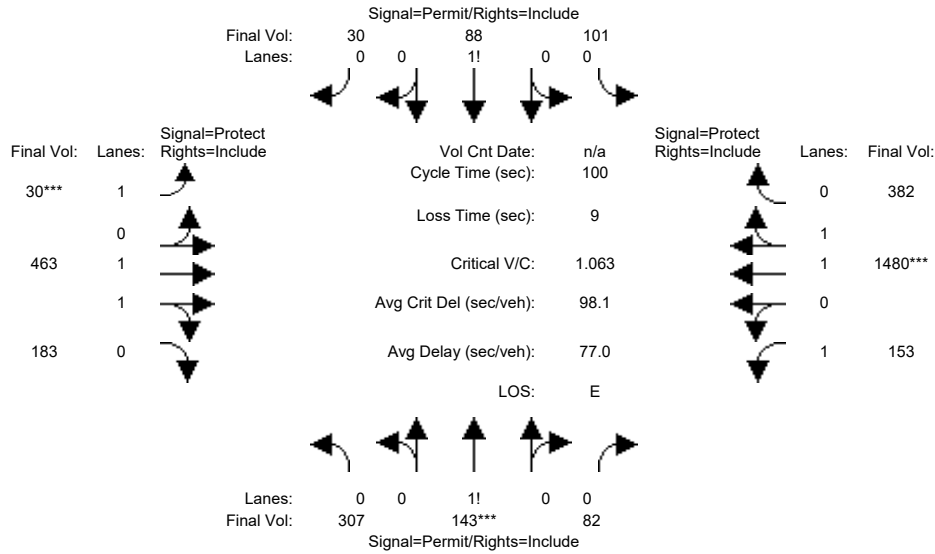


| Street Name: | Clarke Avenue | | | | | | Bay Road | | | | | |
|---------------------------|---------------|------|------|-------------|------|-------|------------|------|-------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | 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: | 222 | 63 | 214 | 407 | 240 | 30 | 11 | 1253 | 309 | 46 | 519 | 87 |
| 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: | 222 | 63 | 214 | 407 | 240 | 30 | 11 | 1253 | 309 | 46 | 519 | 87 |
| 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: | 222 | 63 | 214 | 407 | 240 | 30 | 11 | 1253 | 309 | 46 | 519 | 87 |
| 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: | 222 | 63 | 214 | 407 | 240 | 30 | 11 | 1253 | 309 | 46 | 519 | 87 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 222 | 63 | 214 | 407 | 240 | 30 | 11 | 1253 | 309 | 46 | 519 | 87 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 222 | 63 | 214 | 407 | 240 | 30 | 11 | 1253 | 309 | 46 | 519 | 87 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.61 | 0.61 | 0.61 | 0.56 | 0.56 | 0.56 | 0.95 | 0.92 | 0.92 | 0.95 | 0.93 | 0.93 |
| Lanes: | 0.44 | 0.13 | 0.43 | 0.61 | 0.35 | 0.04 | 1.00 | 1.60 | 0.40 | 1.00 | 1.71 | 0.29 |
| Final Sat.: | 516 | 146 | 497 | 643 | 379 | 47 | 1805 | 2809 | 693 | 1805 | 3024 | 507 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.43 | 0.43 | 0.43 | 0.63 | 0.63 | 0.63 | 0.01 | 0.45 | 0.45 | 0.03 | 0.17 | 0.17 |
| Crit Moves: | | | | | **** | | | **** | | | **** | |
| Green Time: | 49.3 | 49.3 | 49.3 | 49.3 | 49.3 | 49.3 | 12.1 | 34.7 | 34.7 | 7.0 | 29.6 | 29.6 |
| Volume/Cap: | 0.87 | 0.87 | 0.87 | 1.29 | 1.29 | 1.29 | 0.05 | 1.29 | 1.29 | 0.36 | 0.58 | 0.58 |
| Delay/Veh: | 36.4 | 36.4 | 36.4 | 167.5 | 168 | 167.5 | 39.0 | 167 | 167.3 | 46.2 | 30.7 | 30.7 |
| 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: | 36.4 | 36.4 | 36.4 | 167.5 | 168 | 167.5 | 39.0 | 167 | 167.3 | 46.2 | 30.7 | 30.7 |
| LOS by Move: | D | D | D | F | F | F | D | F | F | D | C | C |
| HCM2kAvgQ: | 17 | 17 | 17 | 41 | 41 | 41 | 0 | 49 | 49 | 2 | 9 | 9 |

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

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Cumul No Proj PM No Loop Rd

Intersection #1108: Clarke Ave/Bay Rd (new signal)

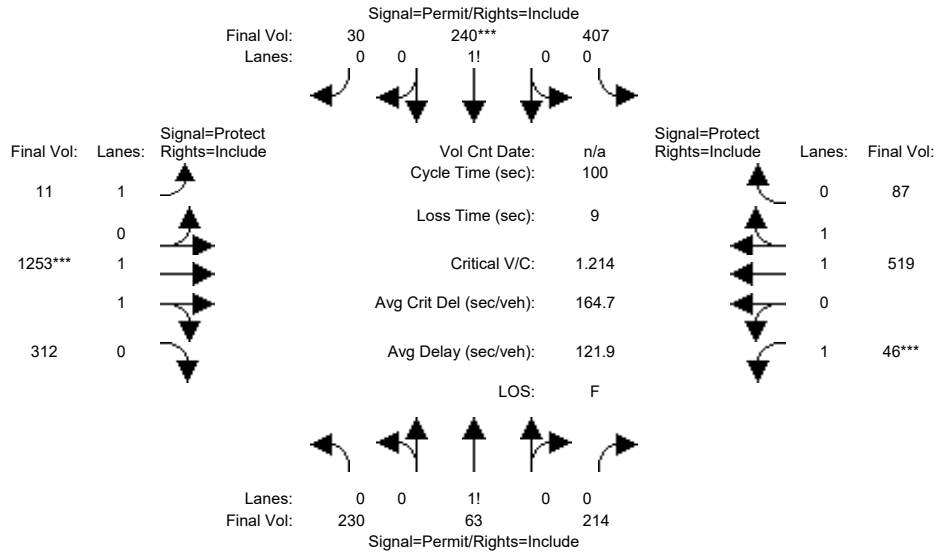


| Street Name: | Clarke Avenue | | | | | | Bay Road | | | | | |
|---------------------------|---------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | 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: | 307 | 143 | 82 | 101 | 88 | 30 | 30 | 463 | 183 | 153 | 1480 | 382 |
| 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: | 307 | 143 | 82 | 101 | 88 | 30 | 30 | 463 | 183 | 153 | 1480 | 382 |
| 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: | 307 | 143 | 82 | 101 | 88 | 30 | 30 | 463 | 183 | 153 | 1480 | 382 |
| 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: | 307 | 143 | 82 | 101 | 88 | 30 | 30 | 463 | 183 | 153 | 1480 | 382 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 307 | 143 | 82 | 101 | 88 | 30 | 30 | 463 | 183 | 153 | 1480 | 382 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 307 | 143 | 82 | 101 | 88 | 30 | 30 | 463 | 183 | 153 | 1480 | 382 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.67 | 0.67 | 0.67 | 0.70 | 0.70 | 0.70 | 0.95 | 0.91 | 0.91 | 0.95 | 0.92 | 0.92 |
| Lanes: | 0.58 | 0.27 | 0.15 | 0.46 | 0.40 | 0.14 | 1.00 | 1.43 | 0.57 | 1.00 | 1.59 | 0.41 |
| Final Sat.: | 733 | 341 | 196 | 615 | 536 | 183 | 1805 | 2479 | 980 | 1805 | 2780 | 718 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | 0.42 | 0.42 | 0.16 | 0.16 | 0.16 | 0.02 | 0.19 | 0.19 | 0.08 | 0.53 | 0.53 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |
| Green Time: | 37.0 | 37.0 | 37.0 | 37.0 | 37.0 | 37.0 | 7.0 | 37.2 | 37.2 | 16.9 | 47.0 | 47.0 |
| Volume/Cap: | 1.13 | 1.13 | 1.13 | 0.44 | 0.44 | 0.44 | 0.24 | 0.50 | 0.50 | 0.50 | 1.13 | 1.13 |
| Delay/Veh: | 114.5 | 115 | 114.5 | 24.4 | 24.4 | 24.4 | 44.9 | 24.6 | 24.6 | 39.1 | 94.2 | 94.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 114.5 | 115 | 114.5 | 24.4 | 24.4 | 24.4 | 44.9 | 24.6 | 24.6 | 39.1 | 94.2 | 94.2 |
| LOS by Move: | F | F | F | C | C | C | D | C | C | D | F | F |
| HCM2kAvgQ: | 28 | 28 | 28 | 5 | 5 | 5 | 1 | 8 | 8 | 5 | 48 | 48 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Proj AM No Loop Rd

Intersection #1108: Clarke Ave/Bay Rd (new signal)



| Street Name: | Clarke Avenue | | | | | | Bay Road | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| 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: | 230 | 63 | 214 | 407 | 240 | 30 | 11 | 1253 | 312 | 46 | 519 | 87 |
| 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: | 230 | 63 | 214 | 407 | 240 | 30 | 11 | 1253 | 312 | 46 | 519 | 87 |
| 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: | 230 | 63 | 214 | 407 | 240 | 30 | 11 | 1253 | 312 | 46 | 519 | 87 |
| 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: | 230 | 63 | 214 | 407 | 240 | 30 | 11 | 1253 | 312 | 46 | 519 | 87 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 230 | 63 | 214 | 407 | 240 | 30 | 11 | 1253 | 312 | 46 | 519 | 87 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 230 | 63 | 214 | 407 | 240 | 30 | 11 | 1253 | 312 | 46 | 519 | 87 |

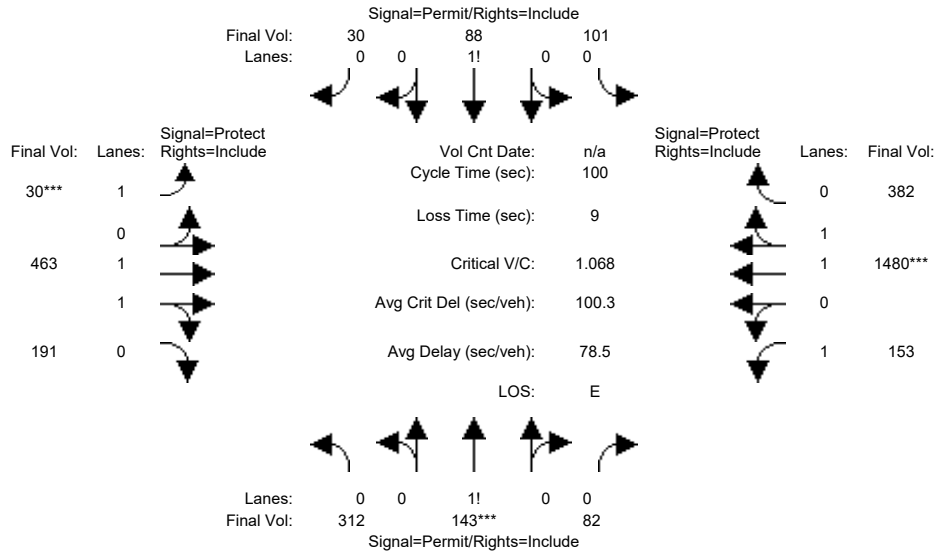
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.61 | 0.61 | 0.61 | 0.56 | 0.56 | 0.56 | 0.95 | 0.92 | 0.92 | 0.95 | 0.93 | 0.93 |
| Lanes: | 0.46 | 0.12 | 0.42 | 0.61 | 0.35 | 0.04 | 1.00 | 1.60 | 0.40 | 1.00 | 1.71 | 0.29 |
| Final Sat.: | 523 | 143 | 486 | 644 | 380 | 47 | 1805 | 2804 | 698 | 1805 | 3024 | 507 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|-------|------|-------|------|------|-------|------|------|------|
| Vol/Sat: | 0.44 | 0.44 | 0.44 | 0.63 | 0.63 | 0.63 | 0.01 | 0.45 | 0.45 | 0.03 | 0.17 | 0.17 |
| Crit Moves: | | | | | **** | | | **** | | | **** | |
| Green Time: | 49.2 | 49.2 | 49.2 | 49.2 | 49.2 | 49.2 | 12.1 | 34.8 | 34.8 | 7.0 | 29.7 | 29.7 |
| Volume/Cap: | 0.89 | 0.89 | 0.89 | 1.28 | 1.28 | 1.28 | 0.05 | 1.28 | 1.28 | 0.36 | 0.58 | 0.58 |
| Delay/Veh: | 39.6 | 39.6 | 39.6 | 167.4 | 167 | 167.4 | 39.0 | 167 | 167.1 | 46.2 | 30.7 | 30.7 |
| 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: | 39.6 | 39.6 | 39.6 | 167.4 | 167 | 167.4 | 39.0 | 167 | 167.1 | 46.2 | 30.7 | 30.7 |
| LOS by Move: | D | D | D | F | F | F | D | F | F | D | C | C |
| HCM2kAvgQ: | 18 | 18 | 18 | 41 | 41 | 41 | 0 | 50 | 50 | 2 | 9 | 9 |

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

965 Weeks Street Residential Development
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2000 HCM Operations (Future Volume Alternative)
Cumul+Proj PM No Loop Rd

Intersection #1108: Clarke Ave/Bay Rd (new signal)

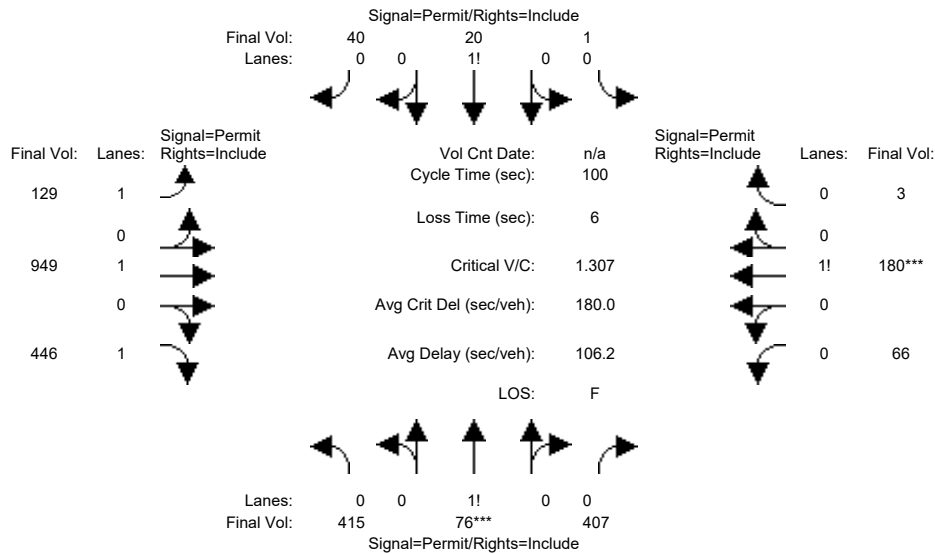


| Street Name: | Clarke Avenue | | | | | | Bay Road | | | | | |
|---------------------------|---------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | 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: | 312 | 143 | 82 | 101 | 88 | 30 | 30 | 463 | 191 | 153 | 1480 | 382 |
| 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: | 312 | 143 | 82 | 101 | 88 | 30 | 30 | 463 | 191 | 153 | 1480 | 382 |
| 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: | 312 | 143 | 82 | 101 | 88 | 30 | 30 | 463 | 191 | 153 | 1480 | 382 |
| 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: | 312 | 143 | 82 | 101 | 88 | 30 | 30 | 463 | 191 | 153 | 1480 | 382 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 312 | 143 | 82 | 101 | 88 | 30 | 30 | 463 | 191 | 153 | 1480 | 382 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 312 | 143 | 82 | 101 | 88 | 30 | 30 | 463 | 191 | 153 | 1480 | 382 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.67 | 0.67 | 0.67 | 0.70 | 0.70 | 0.70 | 0.95 | 0.91 | 0.91 | 0.95 | 0.92 | 0.92 |
| Lanes: | 0.58 | 0.27 | 0.15 | 0.46 | 0.40 | 0.14 | 1.00 | 1.42 | 0.58 | 1.00 | 1.59 | 0.41 |
| Final Sat.: | 737 | 338 | 194 | 616 | 537 | 183 | 1805 | 2443 | 1008 | 1805 | 2780 | 718 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.42 | 0.42 | 0.42 | 0.16 | 0.16 | 0.16 | 0.02 | 0.19 | 0.19 | 0.08 | 0.53 | 0.53 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |
| Green Time: | 37.2 | 37.2 | 37.2 | 37.2 | 37.2 | 37.2 | 7.0 | 37.2 | 37.2 | 16.6 | 46.8 | 46.8 |
| Volume/Cap: | 1.14 | 1.14 | 1.14 | 0.44 | 0.44 | 0.44 | 0.24 | 0.51 | 0.51 | 0.51 | 1.14 | 1.14 |
| Delay/Veh: | 116.3 | 116 | 116.3 | 24.2 | 24.2 | 24.2 | 44.9 | 24.7 | 24.7 | 39.4 | 96.6 | 96.6 |
| 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: | 116.3 | 116 | 116.3 | 24.2 | 24.2 | 24.2 | 44.9 | 24.7 | 24.7 | 39.4 | 96.6 | 96.6 |
| LOS by Move: | F | F | F | C | C | C | D | C | C | D | F | F |
| HCM2kAvgQ: | 28 | 28 | 28 | 5 | 5 | 5 | 1 | 8 | 8 | 5 | 48 | 48 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul No Proj AM No Loop Rd

Intersection #1109: Pulgas Av/Bay Rd (new signal)



| Street Name: | Pulgas Avenue | | | | | | Bay Road | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 0 |
| 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: | 415 | 76 | 407 | 1 | 20 | 40 | 129 | 949 | 446 | 66 | 180 | 3 |
| 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: | 415 | 76 | 407 | 1 | 20 | 40 | 129 | 949 | 446 | 66 | 180 | 3 |
| 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: | 415 | 76 | 407 | 1 | 20 | 40 | 129 | 949 | 446 | 66 | 180 | 3 |
| 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: | 415 | 76 | 407 | 1 | 20 | 40 | 129 | 949 | 446 | 66 | 180 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 415 | 76 | 407 | 1 | 20 | 40 | 129 | 949 | 446 | 66 | 180 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 415 | 76 | 407 | 1 | 20 | 40 | 129 | 949 | 446 | 66 | 180 | 3 |

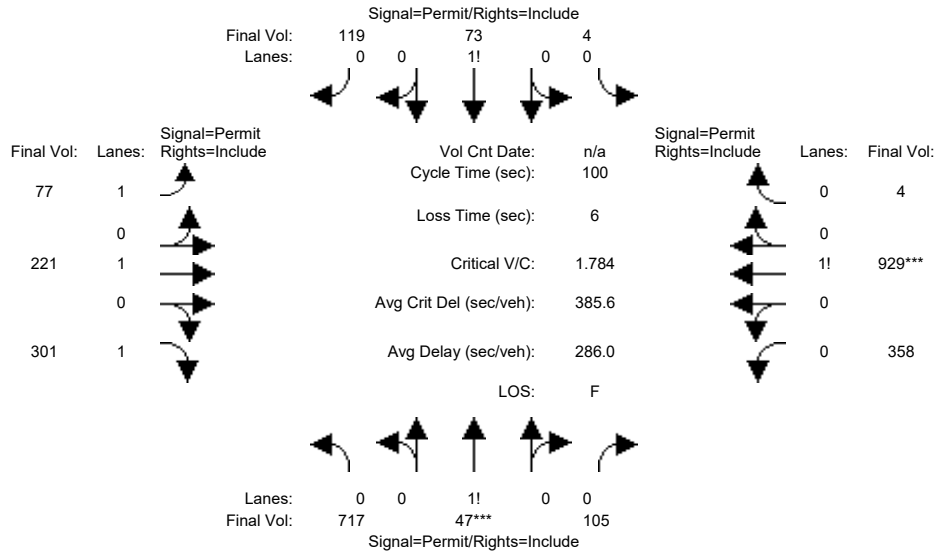
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.77 | 0.77 | 0.77 | 0.91 | 0.91 | 0.91 | 0.67 | 1.00 | 0.85 | 0.21 | 0.21 | 0.21 |
| Lanes: | 0.47 | 0.08 | 0.45 | 0.02 | 0.33 | 0.65 | 1.00 | 1.00 | 1.00 | 0.27 | 0.72 | 0.01 |
| Final Sat.: | 674 | 124 | 661 | 28 | 564 | 1128 | 1265 | 1900 | 1615 | 108 | 293 | 5 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|-------|------|------|------|------|------|------|-------|------|-------|
| Vol/Sat: | 0.62 | 0.62 | 0.62 | 0.04 | 0.04 | 0.04 | 0.10 | 0.50 | 0.28 | 0.61 | 0.61 | 0.61 |
| Crit Moves: | **** | | | | | | | | | **** | | |
| Green Time: | 47.1 | 47.1 | 47.1 | 47.1 | 47.1 | 47.1 | 46.9 | 46.9 | 46.9 | 46.9 | 46.9 | 46.9 |
| Volume/Cap: | 1.31 | 1.31 | 1.31 | 0.08 | 0.08 | 0.08 | 0.22 | 1.06 | 0.59 | 1.31 | 1.31 | 1.31 |
| Delay/Veh: | 175.2 | 175 | 175.2 | 14.6 | 14.6 | 14.6 | 15.9 | 75.3 | 20.7 | 197.4 | 197 | 197.4 |
| 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: | 175.2 | 175 | 175.2 | 14.6 | 14.6 | 14.6 | 15.9 | 75.3 | 20.7 | 197.4 | 197 | 197.4 |
| LOS by Move: | F | F | F | B | B | B | B | E | C | F | F | F |
| HCM2kAvgQ: | 55 | 55 | 55 | 1 | 1 | 1 | 2 | 41 | 10 | 17 | 17 | 17 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumul No Proj PM No Loop Rd

Intersection #1109: Pulgas Av/Bay Rd (new signal)



| Street Name: | Pulgas Avenue | | | | | | Bay Road | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 0 |
| 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: | 717 | 47 | 105 | 4 | 73 | 119 | 77 | 221 | 301 | 358 | 929 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 717 | 47 | 105 | 4 | 73 | 119 | 77 | 221 | 301 | 358 | 929 | 4 |
| 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: | 717 | 47 | 105 | 4 | 73 | 119 | 77 | 221 | 301 | 358 | 929 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 717 | 47 | 105 | 4 | 73 | 119 | 77 | 221 | 301 | 358 | 929 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 717 | 47 | 105 | 4 | 73 | 119 | 77 | 221 | 301 | 358 | 929 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 717 | 47 | 105 | 4 | 73 | 119 | 77 | 221 | 301 | 358 | 929 | 4 |

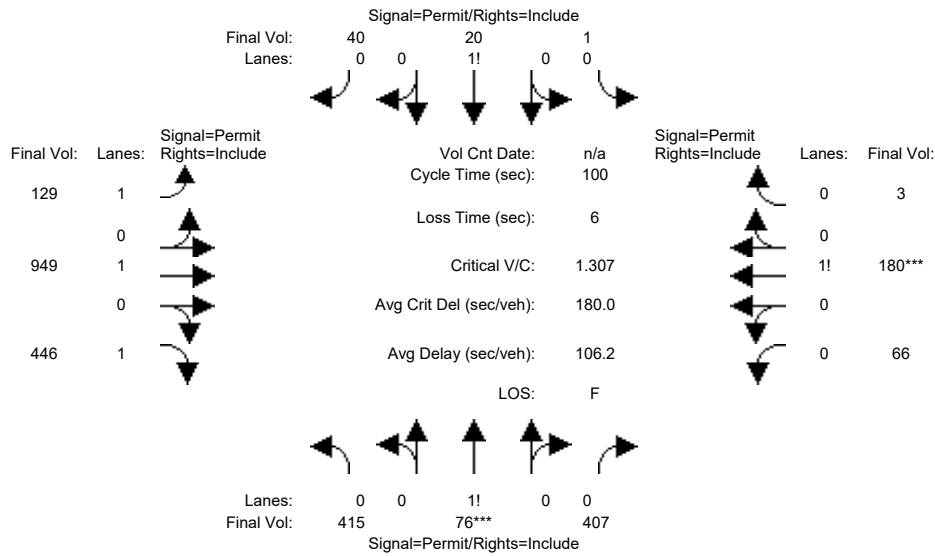
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.58 | 0.58 | 0.58 | 0.91 | 0.91 | 0.91 | 0.74 | 1.00 | 0.85 | 0.76 | 0.76 | 0.76 |
| Lanes: | 0.83 | 0.05 | 0.12 | 0.02 | 0.37 | 0.61 | 1.00 | 1.00 | 1.00 | 0.27 | 0.72 | 0.01 |
| Final Sat.: | 913 | 60 | 134 | 35 | 642 | 1046 | 1410 | 1900 | 1615 | 401 | 1042 | 4 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|-------|------|------|------|------|------|------|-------|------|-------|
| Vol/Sat: | 0.79 | 0.79 | 0.79 | 0.11 | 0.11 | 0.11 | 0.05 | 0.12 | 0.19 | 0.89 | 0.89 | 0.89 |
| Crit Moves: | **** | | | | | | | | | **** | | |
| Green Time: | 44.0 | 44.0 | 44.0 | 44.0 | 44.0 | 44.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| Volume/Cap: | 1.78 | 1.78 | 1.78 | 0.26 | 0.26 | 0.26 | 0.11 | 0.23 | 0.37 | 1.78 | 1.78 | 1.78 |
| Delay/Veh: | 389.0 | 389 | 389.0 | 17.9 | 17.9 | 17.9 | 13.3 | 14.3 | 15.7 | 383.3 | 383 | 383.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 389.0 | 389 | 389.0 | 17.9 | 17.9 | 17.9 | 13.3 | 14.3 | 15.7 | 383.3 | 383 | 383.3 |
| LOS by Move: | F | F | F | B | B | B | B | B | B | F | F | F |
| HCM2kAvgQ: | 74 | 74 | 74 | 4 | 4 | 4 | 1 | 4 | 6 | 109 | 109 | 109 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Proj AM No Loop Rd

Intersection #1109: Pulgas Av/Bay Rd (new signal)



| Street Name: | Pulgas Avenue | | | | | | Bay Road | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 0 |
| 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: | 415 | 76 | 407 | 1 | 20 | 40 | 129 | 949 | 446 | 66 | 180 | 3 |
| 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: | 415 | 76 | 407 | 1 | 20 | 40 | 129 | 949 | 446 | 66 | 180 | 3 |
| 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: | 415 | 76 | 407 | 1 | 20 | 40 | 129 | 949 | 446 | 66 | 180 | 3 |
| 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: | 415 | 76 | 407 | 1 | 20 | 40 | 129 | 949 | 446 | 66 | 180 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 415 | 76 | 407 | 1 | 20 | 40 | 129 | 949 | 446 | 66 | 180 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 415 | 76 | 407 | 1 | 20 | 40 | 129 | 949 | 446 | 66 | 180 | 3 |

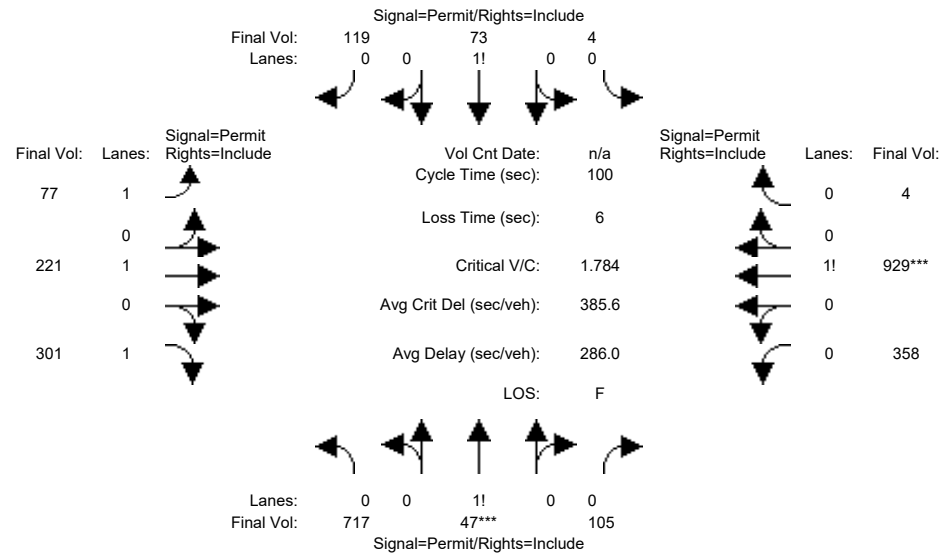
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.77 | 0.77 | 0.77 | 0.91 | 0.91 | 0.91 | 0.67 | 1.00 | 0.85 | 0.21 | 0.21 | 0.21 |
| Lanes: | 0.47 | 0.08 | 0.45 | 0.02 | 0.33 | 0.65 | 1.00 | 1.00 | 1.00 | 0.27 | 0.72 | 0.01 |
| Final Sat.: | 674 | 124 | 661 | 28 | 564 | 1128 | 1265 | 1900 | 1615 | 108 | 293 | 5 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|-------|------|------|------|------|------|------|-------|------|-------|
| Vol/Sat: | 0.62 | 0.62 | 0.62 | 0.04 | 0.04 | 0.04 | 0.10 | 0.50 | 0.28 | 0.61 | 0.61 | 0.61 |
| Crit Moves: | **** | | | | | | | | | **** | | |
| Green Time: | 47.1 | 47.1 | 47.1 | 47.1 | 47.1 | 47.1 | 46.9 | 46.9 | 46.9 | 46.9 | 46.9 | 46.9 |
| Volume/Cap: | 1.31 | 1.31 | 1.31 | 0.08 | 0.08 | 0.08 | 0.22 | 1.06 | 0.59 | 1.31 | 1.31 | 1.31 |
| Delay/Veh: | 175.2 | 175 | 175.2 | 14.6 | 14.6 | 14.6 | 15.9 | 75.3 | 20.7 | 197.4 | 197 | 197.4 |
| 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: | 175.2 | 175 | 175.2 | 14.6 | 14.6 | 14.6 | 15.9 | 75.3 | 20.7 | 197.4 | 197 | 197.4 |
| LOS by Move: | F | F | F | B | B | B | B | E | C | F | F | F |
| HCM2kAvgQ: | 55 | 55 | 55 | 1 | 1 | 1 | 2 | 41 | 10 | 17 | 17 | 17 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Proj PM No Loop Rd

Intersection #1109: Pulgas Av/Bay Rd (new signal)



| Street Name: | Pulgas Avenue | | | | | | Bay Road | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 0 |
| 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: | 717 | 47 | 105 | 4 | 73 | 119 | 77 | 221 | 301 | 358 | 929 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 717 | 47 | 105 | 4 | 73 | 119 | 77 | 221 | 301 | 358 | 929 | 4 |
| 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: | 717 | 47 | 105 | 4 | 73 | 119 | 77 | 221 | 301 | 358 | 929 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 717 | 47 | 105 | 4 | 73 | 119 | 77 | 221 | 301 | 358 | 929 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 717 | 47 | 105 | 4 | 73 | 119 | 77 | 221 | 301 | 358 | 929 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 717 | 47 | 105 | 4 | 73 | 119 | 77 | 221 | 301 | 358 | 929 | 4 |

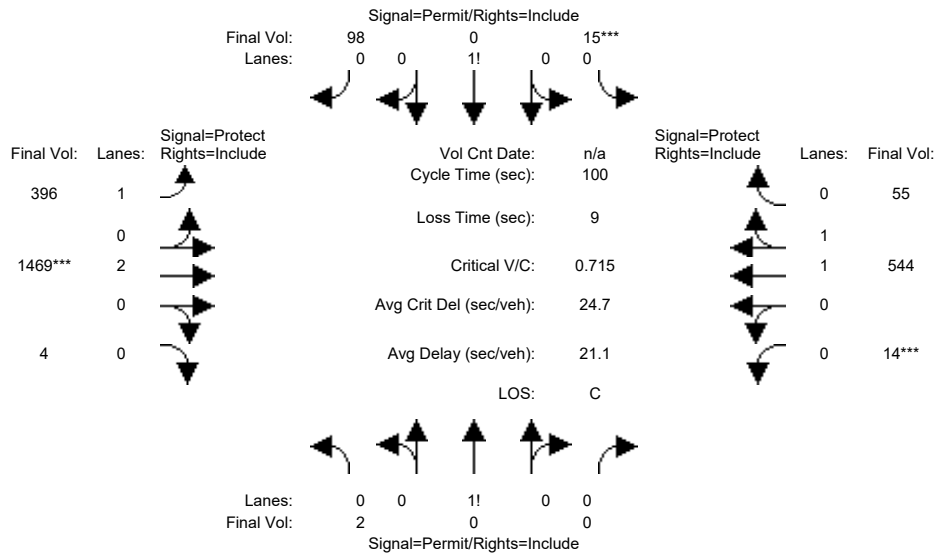
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.58 | 0.58 | 0.58 | 0.91 | 0.91 | 0.91 | 0.74 | 1.00 | 0.85 | 0.76 | 0.76 | 0.76 |
| Lanes: | 0.83 | 0.05 | 0.12 | 0.02 | 0.37 | 0.61 | 1.00 | 1.00 | 1.00 | 0.27 | 0.72 | 0.01 |
| Final Sat.: | 913 | 60 | 134 | 35 | 642 | 1046 | 1410 | 1900 | 1615 | 401 | 1042 | 4 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|-------|------|------|------|------|------|------|-------|------|-------|
| Vol/Sat: | 0.79 | 0.79 | 0.79 | 0.11 | 0.11 | 0.11 | 0.05 | 0.12 | 0.19 | 0.89 | 0.89 | 0.89 |
| Crit Moves: | **** | | | | | | | | | **** | | |
| Green Time: | 44.0 | 44.0 | 44.0 | 44.0 | 44.0 | 44.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 | 50.0 |
| Volume/Cap: | 1.78 | 1.78 | 1.78 | 0.26 | 0.26 | 0.26 | 0.11 | 0.23 | 0.37 | 1.78 | 1.78 | 1.78 |
| Delay/Veh: | 389.0 | 389 | 389.0 | 17.9 | 17.9 | 17.9 | 13.3 | 14.3 | 15.7 | 383.3 | 383 | 383.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 389.0 | 389 | 389.0 | 17.9 | 17.9 | 17.9 | 13.3 | 14.3 | 15.7 | 383.3 | 383 | 383.3 |
| LOS by Move: | F | F | F | B | B | B | B | B | B | F | F | F |
| HCM2kAvgQ: | 74 | 74 | 74 | 4 | 4 | 4 | 1 | 4 | 6 | 109 | 109 | 109 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul No Proj AM No Loop Rd

Intersection #1110: Demeter St/Bay Rd (new signal)



| Street Name: | Demeter Street | | | | | | Bay Road | | | | | |
|--------------|----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| 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 | 10 | 0 | 10 | 7 | 10 | 0 | 0 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 2 | 0 | 0 | 15 | 0 | 98 | 396 | 1469 | 4 | 14 | 544 | 55 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 2 | 0 | 0 | 15 | 0 | 98 | 396 | 1469 | 4 | 14 | 544 | 55 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 2 | 0 | 0 | 15 | 0 | 98 | 396 | 1469 | 4 | 14 | 544 | 55 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 2 | 0 | 0 | 15 | 0 | 98 | 396 | 1469 | 4 | 14 | 544 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 2 | 0 | 0 | 15 | 0 | 98 | 396 | 1469 | 4 | 14 | 544 | 55 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 2 | 0 | 0 | 15 | 0 | 98 | 396 | 1469 | 4 | 14 | 544 | 55 |

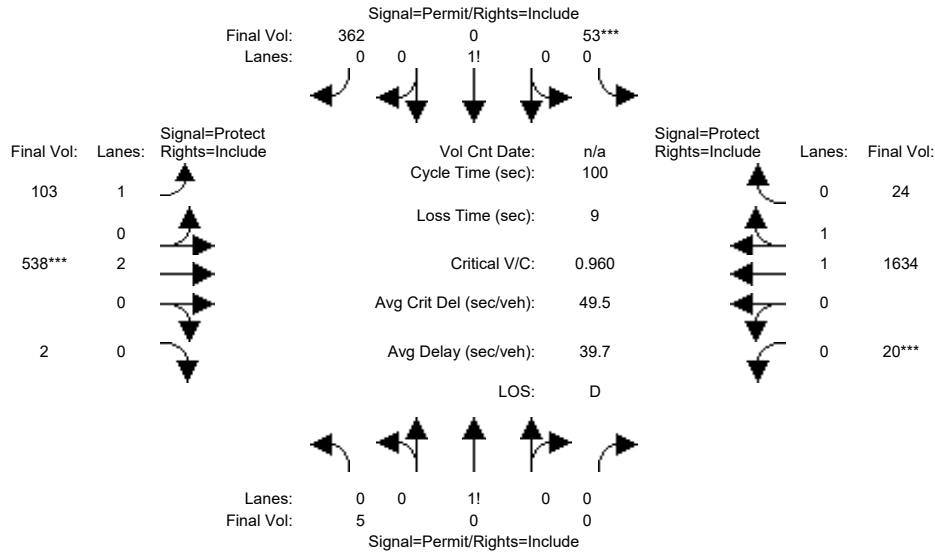
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.94 |
| Lanes: | 1.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.87 | 1.00 | 1.99 | 0.01 | 0.05 | 1.77 | 0.18 |
| Final Sat.: | 1752 | 0 | 0 | 214 | 0 | 1400 | 1805 | 3600 | 10 | 81 | 3159 | 319 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.07 | 0.22 | 0.41 | 0.41 | 0.17 | 0.17 | 0.17 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |
| Green Time: | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 | 45.4 | 57.0 | 57.0 | 24.0 | 35.6 | 35.6 |
| Volume/Cap: | 0.01 | 0.00 | 0.00 | 0.70 | 0.00 | 0.70 | 0.48 | 0.72 | 0.72 | 0.72 | 0.48 | 0.48 |
| Delay/Veh: | 40.6 | 0.0 | 0.0 | 56.4 | 0.0 | 56.4 | 19.6 | 16.9 | 16.9 | 37.8 | 25.3 | 25.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.6 | 0.0 | 0.0 | 56.4 | 0.0 | 56.4 | 19.6 | 16.9 | 16.9 | 37.8 | 25.3 | 25.3 |
| LOS by Move: | D | A | A | E | A | E | B | B | B | D | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 0 | 5 | 9 | 18 | 18 | 10 | 8 | 8 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul No Proj PM No Loop Rd

Intersection #1110: Demeter St/Bay Rd (new signal)



| Street Name: | Demeter Street | | | | | | Bay Road | | | | | |
|--------------|----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 10 | 0 | 10 | 7 | 10 | 0 | 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: | 5 | 0 | 0 | 53 | 0 | 362 | 103 | 538 | 2 | 20 | 1634 | 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: | 5 | 0 | 0 | 53 | 0 | 362 | 103 | 538 | 2 | 20 | 1634 | 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: | 5 | 0 | 0 | 53 | 0 | 362 | 103 | 538 | 2 | 20 | 1634 | 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: | 5 | 0 | 0 | 53 | 0 | 362 | 103 | 538 | 2 | 20 | 1634 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 0 | 0 | 53 | 0 | 362 | 103 | 538 | 2 | 20 | 1634 | 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 |
| Final Volume: | 5 | 0 | 0 | 53 | 0 | 362 | 103 | 538 | 2 | 20 | 1634 | 24 |

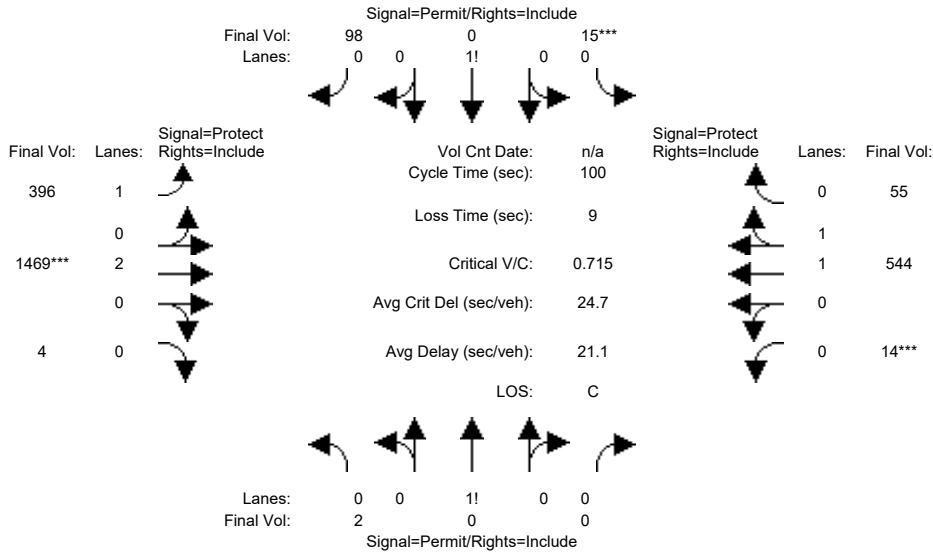
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.88 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.87 | 1.00 | 1.99 | 0.01 | 0.02 | 1.95 | 0.03 |
| Final Sat.: | 1663 | 0 | 0 | 206 | 0 | 1406 | 1805 | 3593 | 13 | 43 | 3505 | 51 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.26 | 0.06 | 0.15 | 0.15 | 0.47 | 0.47 | 0.47 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 26.8 | 0.0 | 0.0 | 26.8 | 0.0 | 26.8 | 8.4 | 15.6 | 15.6 | 48.6 | 55.8 | 55.8 |
| Volume/Cap: | 0.01 | 0.00 | 0.00 | 0.96 | 0.00 | 0.96 | 0.68 | 0.96 | 0.96 | 0.96 | 0.84 | 0.84 |
| Delay/Veh: | 26.9 | 0.0 | 0.0 | 69.0 | 0.0 | 69.0 | 56.5 | 69.9 | 69.9 | 38.0 | 21.5 | 21.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.9 | 0.0 | 0.0 | 69.0 | 0.0 | 69.0 | 56.5 | 69.9 | 69.9 | 38.0 | 21.5 | 21.5 |
| LOS by Move: | C | A | A | E | A | E | E | E | E | D | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 18 | 0 | 18 | 4 | 13 | 13 | 32 | 25 | 25 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+Proj AM No Loop Rd

Intersection #1110: Demeter St/Bay Rd (new signal)



| Street Name: | Demeter Street | | | | | | Bay Road | | | | | |
|--------------|----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 0 | 10 | 7 | 10 | 0 | 0 | 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: | 2 | 0 | 0 | 15 | 0 | 98 | 396 | 1469 | 4 | 14 | 544 | 55 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 2 | 0 | 0 | 15 | 0 | 98 | 396 | 1469 | 4 | 14 | 544 | 55 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 2 | 0 | 0 | 15 | 0 | 98 | 396 | 1469 | 4 | 14 | 544 | 55 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 2 | 0 | 0 | 15 | 0 | 98 | 396 | 1469 | 4 | 14 | 544 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 2 | 0 | 0 | 15 | 0 | 98 | 396 | 1469 | 4 | 14 | 544 | 55 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 2 | 0 | 0 | 15 | 0 | 98 | 396 | 1469 | 4 | 14 | 544 | 55 |

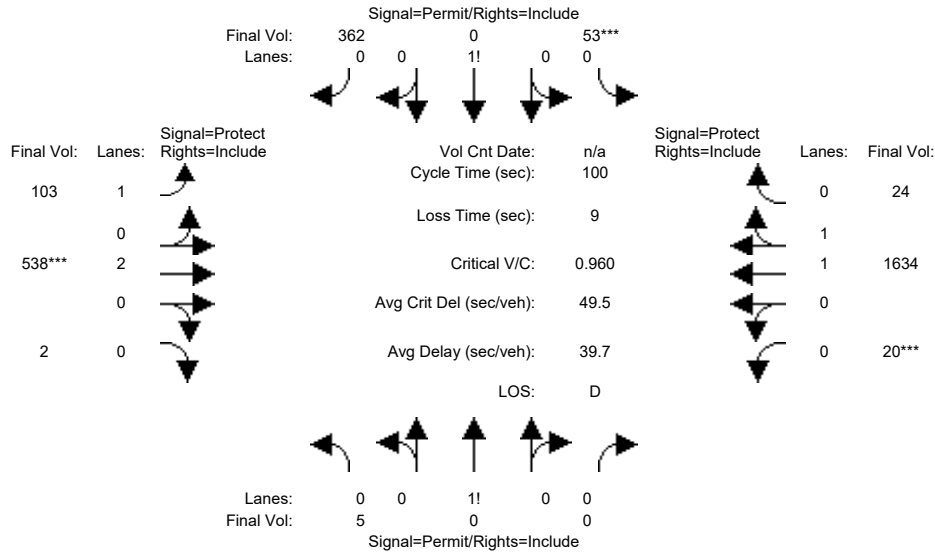
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.94 |
| Lanes: | 1.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.87 | 1.00 | 1.99 | 0.01 | 0.05 | 1.77 | 0.18 |
| Final Sat.: | 1752 | 0 | 0 | 214 | 0 | 1400 | 1805 | 3600 | 10 | 81 | 3159 | 319 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.07 | 0.22 | 0.41 | 0.41 | 0.17 | 0.17 | 0.17 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |
| Green Time: | 10.0 | 0.0 | 0.0 | 10.0 | 0.0 | 10.0 | 45.4 | 57.0 | 57.0 | 24.0 | 35.6 | 35.6 |
| Volume/Cap: | 0.01 | 0.00 | 0.00 | 0.70 | 0.00 | 0.70 | 0.48 | 0.72 | 0.72 | 0.72 | 0.48 | 0.48 |
| Delay/Veh: | 40.6 | 0.0 | 0.0 | 56.4 | 0.0 | 56.4 | 19.6 | 16.9 | 16.9 | 37.8 | 25.3 | 25.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 40.6 | 0.0 | 0.0 | 56.4 | 0.0 | 56.4 | 19.6 | 16.9 | 16.9 | 37.8 | 25.3 | 25.3 |
| LOS by Move: | D | A | A | E | A | E | B | B | B | D | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 0 | 5 | 9 | 18 | 18 | 10 | 8 | 8 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumul+Proj PM No Loop Rd

Intersection #1110: Demeter St/Bay Rd (new signal)



| Street Name: | Demeter Street | | | | | | Bay Road | | | | | |
|--------------|----------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 10 | 0 | 10 | 7 | 10 | 0 | 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: | 5 | 0 | 0 | 53 | 0 | 362 | 103 | 538 | 2 | 20 | 1634 | 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: | 5 | 0 | 0 | 53 | 0 | 362 | 103 | 538 | 2 | 20 | 1634 | 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: | 5 | 0 | 0 | 53 | 0 | 362 | 103 | 538 | 2 | 20 | 1634 | 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: | 5 | 0 | 0 | 53 | 0 | 362 | 103 | 538 | 2 | 20 | 1634 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 0 | 0 | 53 | 0 | 362 | 103 | 538 | 2 | 20 | 1634 | 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 |
| Final Volume: | 5 | 0 | 0 | 53 | 0 | 362 | 103 | 538 | 2 | 20 | 1634 | 24 |

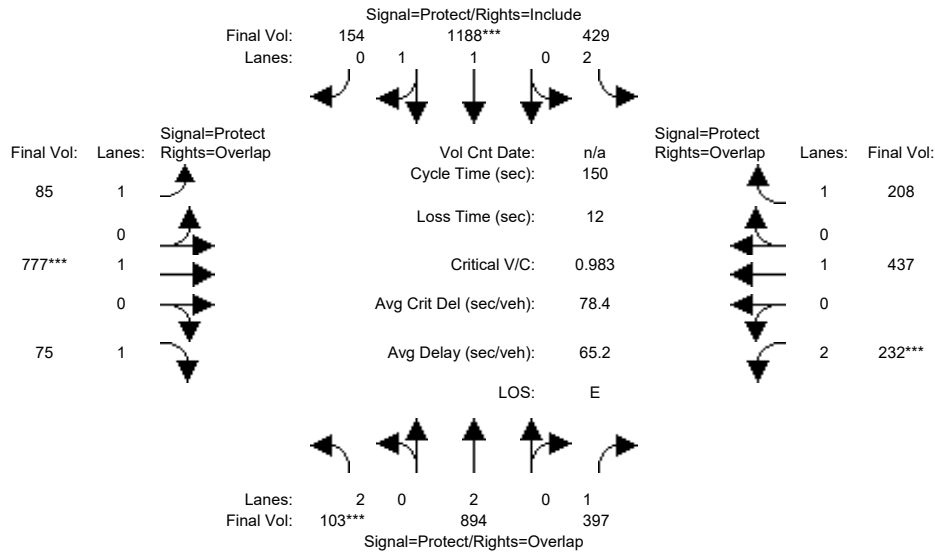
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.88 | 1.00 | 1.00 | 0.85 | 1.00 | 0.85 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.87 | 1.00 | 1.99 | 0.01 | 0.02 | 1.95 | 0.03 |
| Final Sat.: | 1663 | 0 | 0 | 206 | 0 | 1406 | 1805 | 3593 | 13 | 43 | 3505 | 51 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.26 | 0.06 | 0.15 | 0.15 | 0.47 | 0.47 | 0.47 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |
| Green Time: | 26.8 | 0.0 | 0.0 | 26.8 | 0.0 | 26.8 | 8.4 | 15.6 | 15.6 | 48.6 | 55.8 | 55.8 |
| Volume/Cap: | 0.01 | 0.00 | 0.00 | 0.96 | 0.00 | 0.96 | 0.68 | 0.96 | 0.96 | 0.96 | 0.84 | 0.84 |
| Delay/Veh: | 26.9 | 0.0 | 0.0 | 69.0 | 0.0 | 69.0 | 56.5 | 69.9 | 69.9 | 38.0 | 21.5 | 21.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.9 | 0.0 | 0.0 | 69.0 | 0.0 | 69.0 | 56.5 | 69.9 | 69.9 | 38.0 | 21.5 | 21.5 |
| LOS by Move: | C | A | A | E | A | E | E | E | E | D | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 18 | 0 | 18 | 4 | 13 | 13 | 32 | 25 | 25 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cum+proj AM with Loop Rd

Intersection #11: University Avenue and Bay Road



| Street Name: | University Avenue | | | | | | Bay Road | | | | | |
|--------------|-------------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | 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: | 103 | 894 | 397 | 429 | 1188 | 154 | 85 | 777 | 75 | 232 | 437 | 208 |
| 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: | 103 | 894 | 397 | 429 | 1188 | 154 | 85 | 777 | 75 | 232 | 437 | 208 |
| 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: | 103 | 894 | 397 | 429 | 1188 | 154 | 85 | 777 | 75 | 232 | 437 | 208 |
| 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: | 103 | 894 | 397 | 429 | 1188 | 154 | 85 | 777 | 75 | 232 | 437 | 208 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 103 | 894 | 397 | 429 | 1188 | 154 | 85 | 777 | 75 | 232 | 437 | 208 |
| 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: | 103 | 894 | 397 | 429 | 1188 | 154 | 85 | 777 | 75 | 232 | 437 | 208 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.89 | 0.92 | 0.83 | 0.89 | 0.91 | 0.91 | 0.93 | 0.98 | 0.83 | 0.90 | 0.98 | 0.83 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 1.77 | 0.23 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3400 | 3505 | 1568 | 3400 | 3050 | 395 | 1769 | 1862 | 1583 | 3432 | 1862 | 1583 |

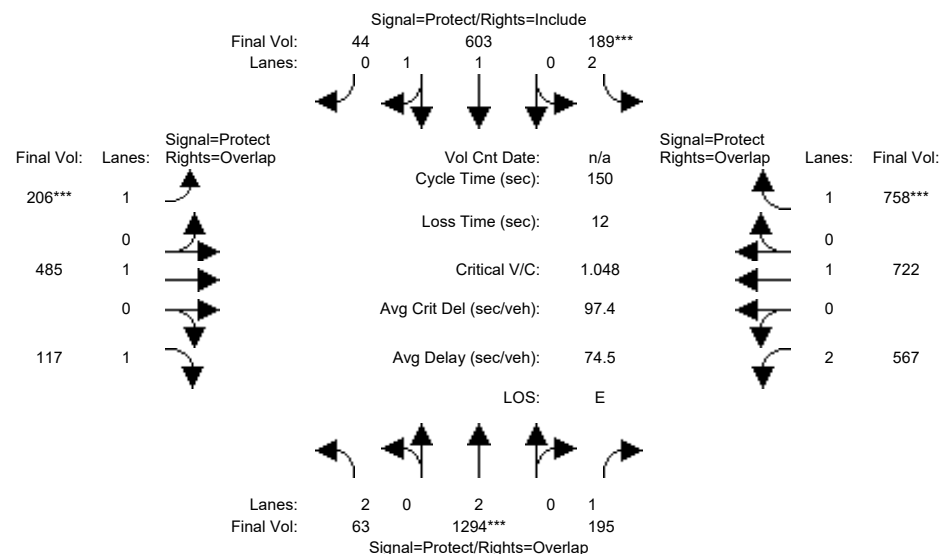
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Vol/Sat: | 0.03 | 0.26 | 0.25 | 0.13 | 0.39 | 0.39 | 0.05 | 0.42 | 0.05 | 0.07 | 0.23 | 0.13 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 7.0 | 43.7 | 53.9 | 21.6 | 58.4 | 58.4 | 12.3 | 62.5 | 69.5 | 10.1 | 60.3 | 81.9 |
| Volume/Cap: | 0.65 | 0.87 | 0.71 | 0.87 | 1.00 | 1.00 | 0.58 | 1.00 | 0.10 | 1.00 | 0.58 | 0.24 |
| Delay/Veh: | 79.4 | 59.1 | 45.3 | 78.9 | 70.7 | 70.7 | 72.3 | 76.3 | 22.7 | 129.4 | 36.2 | 17.9 |
| 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: | 79.4 | 59.1 | 45.3 | 78.9 | 70.7 | 70.7 | 72.3 | 76.3 | 22.7 | 129.4 | 36.2 | 17.9 |
| LOS by Move: | E | E | D | E | E | E | E | E | C | F | D | B |
| HCM2kAvgQ: | 4 | 23 | 16 | 13 | 39 | 39 | 5 | 42 | 2 | 9 | 16 | 5 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+proj PM with Loop Rd

Intersection #11: University Avenue and Bay Road



| Street Name: | University Avenue | | | | | | Bay Road | | | | | |
|--------------|-------------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | 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: | 63 | 1294 | 195 | 189 | 603 | 44 | 206 | 485 | 117 | 567 | 722 | 758 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 63 | 1294 | 195 | 189 | 603 | 44 | 206 | 485 | 117 | 567 | 722 | 758 |
| 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: | 63 | 1294 | 195 | 189 | 603 | 44 | 206 | 485 | 117 | 567 | 722 | 758 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 63 | 1294 | 195 | 189 | 603 | 44 | 206 | 485 | 117 | 567 | 722 | 758 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 1294 | 195 | 189 | 603 | 44 | 206 | 485 | 117 | 567 | 722 | 758 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 63 | 1294 | 195 | 189 | 603 | 44 | 206 | 485 | 117 | 567 | 722 | 758 |

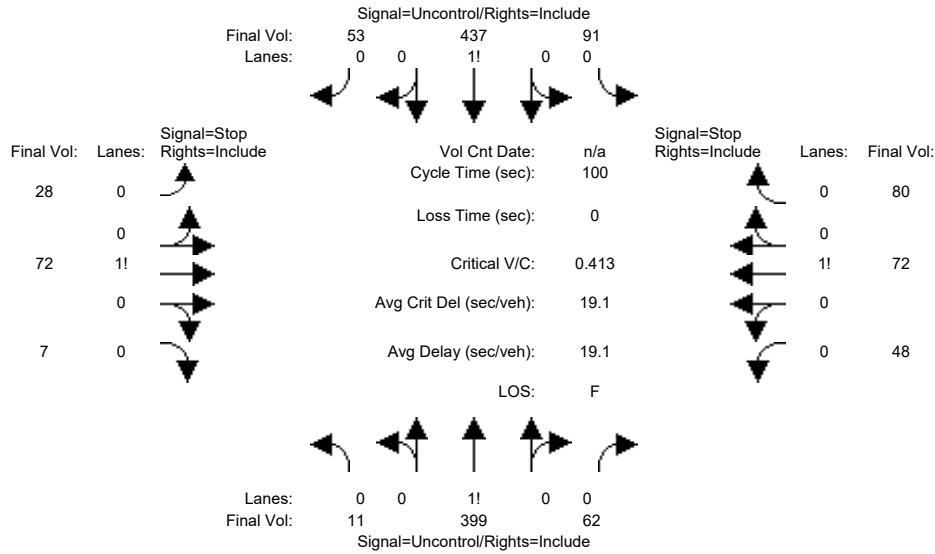
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.89 | 0.92 | 0.83 | 0.89 | 0.91 | 0.91 | 0.93 | 0.98 | 0.83 | 0.90 | 0.98 | 0.83 |
| Lanes: | 2.00 | 2.00 | 1.00 | 2.00 | 1.86 | 0.14 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 |
| Final Sat.: | 3400 | 3505 | 1568 | 3400 | 3234 | 236 | 1769 | 1862 | 1583 | 3432 | 1862 | 1583 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|-------|------|------|-------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.37 | 0.12 | 0.06 | 0.19 | 0.19 | 0.12 | 0.26 | 0.07 | 0.17 | 0.39 | 0.48 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 12.2 | 52.8 | 82.8 | 8.0 | 48.6 | 48.6 | 16.7 | 47.3 | 59.4 | 30.0 | 60.6 | 68.5 |
| Volume/Cap: | 0.23 | 1.05 | 0.23 | 1.05 | 0.58 | 0.58 | 1.05 | 0.83 | 0.19 | 0.83 | 0.96 | 1.05 |
| Delay/Veh: | 64.9 | 87.9 | 17.3 | 151.4 | 42.9 | 42.9 | 144.2 | 57.0 | 29.7 | 65.7 | 67.0 | 87.6 |
| 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: | 64.9 | 87.9 | 17.3 | 151.4 | 42.9 | 42.9 | 144.2 | 57.0 | 29.7 | 65.7 | 67.0 | 87.6 |
| LOS by Move: | E | F | B | F | D | D | F | E | C | E | E | F |
| HCM2kAvgQ: | 2 | 40 | 4 | 8 | 13 | 13 | 14 | 22 | 3 | 15 | 37 | 44 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+proj AM with Loop Rd

Intersection #22: Clarke Avenue and Weeks Street

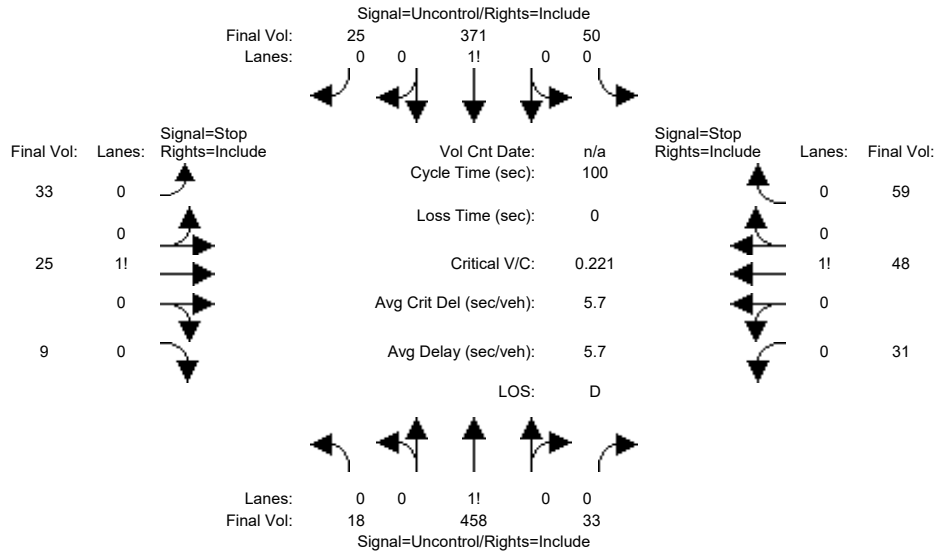


| Street Name: | Clarke Avenue | | | | | | Weeks Street | | | | | |
|--------------------------|---------------|------|--------|-------------|------|--------|--------------|------|--------|------------|------|--------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 11 | 399 | 62 | 91 | 437 | 53 | 28 | 72 | 7 | 48 | 72 | 80 |
| 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 | 399 | 62 | 91 | 437 | 53 | 28 | 72 | 7 | 48 | 72 | 80 |
| 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 | 399 | 62 | 91 | 437 | 53 | 28 | 72 | 7 | 48 | 72 | 80 |
| 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 | 399 | 62 | 91 | 437 | 53 | 28 | 72 | 7 | 48 | 72 | 80 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 11 | 399 | 62 | 91 | 437 | 53 | 28 | 72 | 7 | 48 | 72 | 80 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| Capacity Module: | | | | | | | | | | | | |
| Cnflict Vol: | 490 | xxxx | xxxxx | 461 | xxxx | xxxxx | 1174 | 1129 | 464 | 1137 | 1124 | 430 |
| Potent Cap.: | 1084 | xxxx | xxxxx | 1111 | xxxx | xxxxx | 170 | 206 | 603 | 181 | 207 | 629 |
| Move Cap.: | 1084 | xxxx | xxxxx | 1111 | xxxx | xxxxx | 97 | 186 | 603 | 116 | 187 | 629 |
| Volume/Cap: | 0.01 | xxxx | xxxx | 0.08 | xxxx | xxxx | 0.29 | 0.39 | 0.01 | 0.41 | 0.38 | 0.13 |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 0.3 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 8.4 | xxxx | xxxxx | 8.5 | xxxx | xxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| 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 | 156 | xxxxx | xxxx | 216 | xxxxx |
| SharedQueue: | xxxxx | xxxx | xxxxx | xxxxx | xxxx | xxxxx | xxxxxx | 4.0 | xxxxxx | xxxxxx | 7.7 | xxxxxx |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 67.6 | xxxxxx | xxxxxx | 89.6 | xxxxxx |
| Shared LOS: | * | * | * | * | * | * | * | F | * | * | F | * |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | | 67.6 | | | 89.6 | |
| ApproachLOS: | * | | | * | | | | F | | | F | |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
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2000 HCM Unsignalized (Future Volume Alternative)
Cum+proj PM with Loop Rd

Intersection #22: Clarke Avenue and Weeks Street



| Street Name: | Clarke Avenue | | | | | | Weeks Street | | | | | |
|--------------|---------------|---|---|-------------|---|---|--------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 18 | 458 | 33 | 50 | 371 | 25 | 33 | 25 | 9 | 31 | 48 | 59 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 18 | 458 | 33 | 50 | 371 | 25 | 33 | 25 | 9 | 31 | 48 | 59 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 18 | 458 | 33 | 50 | 371 | 25 | 33 | 25 | 9 | 31 | 48 | 59 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 18 | 458 | 33 | 50 | 371 | 25 | 33 | 25 | 9 | 31 | 48 | 59 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 18 | 458 | 33 | 50 | 371 | 25 | 33 | 25 | 9 | 31 | 48 | 59 |

| Critical Gap Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------|-------------|------|-------|-------------|------|-------|------------|-----|-----|------------|-----|-----|
| Critical Gp: | 4.1 | xxxx | xxxxx | 4.1 | xxxx | xxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxx | 2.2 | xxxx | xxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |

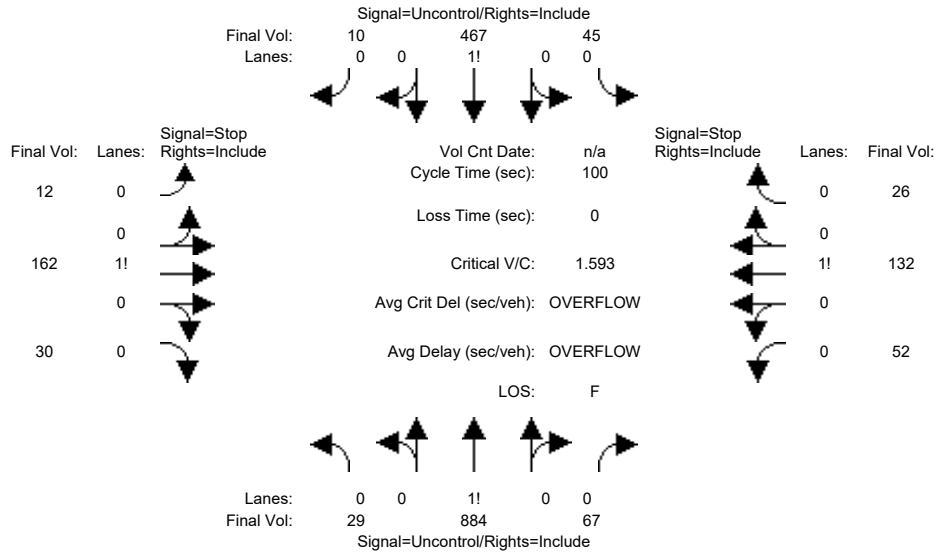
| Capacity Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|------------------|-------------|------|-------|-------------|------|-------|------------|------|------|------------|------|------|
| Cnflict Vol: | 396 | xxxx | xxxxx | 491 | xxxx | xxxxx | 1048 | 1011 | 384 | 1011 | 1007 | 475 |
| Potent Cap.: | 1174 | xxxx | xxxxx | 1083 | xxxx | xxxxx | 208 | 242 | 668 | 220 | 243 | 594 |
| Move Cap.: | 1174 | xxxx | xxxxx | 1083 | xxxx | xxxxx | 150 | 227 | 668 | 189 | 228 | 594 |
| Volume/Cap: | 0.02 | xxxx | xxxx | 0.05 | xxxx | xxxx | 0.22 | 0.11 | 0.01 | 0.16 | 0.21 | 0.10 |

| Level Of Service Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------|
| 2Way95thQ: | 0.0 | xxxx | xxxxx | 0.1 | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |
| Control Del: | 8.1 | xxxx | xxxxx | 8.5 | xxxx | xxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | |
| Shared Cap.: | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | 195 | xxxxxx | xxxx | 291 | xxxxxx |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 1.4 | xxxxxx | xxxxxx | 2.4 | xxxxxx |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 32.9 | xxxxxx | xxxxxx | 28.0 | xxxxxx |
| Shared LOS: | * | * | * | * | * | * | * | D | * | * | D | * |
| ApproachDel: | xxxxxxx | xxxxxxx | | xxxxxxx | | | 32.9 | | | 28.0 | | |
| ApproachLOS: | * | * | * | * | * | * | D | | | D | | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cum+proj AM with Loop Rd

Intersection #28: Pulgas Avenue and Weeks Street



| Street Name: | Pulgas Avenue | | | | | | Weeks Street | | | | | |
|--------------|---------------|---|---|-------------|---|---|--------------|---|---|------------|---|---|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 29 | 884 | 67 | 45 | 467 | 10 | 12 | 162 | 30 | 52 | 132 | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 884 | 67 | 45 | 467 | 10 | 12 | 162 | 30 | 52 | 132 | 26 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 29 | 884 | 67 | 45 | 467 | 10 | 12 | 162 | 30 | 52 | 132 | 26 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 884 | 67 | 45 | 467 | 10 | 12 | 162 | 30 | 52 | 132 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 29 | 884 | 67 | 45 | 467 | 10 | 12 | 162 | 30 | 52 | 132 | 26 |

| Critical Gap Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------------|-------------|------|--------|-------------|------|--------|------------|-----|-----|------------|-----|-----|
| Critical Gp: | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| FollowUpTim: | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |

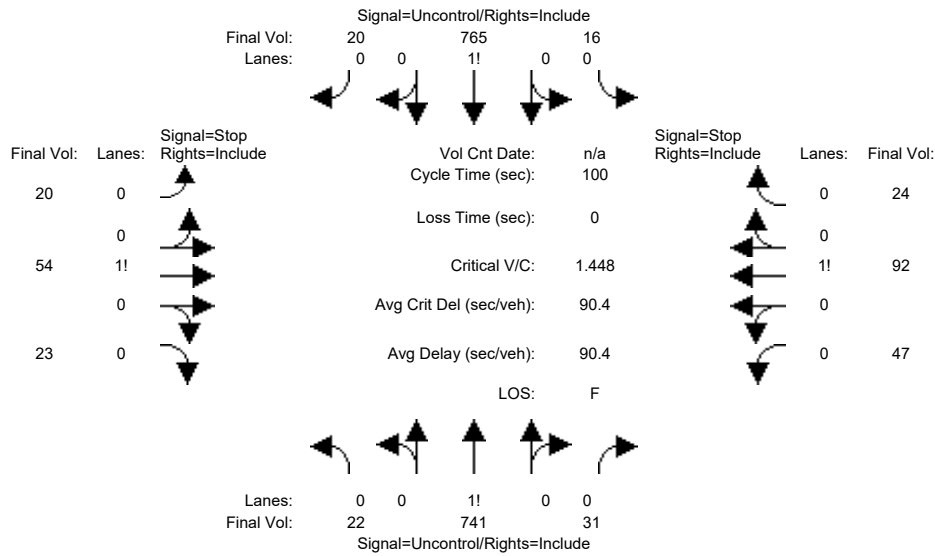
| Capacity Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|------------------|-------------|------|--------|-------------|------|--------|------------|------|------|------------|------|------|
| Cnflict Vol: | 477 | xxxx | xxxxxx | 951 | xxxx | xxxxxx | 1617 | 1571 | 472 | 1634 | 1543 | 918 |
| Potent Cap.: | 1096 | xxxx | xxxxxx | 730 | xxxx | xxxxxx | 84 | 112 | 596 | 82 | 116 | 332 |
| Move Cap.: | 1096 | xxxx | xxxxxx | 730 | xxxx | xxxxxx | 0 | 102 | 596 | 0 | 106 | 332 |
| Volume/Cap: | 0.03 | xxxx | xxxx | 0.06 | xxxx | xxxx | xxxx | 1.59 | 0.05 | xxxx | 1.25 | 0.08 |

| Level Of Service Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------------------|---------------|------|--------|---------------|------|--------|---------------|------|--------|---------------|------|--------|
| 2Way95thQ: | 0.1 | xxxx | xxxxxx | 0.2 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx |
| Control Del: | 8.4 | xxxx | xxxxxx | 10.3 | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| LOS by Move: | A | * | * | B | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | | LT - LTR - RT | | |
| Shared Cap.: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | 0 | xxxxxx | xxxx | 0 | xxxxxx |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | | xxxxxxx | | |
| ApproachLOS: | * | | | * | | | F | | | F | | |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cum+proj PM with Loop Rd

Intersection #28: Pulgas Avenue and Weeks Street

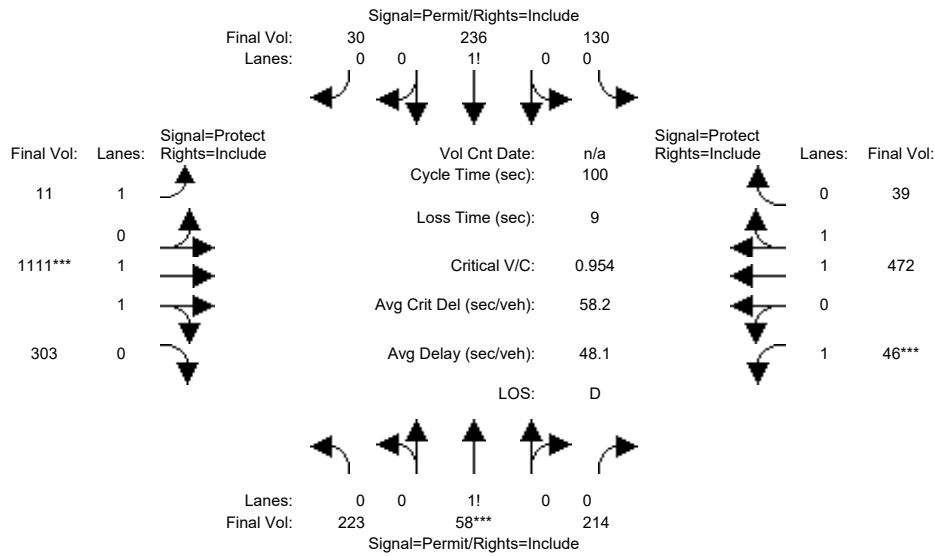


| Street Name: | Pulgas Avenue | | | | | | Weeks Street | | | | | | | | |
|--------------------------|---------------|------|--------|-------------|------|--------|--------------|------|--------|------------|------|--------|-----|---|----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | | | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R | | | |
| Volume Module: | | | | | | | | | | | | | | | |
| Base Vol: | 22 | 741 | 31 | 16 | 765 | 20 | 20 | 54 | 23 | 47 | 92 | 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: | 22 | 741 | 31 | 16 | 765 | 20 | 20 | 54 | 23 | 47 | 92 | 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: | 22 | 741 | 31 | 16 | 765 | 20 | 20 | 54 | 23 | 47 | 92 | 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: | 22 | 741 | 31 | 16 | 765 | 20 | 20 | 54 | 23 | 47 | 92 | 24 | | | |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | |
| FinalVolume: | 22 | 741 | 31 | 16 | 765 | 20 | 20 | 54 | 23 | 47 | 92 | 24 | | | |
| Critical Gap Module: | | | | | | | | | | | | | | | |
| Critical Gp: | 4.1 | xxxx | xxxxxx | 4.1 | xxxx | xxxxxx | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | | | |
| FollowUpTim: | 2.2 | xxxx | xxxxxx | 2.2 | xxxx | xxxxxx | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | | | |
| Capacity Module: | | | | | | | | | | | | | | | |
| Cnflict Vol: | 785 | xxxx | xxxxxx | 772 | xxxx | xxxxxx | 1666 | 1623 | 775 | 1646 | 1618 | 757 | | | |
| Potent Cap.: | 843 | xxxx | xxxxxx | 852 | xxxx | xxxxxx | 78 | 104 | 401 | 80 | 105 | 411 | | | |
| Move Cap.: | 843 | xxxx | xxxxxx | 852 | xxxx | xxxxxx | 14 | 99 | 401 | 42 | 100 | 411 | | | |
| Volume/Cap: | 0.03 | xxxx | xxxx | 0.02 | xxxx | xxxx | 1.45 | 0.55 | 0.06 | 1.13 | 0.92 | 0.06 | | | |
| Level Of Service Module: | | | | | | | | | | | | | | | |
| 2Way95thQ: | 0.1 | xxxx | xxxxxx | 0.1 | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | | | |
| Control Del: | 9.4 | xxxx | xxxxxx | 9.3 | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | | | |
| LOS by Move: | A | * | * | A | * | * | * | * | * | * | * | * | | | |
| Movement: | LT | - | LTR | - | RT | LT | - | LTR | - | RT | LT | - | LTR | - | RT |
| Shared Cap.: | xxxx | xxxx | xxxxxx | xxxx | xxxx | xxxxxx | xxxx | 47 | xxxxxx | xxxx | 77 | xxxxxx | | | |
| SharedQueue: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 9.9 | xxxxxx | xxxxxx | 14.8 | xxxxxx | | | |
| Shrd ConDel: | xxxxxx | xxxx | xxxxxx | xxxxxx | xxxx | xxxxxx | xxxxxx | 673 | xxxxxx | xxxxxx | 626 | xxxxxx | | | |
| Shared LOS: | * | * | * | * | * | * | * | F | * | * | F | * | | | |
| ApproachDel: | xxxxxxx | | | xxxxxxx | | | 672.7 | | | 626.2 | | | | | |
| ApproachLOS: | * | | | * | | | F | | | F | | | | | |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+proj AM with Loop Rd

Intersection #1108: Clarke Ave/Bay Rd (new signal)

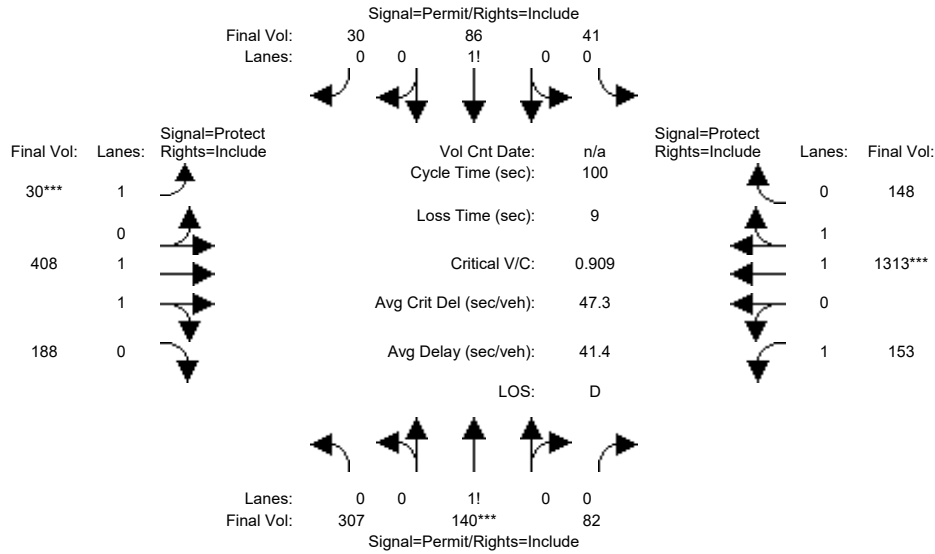


| Street Name: | Clarke Avenue | | | | | | Bay Road | | | | | |
|---------------------------|---------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | 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: | 223 | 58 | 214 | 130 | 236 | 30 | 11 | 1111 | 303 | 46 | 472 | 39 |
| 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: | 223 | 58 | 214 | 130 | 236 | 30 | 11 | 1111 | 303 | 46 | 472 | 39 |
| 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: | 223 | 58 | 214 | 130 | 236 | 30 | 11 | 1111 | 303 | 46 | 472 | 39 |
| 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: | 223 | 58 | 214 | 130 | 236 | 30 | 11 | 1111 | 303 | 46 | 472 | 39 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 223 | 58 | 214 | 130 | 236 | 30 | 11 | 1111 | 303 | 46 | 472 | 39 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 223 | 58 | 214 | 130 | 236 | 30 | 11 | 1111 | 303 | 46 | 472 | 39 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.59 | 0.59 | 0.59 | 0.72 | 0.72 | 0.72 | 0.95 | 0.92 | 0.92 | 0.95 | 0.94 | 0.94 |
| Lanes: | 0.45 | 0.12 | 0.43 | 0.33 | 0.60 | 0.07 | 1.00 | 1.57 | 0.43 | 1.00 | 1.85 | 0.15 |
| Final Sat.: | 509 | 132 | 488 | 451 | 818 | 104 | 1805 | 2746 | 749 | 1805 | 3298 | 272 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.44 | 0.44 | 0.44 | 0.29 | 0.29 | 0.29 | 0.01 | 0.40 | 0.40 | 0.03 | 0.14 | 0.14 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |
| Green Time: | 43.7 | 43.7 | 43.7 | 43.7 | 43.7 | 43.7 | 15.5 | 40.3 | 40.3 | 7.0 | 31.8 | 31.8 |
| Volume/Cap: | 1.00 | 1.00 | 1.00 | 0.66 | 0.66 | 0.66 | 0.04 | 1.00 | 1.00 | 0.36 | 0.45 | 0.45 |
| Delay/Veh: | 69.5 | 69.5 | 69.5 | 25.0 | 25.0 | 25.0 | 35.9 | 54.7 | 54.7 | 46.2 | 27.4 | 27.4 |
| 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: | 69.5 | 69.5 | 69.5 | 25.0 | 25.0 | 25.0 | 35.9 | 54.7 | 54.7 | 46.2 | 27.4 | 27.4 |
| LOS by Move: | E | E | E | C | C | C | D | D | D | D | C | C |
| HCM2kAvgQ: | 22 | 22 | 22 | 11 | 11 | 11 | 0 | 30 | 30 | 2 | 7 | 7 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+proj PM with Loop Rd

Intersection #1108: Clarke Ave/Bay Rd (new signal)

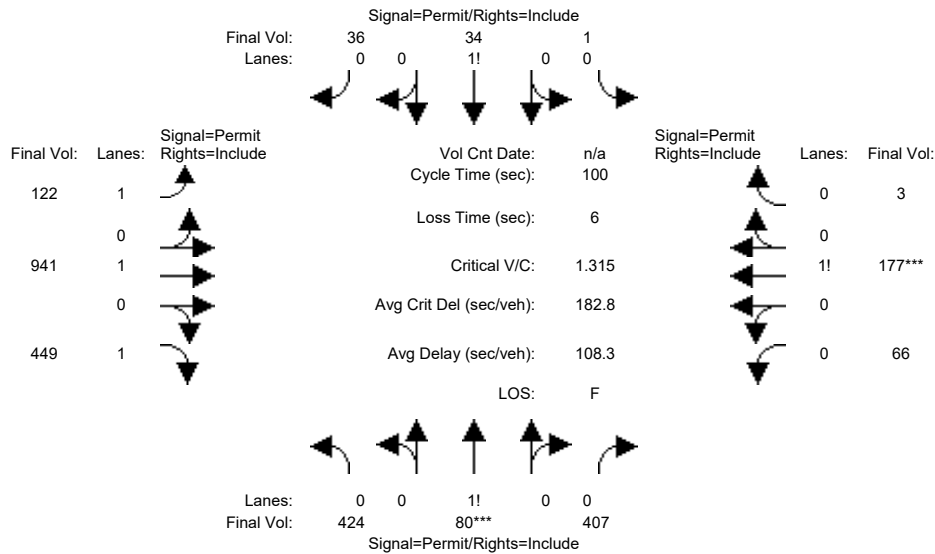


| Street Name: | Clarke Avenue | | | | | | Bay Road | | | | | |
|---------------------------|---------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | 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: | 307 | 140 | 82 | 41 | 86 | 30 | 30 | 408 | 188 | 153 | 1313 | 148 |
| 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: | 307 | 140 | 82 | 41 | 86 | 30 | 30 | 408 | 188 | 153 | 1313 | 148 |
| 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: | 307 | 140 | 82 | 41 | 86 | 30 | 30 | 408 | 188 | 153 | 1313 | 148 |
| 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: | 307 | 140 | 82 | 41 | 86 | 30 | 30 | 408 | 188 | 153 | 1313 | 148 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 307 | 140 | 82 | 41 | 86 | 30 | 30 | 408 | 188 | 153 | 1313 | 148 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 307 | 140 | 82 | 41 | 86 | 30 | 30 | 408 | 188 | 153 | 1313 | 148 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.70 | 0.70 | 0.70 | 0.82 | 0.82 | 0.82 | 0.95 | 0.91 | 0.91 | 0.95 | 0.94 | 0.94 |
| Lanes: | 0.58 | 0.26 | 0.16 | 0.26 | 0.55 | 0.19 | 1.00 | 1.37 | 0.63 | 1.00 | 1.80 | 0.20 |
| Final Sat.: | 769 | 351 | 205 | 405 | 849 | 296 | 1805 | 2355 | 1085 | 1805 | 3196 | 360 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.40 | 0.40 | 0.40 | 0.10 | 0.10 | 0.10 | 0.02 | 0.17 | 0.17 | 0.08 | 0.41 | 0.41 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 41.4 | 41.4 | 41.4 | 41.4 | 41.4 | 41.4 | 7.0 | 33.3 | 33.3 | 16.3 | 42.6 | 42.6 |
| Volume/Cap: | 0.96 | 0.96 | 0.96 | 0.24 | 0.24 | 0.24 | 0.24 | 0.52 | 0.52 | 0.52 | 0.96 | 0.96 |
| Delay/Veh: | 58.1 | 58.1 | 58.1 | 19.3 | 19.3 | 19.3 | 44.9 | 27.3 | 27.3 | 39.9 | 43.5 | 43.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 58.1 | 58.1 | 58.1 | 19.3 | 19.3 | 19.3 | 44.9 | 27.3 | 27.3 | 39.9 | 43.5 | 43.5 |
| LOS by Move: | E | E | E | B | B | B | D | C | C | D | D | D |
| HCM2kAvgQ: | 21 | 21 | 21 | 3 | 3 | 3 | 1 | 8 | 8 | 5 | 29 | 29 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+proj AM with Loop Rd

Intersection #1109: Pulgas Av/Bay Rd (new signal)



| Street Name: | Pulgas Avenue | | | | | | Bay Road | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 0 |
| 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: | 424 | 80 | 407 | 1 | 34 | 36 | 122 | 941 | 449 | 66 | 177 | 3 |
| 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: | 424 | 80 | 407 | 1 | 34 | 36 | 122 | 941 | 449 | 66 | 177 | 3 |
| 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: | 424 | 80 | 407 | 1 | 34 | 36 | 122 | 941 | 449 | 66 | 177 | 3 |
| 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: | 424 | 80 | 407 | 1 | 34 | 36 | 122 | 941 | 449 | 66 | 177 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 424 | 80 | 407 | 1 | 34 | 36 | 122 | 941 | 449 | 66 | 177 | 3 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 424 | 80 | 407 | 1 | 34 | 36 | 122 | 941 | 449 | 66 | 177 | 3 |

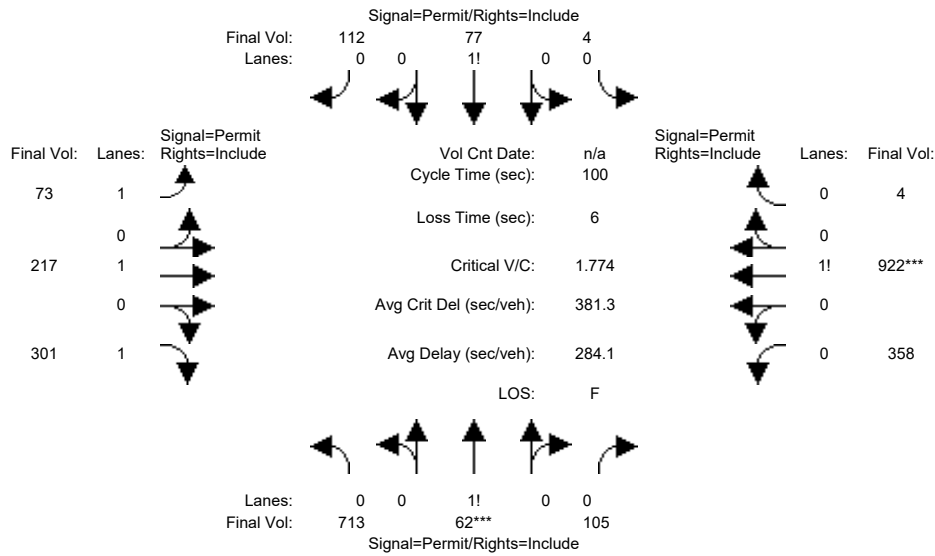
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.77 | 0.77 | 0.77 | 0.93 | 0.93 | 0.93 | 0.67 | 1.00 | 0.85 | 0.21 | 0.21 | 0.21 |
| Lanes: | 0.46 | 0.09 | 0.45 | 0.01 | 0.48 | 0.51 | 1.00 | 1.00 | 1.00 | 0.27 | 0.72 | 0.01 |
| Final Sat.: | 677 | 128 | 650 | 25 | 843 | 892 | 1271 | 1900 | 1615 | 108 | 291 | 5 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|-------|------|------|------|------|------|------|-------|------|-------|
| Vol/Sat: | 0.63 | 0.63 | 0.63 | 0.04 | 0.04 | 0.04 | 0.10 | 0.50 | 0.28 | 0.61 | 0.61 | 0.61 |
| Crit Moves: | **** | | | | | | | | | **** | | |
| Green Time: | 47.7 | 47.7 | 47.7 | 47.7 | 47.7 | 47.7 | 46.3 | 46.3 | 46.3 | 46.3 | 46.3 | 46.3 |
| Volume/Cap: | 1.31 | 1.31 | 1.31 | 0.08 | 0.08 | 0.08 | 0.21 | 1.07 | 0.60 | 1.31 | 1.31 | 1.31 |
| Delay/Veh: | 177.9 | 178 | 177.9 | 14.3 | 14.3 | 14.3 | 16.1 | 77.3 | 21.3 | 201.1 | 201 | 201.1 |
| 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: | 177.9 | 178 | 177.9 | 14.3 | 14.3 | 14.3 | 16.1 | 77.3 | 21.3 | 201.1 | 201 | 201.1 |
| LOS by Move: | F | F | F | B | B | B | B | E | C | F | F | F |
| HCM2kAvgQ: | 56 | 56 | 56 | 1 | 1 | 1 | 2 | 41 | 11 | 17 | 17 | 17 |

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

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Cum+proj PM with Loop Rd

Intersection #1109: Pulgas Av/Bay Rd (new signal)



| Street Name: | Pulgas Avenue | | | | | | Bay Road | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 0 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 0 |
| 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: | 713 | 62 | 105 | 4 | 77 | 112 | 73 | 217 | 301 | 358 | 922 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 713 | 62 | 105 | 4 | 77 | 112 | 73 | 217 | 301 | 358 | 922 | 4 |
| 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: | 713 | 62 | 105 | 4 | 77 | 112 | 73 | 217 | 301 | 358 | 922 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 713 | 62 | 105 | 4 | 77 | 112 | 73 | 217 | 301 | 358 | 922 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 713 | 62 | 105 | 4 | 77 | 112 | 73 | 217 | 301 | 358 | 922 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 713 | 62 | 105 | 4 | 77 | 112 | 73 | 217 | 301 | 358 | 922 | 4 |

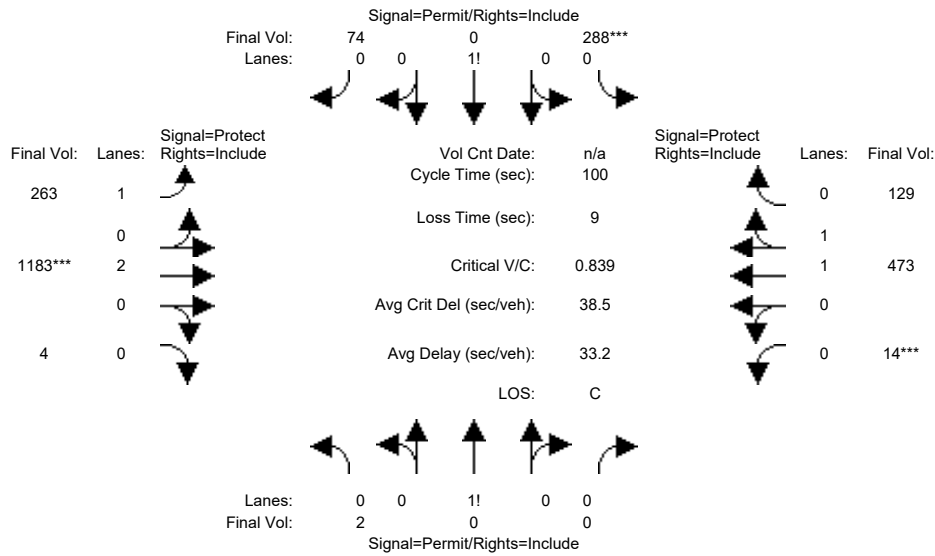
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.59 | 0.59 | 0.59 | 0.91 | 0.91 | 0.91 | 0.74 | 1.00 | 0.85 | 0.77 | 0.77 | 0.77 |
| Lanes: | 0.81 | 0.07 | 0.12 | 0.02 | 0.40 | 0.58 | 1.00 | 1.00 | 1.00 | 0.28 | 0.71 | 0.01 |
| Final Sat.: | 909 | 79 | 134 | 36 | 690 | 1003 | 1414 | 1900 | 1615 | 405 | 1044 | 5 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|-------|------|------|------|------|------|------|-------|------|-------|
| Vol/Sat: | 0.78 | 0.78 | 0.78 | 0.11 | 0.11 | 0.11 | 0.05 | 0.11 | 0.19 | 0.88 | 0.88 | 0.88 |
| Crit Moves: | **** | | | | | | | | | **** | | |
| Green Time: | 44.2 | 44.2 | 44.2 | 44.2 | 44.2 | 44.2 | 49.8 | 49.8 | 49.8 | 49.8 | 49.8 | 49.8 |
| Volume/Cap: | 1.77 | 1.77 | 1.77 | 0.25 | 0.25 | 0.25 | 0.10 | 0.23 | 0.37 | 1.77 | 1.77 | 1.77 |
| Delay/Veh: | 384.5 | 384 | 384.5 | 17.7 | 17.7 | 17.7 | 13.4 | 14.4 | 15.8 | 379.2 | 379 | 379.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 384.5 | 384 | 384.5 | 17.7 | 17.7 | 17.7 | 13.4 | 14.4 | 15.8 | 379.2 | 379 | 379.2 |
| LOS by Move: | F | F | F | B | B | B | B | B | B | F | F | F |
| HCM2kAvgQ: | 75 | 75 | 75 | 4 | 4 | 4 | 1 | 4 | 6 | 108 | 108 | 108 |

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

965 Weeks Street Residential Development
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 City of East Palo Alto
 Level Of Service Computation Report
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 Cum+proj AM with Loop Rd

Intersection #1110: Demeter St/Bay Rd (new signal)

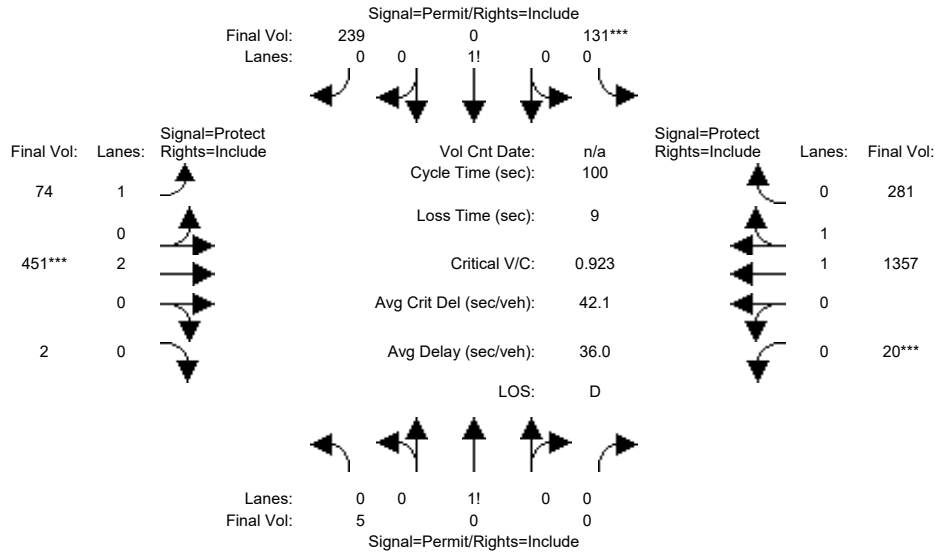


| Street Name: | Demeter Street | | | | | | Bay Road | | | | | |
|---------------------------|----------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 10 | 0 | 10 | 7 | 10 | 0 | 0 | 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: | 2 | 0 | 0 | 288 | 0 | 74 | 263 | 1183 | 4 | 14 | 473 | 129 |
| 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: | 2 | 0 | 0 | 288 | 0 | 74 | 263 | 1183 | 4 | 14 | 473 | 129 |
| 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: | 2 | 0 | 0 | 288 | 0 | 74 | 263 | 1183 | 4 | 14 | 473 | 129 |
| 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: | 2 | 0 | 0 | 288 | 0 | 74 | 263 | 1183 | 4 | 14 | 473 | 129 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 2 | 0 | 0 | 288 | 0 | 74 | 263 | 1183 | 4 | 14 | 473 | 129 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 2 | 0 | 0 | 288 | 0 | 74 | 263 | 1183 | 4 | 14 | 473 | 129 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.88 | 1.00 | 1.00 | 0.74 | 1.00 | 0.74 | 0.95 | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 |
| Lanes: | 1.00 | 0.00 | 0.00 | 0.80 | 0.00 | 0.20 | 1.00 | 1.99 | 0.01 | 0.04 | 1.54 | 0.42 |
| Final Sat.: | 1678 | 0 | 0 | 1114 | 0 | 286 | 1805 | 3598 | 12 | 79 | 2683 | 732 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.26 | 0.15 | 0.33 | 0.33 | 0.18 | 0.18 | 0.18 |
| Crit Moves: | | | | **** | | | **** | | | **** | | |
| Green Time: | 30.8 | 0.0 | 0.0 | 30.8 | 0.0 | 30.8 | 27.2 | 39.2 | 39.2 | 21.0 | 32.9 | 32.9 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.84 | 0.00 | 0.84 | 0.53 | 0.84 | 0.84 | 0.84 | 0.53 | 0.53 |
| Delay/Veh: | 24.0 | 0.0 | 0.0 | 45.9 | 0.0 | 45.9 | 32.1 | 32.2 | 32.2 | 46.4 | 27.8 | 27.8 |
| 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: | 24.0 | 0.0 | 0.0 | 45.9 | 0.0 | 45.9 | 32.1 | 32.2 | 32.2 | 46.4 | 27.8 | 27.8 |
| LOS by Move: | C | A | A | D | A | D | C | C | C | D | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 13 | 0 | 13 | 7 | 20 | 20 | 12 | 8 | 8 |

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

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City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+proj PM with Loop Rd

Intersection #1110: Demeter St/Bay Rd (new signal)

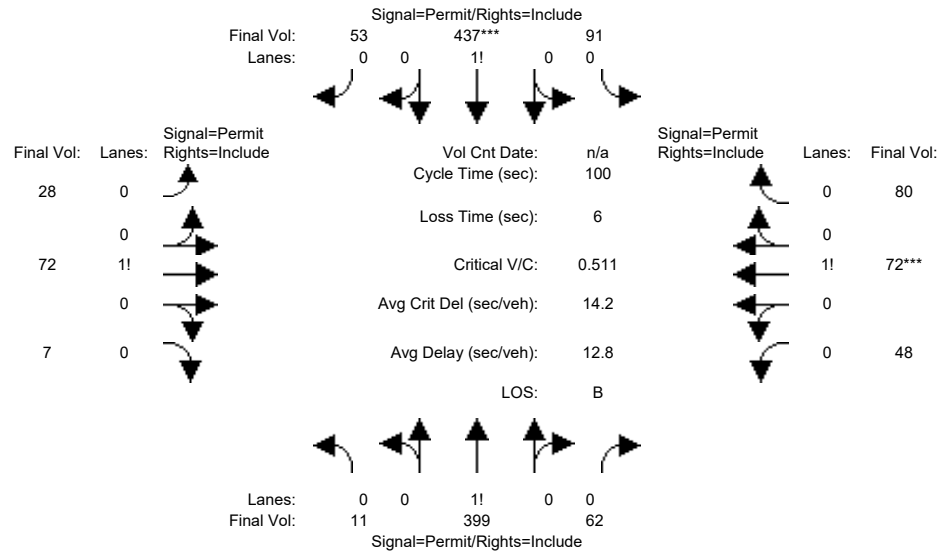


| Street Name: | Demeter Street | | | | | | Bay Road | | | | | |
|---------------------------|----------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 0 | 10 | 10 | 0 | 10 | 7 | 10 | 0 | 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: | 5 | 0 | 0 | 131 | 0 | 239 | 74 | 451 | 2 | 20 | 1357 | 281 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 5 | 0 | 0 | 131 | 0 | 239 | 74 | 451 | 2 | 20 | 1357 | 281 |
| 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: | 5 | 0 | 0 | 131 | 0 | 239 | 74 | 451 | 2 | 20 | 1357 | 281 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 5 | 0 | 0 | 131 | 0 | 239 | 74 | 451 | 2 | 20 | 1357 | 281 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 5 | 0 | 0 | 131 | 0 | 239 | 74 | 451 | 2 | 20 | 1357 | 281 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 5 | 0 | 0 | 131 | 0 | 239 | 74 | 451 | 2 | 20 | 1357 | 281 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.86 | 1.00 | 1.00 | 0.80 | 1.00 | 0.80 | 0.95 | 0.95 | 0.95 | 0.93 | 0.93 | 0.93 |
| Lanes: | 1.00 | 0.00 | 0.00 | 0.35 | 0.00 | 0.65 | 1.00 | 1.99 | 0.01 | 0.02 | 1.64 | 0.34 |
| Final Sat.: | 1626 | 0 | 0 | 540 | 0 | 985 | 1805 | 3590 | 16 | 42 | 2878 | 596 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.24 | 0.00 | 0.24 | 0.04 | 0.13 | 0.13 | 0.47 | 0.47 | 0.47 |
| Crit Moves: | | | | **** | | | | **** | | **** | | |
| Green Time: | 26.3 | 0.0 | 0.0 | 26.3 | 0.0 | 26.3 | 8.4 | 13.6 | 13.6 | 51.1 | 56.3 | 56.3 |
| Volume/Cap: | 0.01 | 0.00 | 0.00 | 0.92 | 0.00 | 0.92 | 0.49 | 0.92 | 0.92 | 0.92 | 0.84 | 0.84 |
| Delay/Veh: | 27.3 | 0.0 | 0.0 | 62.5 | 0.0 | 62.5 | 46.3 | 65.8 | 65.8 | 31.1 | 21.3 | 21.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.3 | 0.0 | 0.0 | 62.5 | 0.0 | 62.5 | 46.3 | 65.8 | 65.8 | 31.1 | 21.3 | 21.3 |
| LOS by Move: | C | A | A | E | A | E | D | E | E | C | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 15 | 0 | 15 | 3 | 11 | 11 | 29 | 24 | 24 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+proj AM with Loop Rd - Miti

Intersection #1150: Clarke Avenue and Weeks Street (new Signal)



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 11 | 399 | 62 | 91 | 437 | 53 | 28 | 72 | 7 | 48 | 72 | 80 |
| 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 | 399 | 62 | 91 | 437 | 53 | 28 | 72 | 7 | 48 | 72 | 80 |
| 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 | 399 | 62 | 91 | 437 | 53 | 28 | 72 | 7 | 48 | 72 | 80 |
| 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 | 399 | 62 | 91 | 437 | 53 | 28 | 72 | 7 | 48 | 72 | 80 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 11 | 399 | 62 | 91 | 437 | 53 | 28 | 72 | 7 | 48 | 72 | 80 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 11 | 399 | 62 | 91 | 437 | 53 | 28 | 72 | 7 | 48 | 72 | 80 |

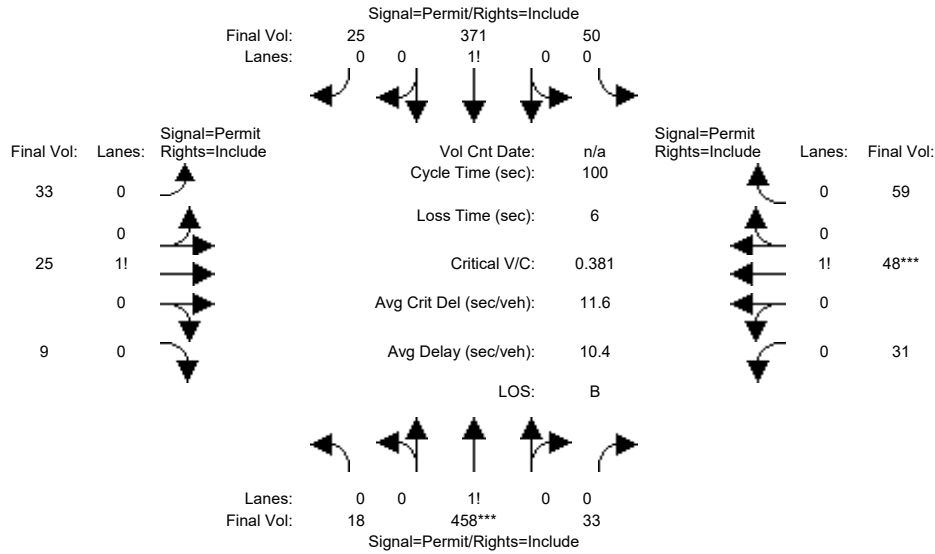
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.85 | 0.85 | 0.85 | 0.90 | 0.90 | 0.90 | 0.86 | 0.86 | 0.86 |
| Lanes: | 0.02 | 0.85 | 0.13 | 0.16 | 0.75 | 0.09 | 0.26 | 0.67 | 0.07 | 0.24 | 0.36 | 0.40 |
| Final Sat.: | 43 | 1557 | 242 | 254 | 1220 | 148 | 447 | 1149 | 112 | 392 | 588 | 654 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.26 | 0.26 | 0.26 | 0.36 | 0.36 | 0.36 | 0.06 | 0.06 | 0.06 | 0.12 | 0.12 | 0.12 |
| Crit Moves: | | | | | **** | | | | | | **** | |
| Green Time: | 70.1 | 70.1 | 70.1 | 70.1 | 70.1 | 70.1 | 23.9 | 23.9 | 23.9 | 23.9 | 23.9 | 23.9 |
| Volume/Cap: | 0.37 | 0.37 | 0.37 | 0.51 | 0.51 | 0.51 | 0.26 | 0.26 | 0.26 | 0.51 | 0.51 | 0.51 |
| Delay/Veh: | 6.2 | 6.2 | 6.2 | 7.4 | 7.4 | 7.4 | 31.2 | 31.2 | 31.2 | 34.1 | 34.1 | 34.1 |
| 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: | 6.2 | 6.2 | 6.2 | 7.4 | 7.4 | 7.4 | 31.2 | 31.2 | 31.2 | 34.1 | 34.1 | 34.1 |
| LOS by Move: | A | A | A | A | A | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 6 | 6 | 6 | 9 | 9 | 9 | 3 | 3 | 3 | 6 | 6 | 6 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cum+proj PM with Loop Rd - Miti

Intersection #1150: Clarke Avenue and Weeks Street (new Signal)

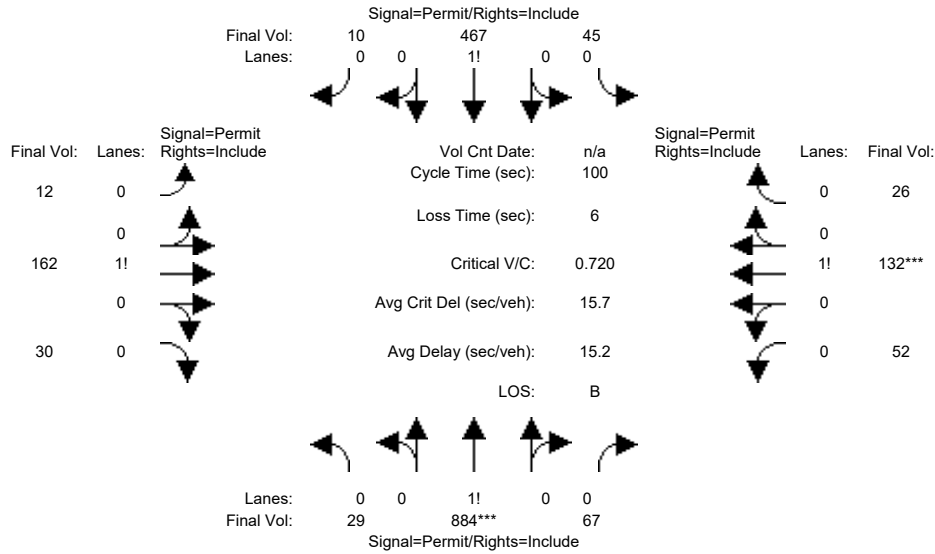


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 18 | 458 | 33 | 50 | 371 | 25 | 33 | 25 | 9 | 31 | 48 | 59 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 18 | 458 | 33 | 50 | 371 | 25 | 33 | 25 | 9 | 31 | 48 | 59 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 18 | 458 | 33 | 50 | 371 | 25 | 33 | 25 | 9 | 31 | 48 | 59 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 18 | 458 | 33 | 50 | 371 | 25 | 33 | 25 | 9 | 31 | 48 | 59 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 18 | 458 | 33 | 50 | 371 | 25 | 33 | 25 | 9 | 31 | 48 | 59 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 18 | 458 | 33 | 50 | 371 | 25 | 33 | 25 | 9 | 31 | 48 | 59 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.90 | 0.90 | 0.90 | 0.83 | 0.83 | 0.83 | 0.88 | 0.88 | 0.88 |
| Lanes: | 0.04 | 0.90 | 0.06 | 0.11 | 0.83 | 0.06 | 0.50 | 0.37 | 0.13 | 0.22 | 0.35 | 0.43 |
| Final Sat.: | 65 | 1662 | 120 | 192 | 1427 | 96 | 781 | 592 | 213 | 374 | 578 | 711 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.28 | 0.28 | 0.28 | 0.26 | 0.26 | 0.26 | 0.04 | 0.04 | 0.04 | 0.08 | 0.08 | 0.08 |
| Crit Moves: | **** | | | | | | | | | | | |
| Green Time: | 72.2 | 72.2 | 72.2 | 72.2 | 72.2 | 72.2 | 21.8 | 21.8 | 21.8 | 21.8 | 21.8 | 21.8 |
| Volume/Cap: | 0.38 | 0.38 | 0.38 | 0.36 | 0.36 | 0.36 | 0.19 | 0.19 | 0.19 | 0.38 | 0.38 | 0.38 |
| Delay/Veh: | 5.5 | 5.5 | 5.5 | 5.4 | 5.4 | 5.4 | 32.2 | 32.2 | 32.2 | 34.1 | 34.1 | 34.1 |
| 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: | 5.5 | 5.5 | 5.5 | 5.4 | 5.4 | 5.4 | 32.2 | 32.2 | 32.2 | 34.1 | 34.1 | 34.1 |
| LOS by Move: | A | A | A | A | A | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 6 | 6 | 6 | 5 | 5 | 5 | 2 | 2 | 2 | 4 | 4 | 4 |

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

965 Weeks Street Residential Development
Hexagon Transportation Consultants
City of East Palo Alto
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+proj AM with Loop Rd - Miti

Intersection #1153: Pulgas Avenue and Weeks Street (new signal)

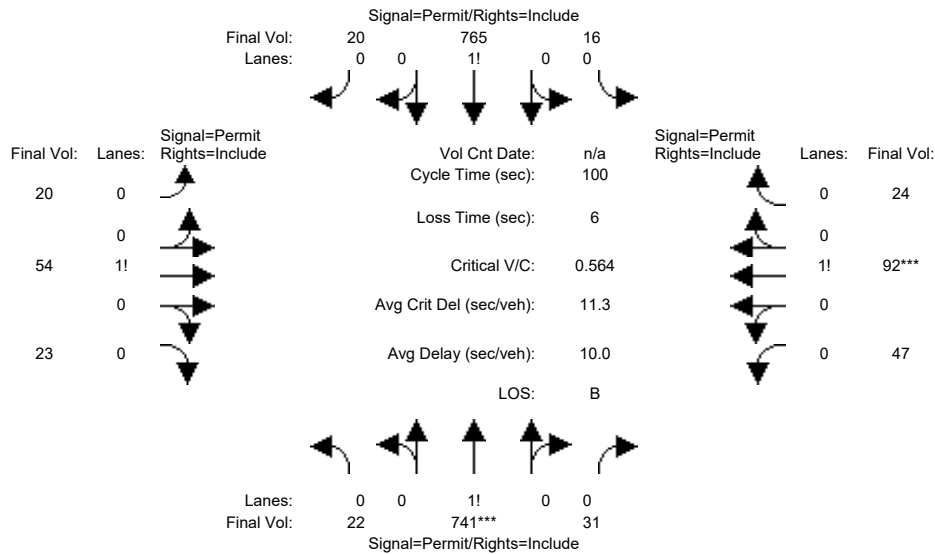


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 29 | 884 | 67 | 45 | 467 | 10 | 12 | 162 | 30 | 52 | 132 | 26 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 884 | 67 | 45 | 467 | 10 | 12 | 162 | 30 | 52 | 132 | 26 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 29 | 884 | 67 | 45 | 467 | 10 | 12 | 162 | 30 | 52 | 132 | 26 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 29 | 884 | 67 | 45 | 467 | 10 | 12 | 162 | 30 | 52 | 132 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 884 | 67 | 45 | 467 | 10 | 12 | 162 | 30 | 52 | 132 | 26 |
| 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: | 29 | 884 | 67 | 45 | 467 | 10 | 12 | 162 | 30 | 52 | 132 | 26 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.87 | 0.87 | 0.87 | 0.96 | 0.96 | 0.96 | 0.76 | 0.76 | 0.76 |
| Lanes: | 0.03 | 0.90 | 0.07 | 0.09 | 0.89 | 0.02 | 0.06 | 0.79 | 0.15 | 0.25 | 0.63 | 0.12 |
| Final Sat.: | 54 | 1661 | 126 | 143 | 1483 | 32 | 108 | 1452 | 269 | 358 | 910 | 179 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.53 | 0.53 | 0.53 | 0.31 | 0.31 | 0.31 | 0.11 | 0.11 | 0.11 | 0.15 | 0.15 | 0.15 |
| Crit Moves: | **** | | | | | | | | | **** | | |
| Green Time: | 73.9 | 73.9 | 73.9 | 73.9 | 73.9 | 73.9 | 20.1 | 20.1 | 20.1 | 20.1 | 20.1 | 20.1 |
| Volume/Cap: | 0.72 | 0.72 | 0.72 | 0.43 | 0.43 | 0.43 | 0.55 | 0.55 | 0.55 | 0.72 | 0.72 | 0.72 |
| Delay/Veh: | 9.2 | 9.2 | 9.2 | 5.2 | 5.2 | 5.2 | 37.7 | 37.7 | 37.7 | 45.8 | 45.8 | 45.8 |
| 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: | 9.2 | 9.2 | 9.2 | 5.2 | 5.2 | 5.2 | 37.7 | 37.7 | 37.7 | 45.8 | 45.8 | 45.8 |
| LOS by Move: | A | A | A | A | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 18 | 18 | 18 | 6 | 6 | 6 | 6 | 6 | 6 | 8 | 8 | 8 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cum+proj PM with Loop Rd - Miti

Intersection #1153: Pulgas Avenue and Weeks Street (new signal)

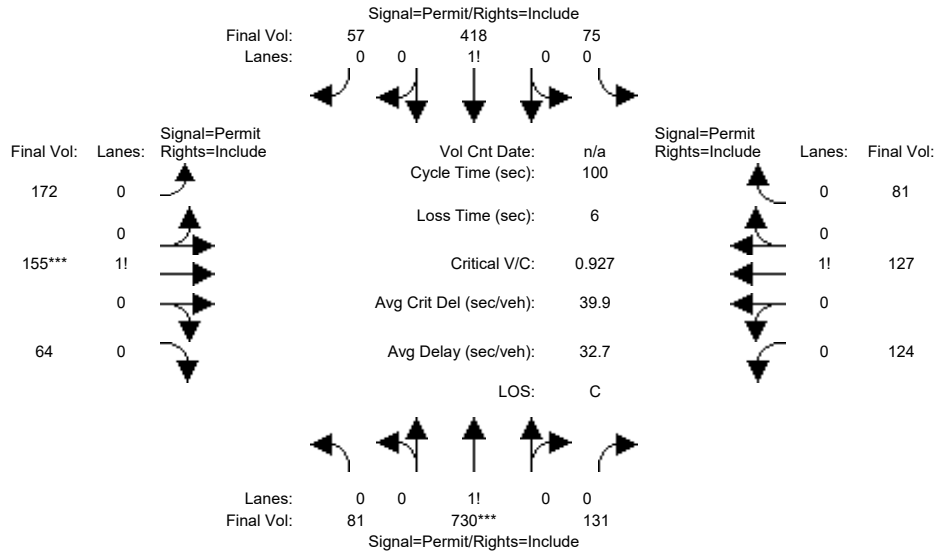


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 22 | 741 | 31 | 16 | 765 | 20 | 20 | 54 | 23 | 47 | 92 | 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: | 22 | 741 | 31 | 16 | 765 | 20 | 20 | 54 | 23 | 47 | 92 | 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: | 22 | 741 | 31 | 16 | 765 | 20 | 20 | 54 | 23 | 47 | 92 | 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: | 22 | 741 | 31 | 16 | 765 | 20 | 20 | 54 | 23 | 47 | 92 | 24 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 22 | 741 | 31 | 16 | 765 | 20 | 20 | 54 | 23 | 47 | 92 | 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: | 22 | 741 | 31 | 16 | 765 | 20 | 20 | 54 | 23 | 47 | 92 | 24 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.97 | 0.98 | 0.98 | 0.98 | 0.89 | 0.89 | 0.89 | 0.88 | 0.88 | 0.88 |
| Lanes: | 0.03 | 0.93 | 0.04 | 0.02 | 0.96 | 0.02 | 0.20 | 0.56 | 0.24 | 0.29 | 0.56 | 0.15 |
| Final Sat.: | 51 | 1714 | 72 | 37 | 1777 | 46 | 350 | 946 | 403 | 481 | 942 | 246 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.43 | 0.06 | 0.06 | 0.06 | 0.10 | 0.10 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 76.7 | 76.7 | 76.7 | 76.7 | 76.7 | 76.7 | 17.3 | 17.3 | 17.3 | 17.3 | 17.3 | 17.3 |
| Volume/Cap: | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.56 | 0.33 | 0.33 | 0.33 | 0.56 | 0.56 | 0.56 |
| Delay/Veh: | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | 36.9 | 36.9 | 36.9 | 40.4 | 40.4 | 40.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | 5.3 | 36.9 | 36.9 | 36.9 | 40.4 | 40.4 | 40.4 |
| LOS by Move: | A | A | A | A | A | A | D | D | D | D | D | D |
| HCM2kAvgQ: | 10 | 10 | 10 | 10 | 10 | 10 | 3 | 3 | 3 | 5 | 5 | 5 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cum+proj AM with Loop Rd - Miti

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



| Street Name: | Pulgas Avenue | | | | | | Runnymede Street | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 81 | 730 | 131 | 75 | 418 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 81 | 730 | 131 | 75 | 418 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 81 | 730 | 131 | 75 | 418 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 81 | 730 | 131 | 75 | 418 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 81 | 730 | 131 | 75 | 418 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 81 | 730 | 131 | 75 | 418 | 57 | 172 | 155 | 64 | 124 | 127 | 81 |

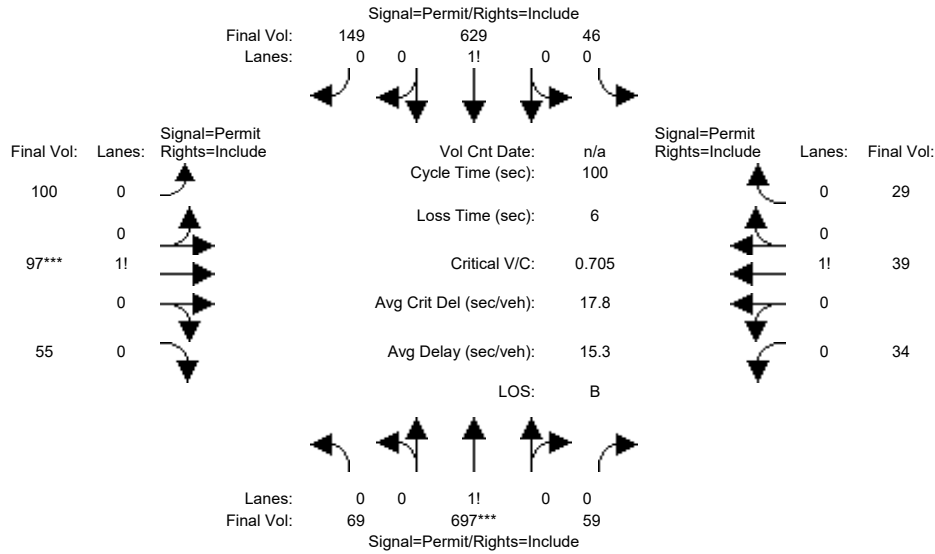
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.90 | 0.90 | 0.90 | 0.79 | 0.79 | 0.79 | 0.65 | 0.65 | 0.65 | 0.70 | 0.70 | 0.70 |
| Lanes: | 0.09 | 0.77 | 0.14 | 0.14 | 0.76 | 0.10 | 0.44 | 0.40 | 0.16 | 0.37 | 0.39 | 0.24 |
| Final Sat.: | 146 | 1320 | 237 | 204 | 1135 | 155 | 539 | 486 | 201 | 493 | 505 | 322 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.55 | 0.55 | 0.55 | 0.37 | 0.37 | 0.37 | 0.32 | 0.32 | 0.32 | 0.25 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | | | **** | | | | | |
| Green Time: | 59.6 | 59.6 | 59.6 | 59.6 | 59.6 | 59.6 | 34.4 | 34.4 | 34.4 | 34.4 | 34.4 | 34.4 |
| Volume/Cap: | 0.93 | 0.93 | 0.93 | 0.62 | 0.62 | 0.62 | 0.93 | 0.93 | 0.93 | 0.73 | 0.73 | 0.73 |
| Delay/Veh: | 32.2 | 32.2 | 32.2 | 14.2 | 14.2 | 14.2 | 58.2 | 58.2 | 58.2 | 34.8 | 34.8 | 34.8 |
| 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: | 32.2 | 32.2 | 32.2 | 14.2 | 14.2 | 14.2 | 58.2 | 58.2 | 58.2 | 34.8 | 34.8 | 34.8 |
| LOS by Move: | C | C | C | B | B | B | E | E | E | C | C | C |
| HCM2kAvgQ: | 31 | 31 | 31 | 11 | 11 | 11 | 16 | 16 | 16 | 10 | 10 | 10 |

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

965 Weeks Street Residential Development
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cum+proj PM with Loop Rd - Miti

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



| Street Name: | Pulgas Avenue | | | | | | Runnymede Street | | | | | |
|--------------|---------------|-----|-----|-------------|-----|-----|------------------|-----|-----|------------|-----|-----|
| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Approach: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 69 | 697 | 59 | 46 | 629 | 149 | 100 | 97 | 55 | 34 | 39 | 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: | 69 | 697 | 59 | 46 | 629 | 149 | 100 | 97 | 55 | 34 | 39 | 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: | 69 | 697 | 59 | 46 | 629 | 149 | 100 | 97 | 55 | 34 | 39 | 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: | 69 | 697 | 59 | 46 | 629 | 149 | 100 | 97 | 55 | 34 | 39 | 29 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 69 | 697 | 59 | 46 | 629 | 149 | 100 | 97 | 55 | 34 | 39 | 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 |
| Final Volume: | 69 | 697 | 59 | 46 | 629 | 149 | 100 | 97 | 55 | 34 | 39 | 29 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.87 | 0.87 | 0.87 | 0.90 | 0.90 | 0.90 | 0.80 | 0.80 | 0.80 | 0.81 | 0.81 | 0.81 |
| Lanes: | 0.08 | 0.85 | 0.07 | 0.06 | 0.76 | 0.18 | 0.40 | 0.38 | 0.22 | 0.33 | 0.39 | 0.28 |
| Final Sat.: | 139 | 1400 | 119 | 96 | 1311 | 311 | 605 | 587 | 333 | 510 | 585 | 435 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.50 | 0.50 | 0.50 | 0.48 | 0.48 | 0.48 | 0.17 | 0.17 | 0.17 | 0.07 | 0.07 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 70.6 | 70.6 | 70.6 | 70.6 | 70.6 | 70.6 | 23.4 | 23.4 | 23.4 | 23.4 | 23.4 | 23.4 |
| Volume/Cap: | 0.71 | 0.71 | 0.71 | 0.68 | 0.68 | 0.68 | 0.71 | 0.71 | 0.71 | 0.28 | 0.28 | 0.28 |
| Delay/Veh: | 10.6 | 10.6 | 10.6 | 9.9 | 9.9 | 9.9 | 41.4 | 41.4 | 41.4 | 31.9 | 31.9 | 31.9 |
| 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: | 10.6 | 10.6 | 10.6 | 9.9 | 9.9 | 9.9 | 41.4 | 41.4 | 41.4 | 31.9 | 31.9 | 31.9 |
| LOS by Move: | B | B | B | A | A | A | D | D | D | C | C | C |
| HCM2kAvgQ: | 16 | 16 | 16 | 15 | 15 | 15 | 8 | 8 | 8 | 3 | 3 | 3 |

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

Appendix D

Parking Surveys at Residential Developments in San Mateo and Santa Clara County

| | All Sites Average | San Jose | | Mountain View | | | | | | |
|--|----------------------|--------------|--------------|---------------|--------------|-------------|--------------|-------------|---------------|--------------|
| | | River- view | North Park | The Shadows | Central Park | Park Place | North Park | Avalon | Avalon Towers | Madera |
| | | | | Apartment | Apartment | Apartment | Apartment | Mountain | on the | Apartment |
| Count Date | | 2/28/2018 | 3/1/2018 | 2/14/2012 | 2/14/2012 | 2/16/2012 | 2/16-17/2012 | 2/23/2012 | 3/6/2012 | 6/25-26/2013 |
| 1 bedroom units | | 814 | 1340 | 92 | 68 | 181 | 98 | 117 | 90 | 116 |
| 2 bedroom units | | 494 | 1301 | 64 | 204 | 186 | 90 | 75 | 115 | 87 |
| 3 bedroom units | | 0 | 121 | 24 | 82 | 6 | 0 | 56 | 6 | |
| 4 bedroom units | | 0 | 0 | | | | | | | |
| Total Apartment Units | 12,305 | 1308 | 2762 | 180 | 354 | 373 | 188 | 248 | 211 | 203 |
| Total Bedrooms | 19,158 | 1,802 | 4,305 | 292 | 722 | 571 | 278 | 435 | 338 | 290 |
| Bedrooms to units ratio | 1.56 | 1.38 | 1.56 | 1.62 | 2.04 | 1.53 | 1.48 | 1.75 | 1.60 | 1.43 |
| Occupied Parking Spaces | 15,221 | 1,570 | 3,265 | 219 | 490 | 339 | 215 | 301 | 247 | 206 |
| Total Parking Spaces | 17792 | 1805 | 3536 | 341 | 696 | 511 | 324 | 426 | 529 | 313 |
| Percent Occupied | | 87% | 92% | 64% | 70% | 66% | 66% | 71% | 47% | 66% |
| Occupied spaces to units ratio | 1.24 | 1.20 | 1.18 | 1.22 | 1.38 | 0.91 | 1.14 | 1.21 | 1.17 | 1.01 |
| Parking Supply per Unit | 1.60 | 1.38 | 1.28 | 1.89 | 1.97 | 1.37 | 1.72 | 1.72 | 2.51 | 1.54 |
| Parking Supply per Bedroom | 1.03 | 1.00 | 0.82 | 1.17 | 0.96 | 0.89 | 1.17 | 0.98 | 1.57 | 1.08 |
| Occupied spaces to bedrooms ratio | 0.7945 | 0.87 | 0.76 | 0.75 | 0.68 | 0.59 | 0.77 | 0.69 | 0.73 | 0.71 |

| | Cupertino | | | | | | San Mateo | | Township, | | |
|--|-----------------------|---------------------|----------------------|------------------------|------------------------|------------------------|-----------------------|-----------------------|---------------------------|-----------------|-------------------------|
| | Markham Apartments | Siena Apartments | Arioso Apartments | Archstone Cupertino | Biltmore Apartments | Hamptons Apartments | The Metropolitan | Altaire Apartments | The Plaza, Foster City | Redwood City | Colonnade, Los Altos |
| Count Date | 10/22/2011 | 10/22/2011 | 10/27/2011 | 2/16/2012 | 2/16/2012 | 2/16/2012 | 7/27/2011 & 7/27/2011 | | 3/7/2017-3/9/2017 | | |
| 1 bedroom units | 259 | 36 | 81 | 145 | 78 | 130 | 115 | 5 | 150 | 71 | 100 |
| 2 bedroom units | 245 | 92 | 120 | 152 | 93 | 170 | 91 | 2 | 138 | 58 | 67 |
| 3 bedroom units | 0 | 0 | 0 | 14 | 8 | 42 | 12 | 63 | 19 | 3 | 0 |
| 4 bedroom units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | | | |
| Total Apartment Units | 504 | 128 | 201 | 311 | 179 | 342 | 218 | 103 | 307 | 132 | 167 |
| Total Bedrooms | 749 | 220 | 321 | 491 | 288 | 596 | 333 | 330 | 483 | 196 | 234 |
| Bedrooms to units ratio | 1.49 | 1.72 | 1.60 | 1.58 | 1.61 | 1.74 | 1.53 | 3.20 | 1.57 | 1.48 | 1.40 |
| Occupied Parking Spaces | 575 | 182 | 275 | 385 | 276 | 478 | 305 | 194 | 442 | 140 | 191 |
| Total Parking Spaces | | | | 529 | 353 | 588 | | | 693 | 169 | 321 |
| Percent Occupied | | | | 73% | 78% | 81% | | | 64% | 83% | 60% |
| Occupied spaces to units ratio | 1.14 | 1.42 | 1.37 | 1.24 | 1.54 | 1.40 | 1.40 | 1.88 | 1.44 | 1.06 | 1.14 |
| Parking Supply per Unit | | | | 1.70 | 1.97 | 1.72 | | | 2.26 | 1.28 | 1.92 |
| Parking Supply per Bedroom | | | | 1.08 | 1.23 | 0.99 | | | 1.43 | 0.86 | 1.37 |
| Occupied spaces to bedrooms ratio | 0.77 | 0.83 | 0.86 | 0.78 | 0.96 | 0.80 | 0.92 | 0.59 | 0.92 | 0.71 | 0.82 |

| | Santa Clara | | | | | | | | | |
|--|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|-------------------|-----------------|
| | Hearth North | | Hearth South | | Cobalt | | Park Central | | Mansion Grove | |
| | Weekday | Weekend | Weekday | Weekend | Weekday | Weekend | Weekday | Weekend | Weekday | Weekend |
| Count Date | 9/12/17-9/14/2017 | 9/16/17-9/17/17 | 9/12/17-9/14/2017 | 9/16/17-9/17/17 | 9/12/17-9/14/2017 | 9/16/17-9/17/17 | 9/12/17-9/14/2017 | 9/16/17-9/17/17 | 9/12/17-9/14/2017 | 9/16/17-9/17/17 |
| 1 bedroom units | 129 | 129 | 114 | 114 | 118 | 118 | 85 | 85 | 502 | 502 |
| 2 bedroom units | 160 | 160 | 145 | 145 | 104 | 104 | 88 | 88 | 494 | 494 |
| 3 bedroom units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 |
| 4 bedroom units | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Apartment Units | 289 | 289 | 259 | 259 | 222 | 222 | 173 | 173 | 1000 | 1000 |
| Total Bedrooms | 449 | 449 | 404 | 404 | 326 | 326 | 261 | 261 | 1502 | 1502 |
| Bedrooms to units ratio | 1.55 | 1.55 | 1.56 | 1.56 | 1.47 | 1.47 | 1.51 | 1.51 | 1.50 | 1.50 |
| Occupied Parking Spaces | 353 | 364 | 317 | 314 | 274 | 271 | 212 | 219 | 1,317 | 1285 |
| Total Parking Spaces | 474 | 474 | 462 | 462 | 378 | 378 | 345 | 345 | 1670 | 1670 |
| Percent Occupied | 74% | 77% | 69% | 68% | 72% | 72% | 61% | 63% | 79% | 77% |
| Occupied spaces to units ratio | 1.22 | 1.26 | 1.22 | 1.21 | 1.23 | 1.22 | 1.23 | 1.27 | 1.32 | 1.29 |
| Parking Supply per Unit | 1.64 | 1.64 | 1.78 | 1.78 | 1.70 | 1.70 | 1.99 | 1.99 | 1.67 | 1.67 |
| Parking Supply per Bedroom | 1.06 | 1.06 | 1.14 | 1.14 | 1.16 | 1.16 | 1.32 | 1.32 | 1.11 | 1.11 |
| Occupied spaces to bedrooms ratio | 0.79 | 0.81 | 0.78 | 0.78 | 0.84 | 0.83 | 0.81 | 0.84 | 0.88 | 0.86 |