

APPENDIX E

Traffic Analysis



HEXAGON TRANSPORTATION CONSULTANTS, INC.

June 21, 2019

Ms. Angie Galatolo
c/o Alain Pinel Realtors
167 S. San Antonio Road
Los Altos, CA 94022

Re: *Traffic Report for the Proposed Residential Project at 4350 El Camino Real in Los Altos, California*

Dear Ms. Galatolo:

Hexagon Transportation Consultants, Inc. has completed this traffic report for the proposed residential project at 4350 El Camino Real in Los Altos, California (see Figures 1 & 2). The project proposes to construct 47 multifamily dwelling units, including 7 below market rate (BMR) units within one building. There is currently a gasoline/service station with convenience market on the project site. The gas station currently has two driveways on El Camino Real and two driveways Los Altos Avenue. The project would eliminate three of these driveways and have one driveway on El Camino Real.

The purpose of this analysis is to identify any potentially significant traffic impacts at the intersections of El Camino Real / Los Altos Avenue and El Camino Real / Del Medio Avenue and to analyze roadway improvements that may be necessary to support the proposed uses. A trip generation analysis was conducted for the purpose of identifying the change in traffic due to the proposed development of the site. This study also includes an evaluation of site access and on-site circulation. The trip generation estimates and traffic impact analysis were calculated for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic is generally between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day.

Scope of Study

The impacts of the project were evaluated following the standards and methodologies set forth by the City of Los Altos. The study determined the traffic impacts of the proposed residential development on the intersections El Camino Real / Los Altos Avenue and El Camino Real / Del Medio Avenue during the weekday AM and PM peak hours of traffic (7:00-9:00 AM and 4:00-6:00 PM). The project driveway would be located on El Camino Real.



Figure 1
Site Location and Study Intersections

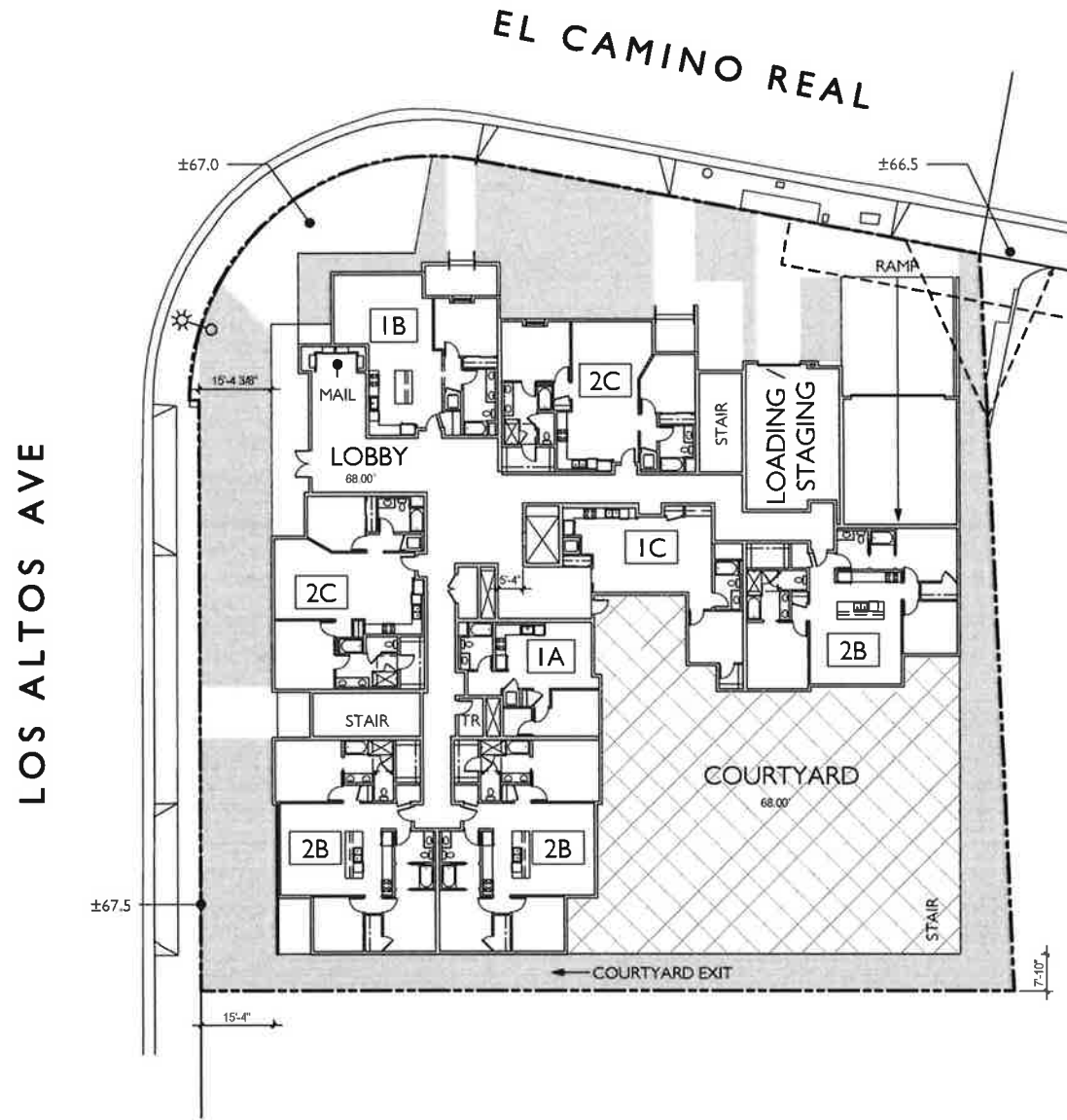


Figure 2
Proposed Site Plan



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

- Scenario 1:** *Existing Conditions.* Existing traffic volumes were obtained from traffic counts conducted in May 2019 and November 2017 for this study.
- 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 development. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.
- Scenario 3:** *Near-Term Conditions.* Near-Term traffic volumes were estimated by applying a growth factor (2 percent per year) for five years to existing traffic volumes.
- Scenario 4:** *Near-Term plus Project Conditions.* Near-Term traffic volumes with the project were estimated by adding to near-term traffic volumes the additional traffic generated by the project. Near-term plus project conditions were evaluated relative to near-term conditions in order to determine potential project impacts.

Methodology

This section describes the methods used to determine the traffic conditions for each scenario described above. It includes descriptions of the analysis methodologies and the applicable level of service standards.

Level of Service Standards and Methodology

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

The City of Los Altos evaluates intersection levels of service using the TRAFFIX software, which is based on the Highway Capacity Manual (HCM) 2000 method, for signalized intersections. Since TRAFFIX is the level of service methodology for the CMP-designated intersections, the City of Los Altos employs the CMP default values for the analysis parameters. The HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. Table 1 presents the current VTA level of service definitions for signalized intersections, which replaced the older standards found in the Los Altos General Plan. The City of Los Altos level of service standard for signalized intersections is LOS D or better.



**Table 1
 Signalized Intersection Level of Service Definitions Based on 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 12.0 |
| B | | 12.1 to 18.0 |
| B- | | 18.1 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 23.0 |
| C | | 23.1 to 32.0 |
| C- | | 32.1 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 39.0 |
| D | | 39.1 to 51.0 |
| D- | | 51.1 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 60.0 |
| E | | 60.1 to 75.0 |
| E- | | 75.1 to 80.0 |
| F | This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels. | greater than 80.0 |

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

Signalized Intersection Impact Criteria

According to City of Los Altos level of service standards and Valley Transportation Agency (VTA) guidelines, a development is said to create a significant adverse impact on traffic conditions at a signalized intersection if for either peak hour, either of the following conditions occurs:

1. The level of service at the intersection degrades from an acceptable level (LOS D or better for local intersections) under no-project conditions to an unacceptable level (LOS E or F for local intersections) under project conditions, or
2. The level of service at the intersection is an unacceptable level under no-project conditions and the addition of project trips causes the average critical delay to increase by four (4) or



more seconds and causes the critical-movement volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

A significant impact 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 no-project conditions.

Existing Intersection Levels of Service

The existing lane configurations at the study intersections were obtained from field observations. Existing traffic volumes were obtained from traffic counts conducted on May 29, 2019 except the AM peak hour count for the El Camino Real and Del Medio Avenue intersection. Hexagon used the available counts from November 15, 2017 for this intersection, since the Del Medio Avenue was closed during the AM peak hour for the construction of a nearby project on May 29, 2019. The existing AM and PM peak hour intersection volumes are shown graphically on Figure 3. Volumes under existing conditions are presented in Appendix A.

Intersection levels of service were evaluated against the Los Altos standards (see Table 2). The results of the analysis show that the study intersections currently operate at acceptable levels during both AM and PM peak periods. The intersection level of service calculation sheets are included in Appendix B.

Table 2
Existing Intersection Level of Service Summary

| # | Intersection | LOS Standards | Peak Hour | Count Date | Existing | |
|---|-----------------------------------|---------------|-----------|------------|-----------|-----|
| | | | | | Avg Delay | LOS |
| 1 | El Camino Real & Los Altos Avenue | D | AM | 5/29/2019 | 21.1 | C+ |
| | | | PM | 5/29/2019 | 13.5 | B |
| 2 | El Camino Real & Del Medio Avenue | D | AM | 11/15/2017 | 29.4 | C |
| | | | PM | 5/29/2019 | 21.6 | C+ |

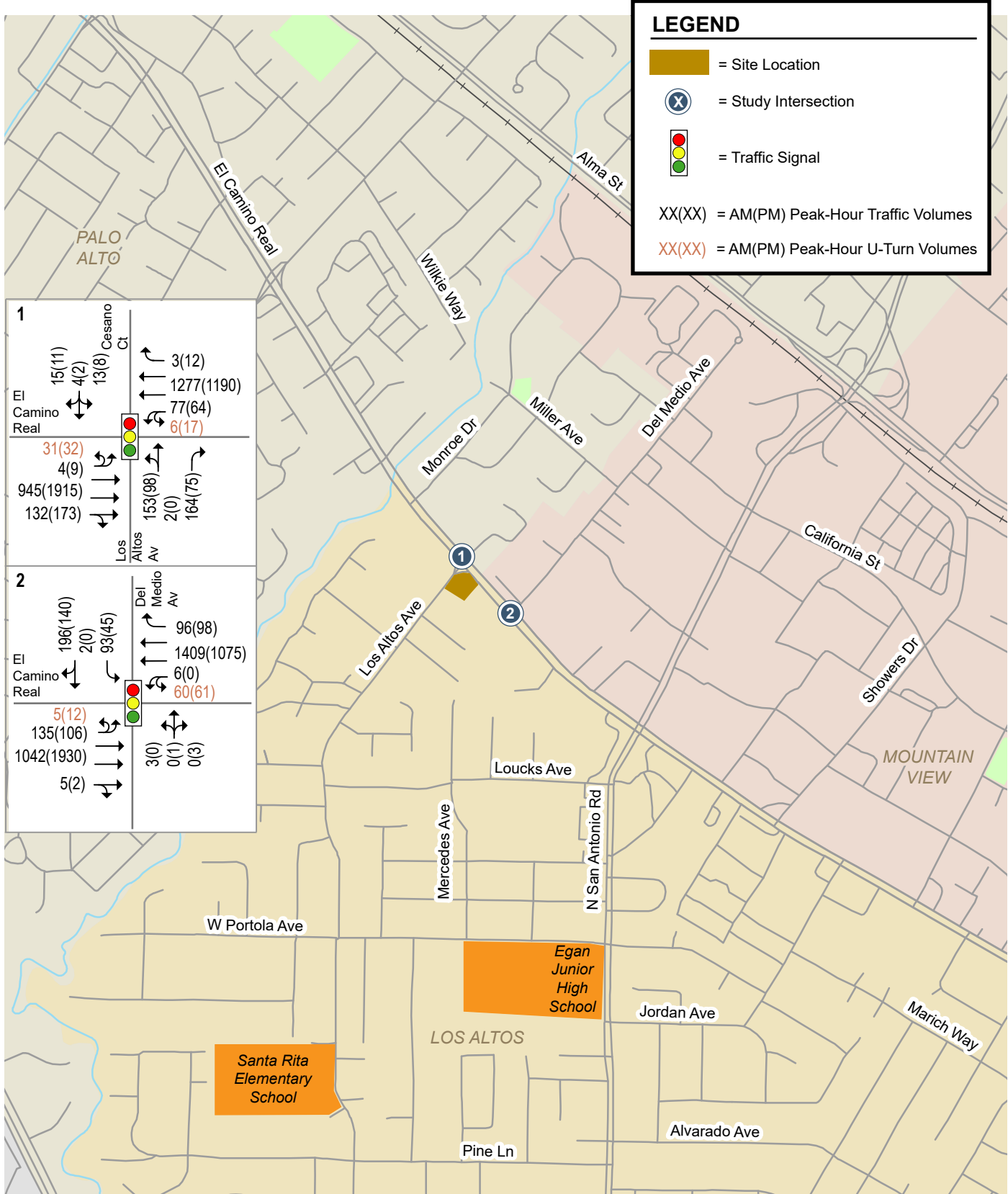


Figure 3
Existing Intersection Lane Configurations and Traffic Volumes



Near-Term Conditions

Near-term peak hour traffic volumes were estimated by applying a growth factor (2 percent per year) for five years to existing traffic volumes. Since there are numerous projects in the Cities of Los Altos and Mountain View that would add traffic, and El Camino Real is a major regional route, a 2 percent per year growth factor was used to represent the added traffic along El Camino Real. This is a very high growth factor and is expected to account for all known projects plus regional growth. Volumes under background conditions are presented in Appendix C. The results of the intersection level of service analysis under near-term conditions are summarized in Table 3. The results of the analysis show that the study intersection would operate at acceptable levels of service during both AM and PM peak periods under background conditions. The intersection level of service calculation sheets are included in Appendix B.

Table 3
Near-Term Condition Intersection Level of Service Summary

| # | Intersection | LOS Standards | Peak Hour | Existing | | Near-Term | |
|---|-----------------------------------|---------------|-----------|-----------|-----|-----------|-----|
| | | | | Avg Delay | LOS | Avg Delay | LOS |
| 1 | El Camino Real & Los Altos Avenue | D | AM | 21.1 | C+ | 19.9 | B- |
| | | | PM | 13.5 | B | 12.8 | B |
| 2 | El Camino Real & Del Medio Avenue | D | AM | 29.4 | C | 28.3 | C |
| | | | PM | 21.6 | C+ | 20.8 | C+ |

Project Trip Generation

Through empirical research, data have been collected that quantify the amount of traffic produced by many types of land uses. The research is published in the Institute of Transportation Engineers' (ITE) manual entitled *Trip Generation, 10th Edition (2017)*. The amount of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The rates published in the ITE Manual for Multifamily Housing – Midrise (Land Use 221) were used to estimate the trips generated by the proposed project. Mid-rise Multifamily Housing is defined as apartments, townhouses, or condominiums that have between three and 10 levels (floors). Daily and peak hour trips generated by the existing gas station on the site were counted on Wednesday May 29, 2019.

Many of the trips generated by gas stations are referred to as “pass-by” trips. Pass-by trips are intermediate stops on the way from an origin to a destination without diverting to another roadway. Typically, gas stations are an immediate stop along the primary trip destination. Thus, a pass-by trip reduction was applied to the gas station. The pass-by rates come from the ITE *Trip Generation Handbook, 3rd Edition*. The existing gas station trip assignment is shown in Figure 4.

Hexagon compared the trips generated by the existing gas station to the trips that would be generated by the proposed residential use. As shown in the Table 4, the gas station is generating more trips than the proposed residential development. Thus, the project is estimated to eliminate 122 daily trips, including 6 fewer trips during the AM peak hour and 17 fewer trips during the PM peak hour. Thus, the project would result in a reduction in traffic at the intersections of El Camino



Real & Los Altos Avenue and El Camino Real & Del Medio Avenue, including a reduction in U-turns. Since the proposed project would add fewer than 50 new daily trips, a full transportation impact analysis is not required per the Los Altos General Plan's Circulation Element.

Table 4
Trip Generation Estimates for 4350 El Camino Real, Los Altos

| Land Use | Size | Unit | Daily | | AM Peak Hour | | | | PM Peak Hour | | | | |
|---|------|------|-------|-------------|--------------|------|-----------|----------|--------------|------|-----------|------------|------------|
| | | | Rate | Trips | Rate | In % | In | Out | Total | Rate | In | Out | Total |
| Proposed Uses | | | | | | | | | | | | | |
| Mid-Rise Multifamily Housing ¹ | 47 | DU | 5.44 | 256 | 0.36 | 26% | 4 | 13 | 17 | 0.44 | 13 | 8 | 21 |
| Existing Use | | | | | | | | | | | | | |
| Gasoline/Service Station ² | 12 | FP | 76.75 | -921 | 5.00 | 51% | -31 | -29 | -60 | 7.25 | -44 | -43 | -87 |
| - Pass-By Trip Reduction ³ | | | | 543 | | | 19 | 18 | 37 | | 25 | 24 | 49 |
| <i>Net Existing Trips</i> | | | | -378 | | | -12 | -11 | -23 | | -19 | -19 | -38 |
| Net Project Trips | | | | -122 | | | -8 | 2 | -6 | | -6 | -11 | -17 |

Notes:

Trip rates for multifamily and gas station pass-by are from the ITE Trip Generation Manual, 10th Edition, 2017.

1. Mid-Rise Multifamily Housing (Land Use 221), average rates expressed in trips per dwelling unit (DU) are used.

2. Existing gas station trips from driveway count 5/29/19.

3. Average pass-by trip reduction percentage of 62% in the AM peak hour and 56% in the PM peak hour is used from ITE *Trip Generation Handbook, 3rd Edition*. Daily reduction percentage is the average of AM and PM peak-hour percentage.

Project Trip Distribution and Assignment

The project trips were assigned to the surrounding roadway network based on existing travel patterns in the study area and the locations of complementary land uses (see Figure 5).

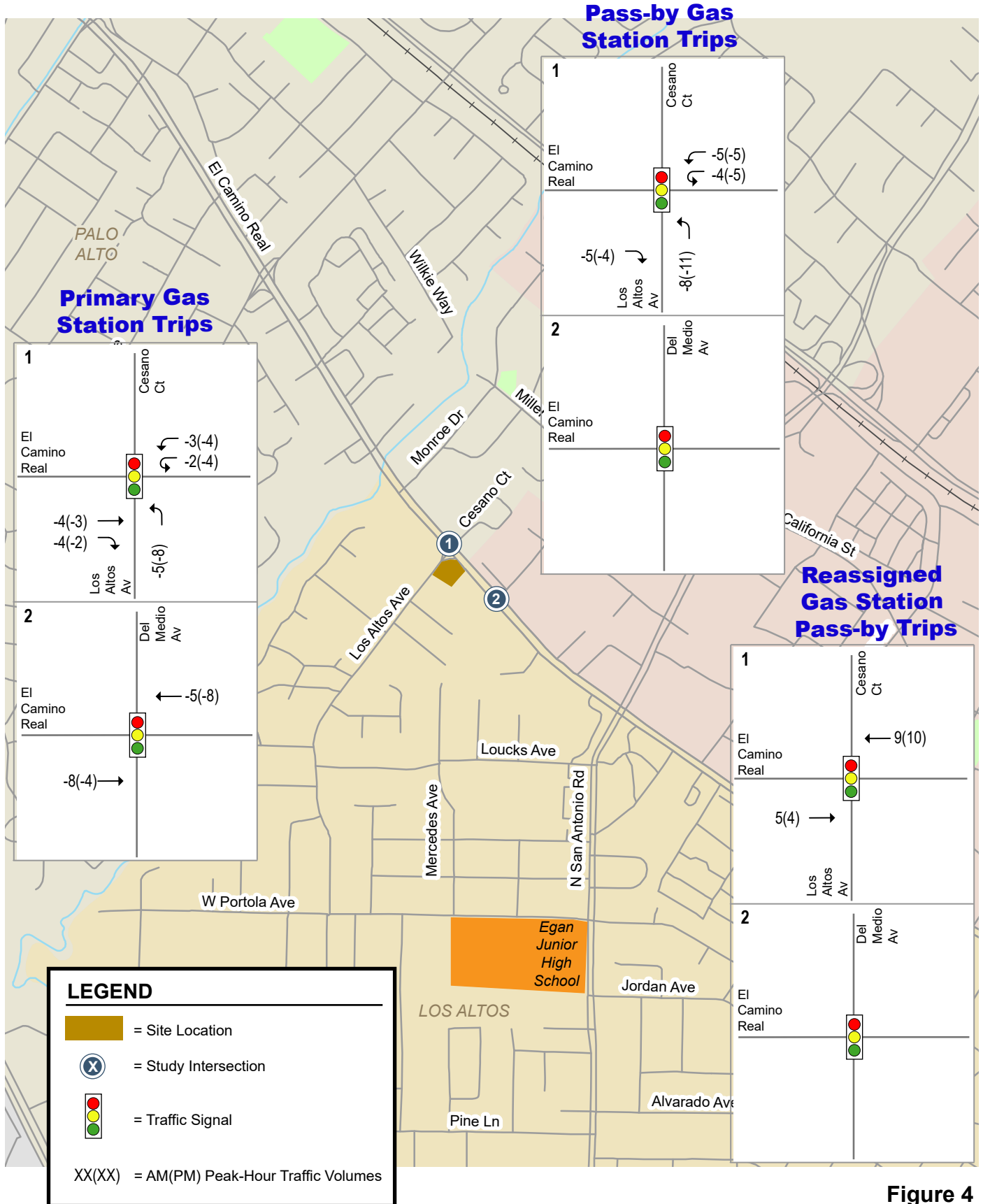


Figure 4
Existing Gas Station Trips

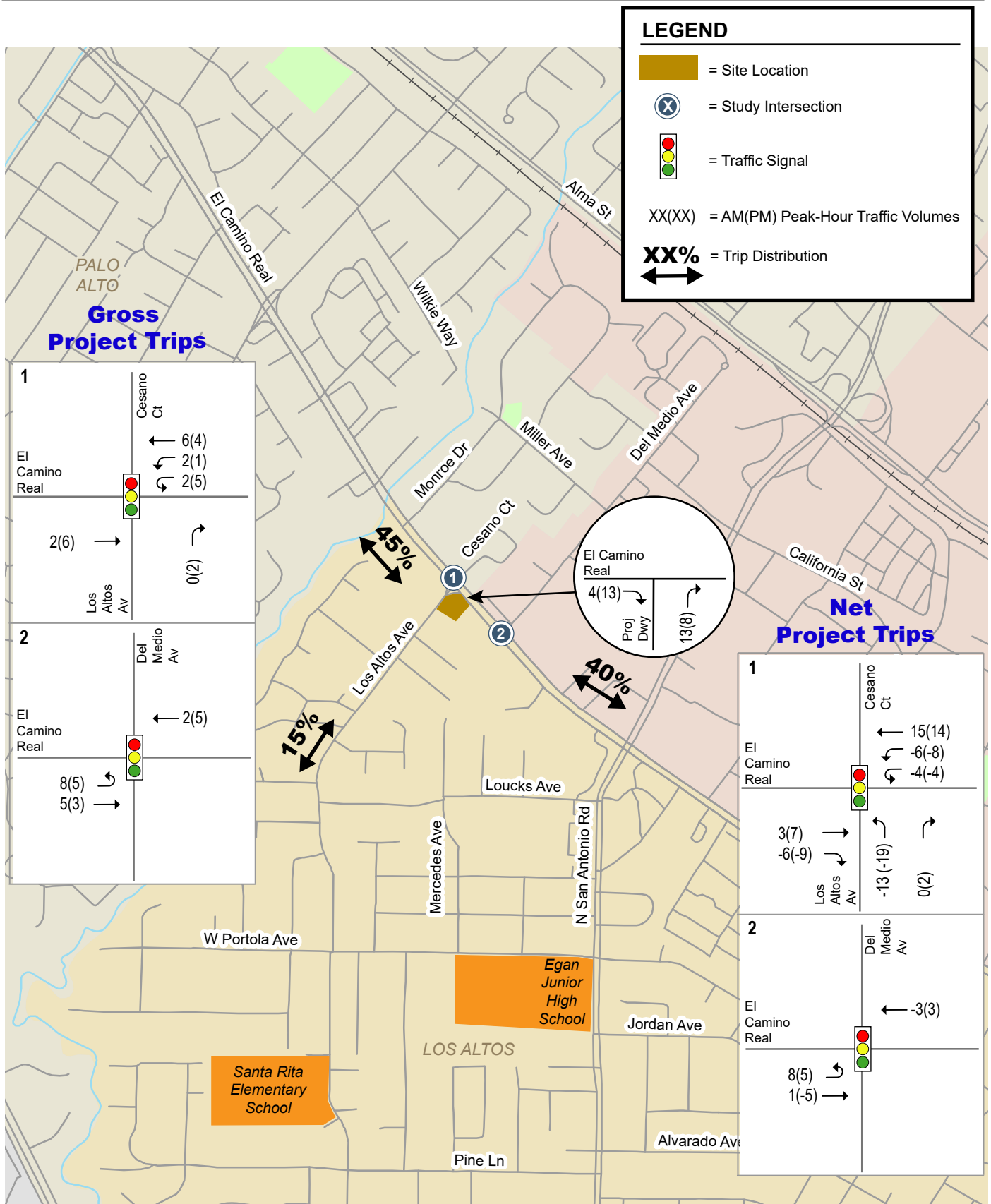


Figure 5 Trip Distribution Pattern and Project Trip Assignment



Project Conditions Intersection Levels of Service

Project impacts were evaluated relative to both (1) existing traffic volumes and (2) near-term traffic volumes. For the existing plus project scenario, the net new trips generated by the proposed developments were added to the existing traffic volumes to derive the existing plus project traffic volumes (see Figure 6). For the near-term plus project scenario, the net new trips generated by the proposed development were added to the near-term traffic volumes to derive the near-term plus project traffic volumes (see Figure 7).

The results of the analysis indicate that the project would not create a significant impact at the study intersection under any scenarios. Table 5 summarizes the results of the peak-hour intersection level of service analysis. The intersections would operate under acceptable level of service during AM and PM peak hour under both existing plus project conditions and near-term plus project conditions. The intersection level of service calculation sheets are included in Appendix B.

Table 5
Intersection Level of Service Summary

| # | Intersection | LOS Standards | Peak Hour | Existing | | Existing Plus Project | | | | Near-Term | | Near-Term Plus Project | | | |
|---|--------------------------------|---------------|-----------|-----------|-----|-----------------------|-----|----------------------|--------------------|-----------|-----|------------------------|-----|----------------------|--------------------|
| | | | | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C | Avg Delay | LOS | Avg Delay | LOS | Incr. In Crit. Delay | Incr. In Crit. V/C |
| 1 | El Camino Real & Los Altos Ave | D | AM | 21.1 | C+ | 21.2 | C+ | 0.1 | 0.011 | 19.9 | B- | 20.1 | C+ | 0.2 | 0.011 |
| | | | PM | 13.5 | B | 12.0 | B+ | -1.5 | -0.019 | 12.8 | B | 11.3 | B+ | -1.5 | -0.019 |
| 2 | El Camino Real & Del Medio Ave | D | AM | 29.4 | C | 29.7 | C | 0.3 | 0.004 | 28.3 | C | 28.6 | C | 0.3 | 0.004 |
| | | | PM | 21.6 | C+ | 21.8 | C+ | 0.2 | -0.001 | 20.8 | C+ | 21.0 | C+ | 0.2 | -0.001 |

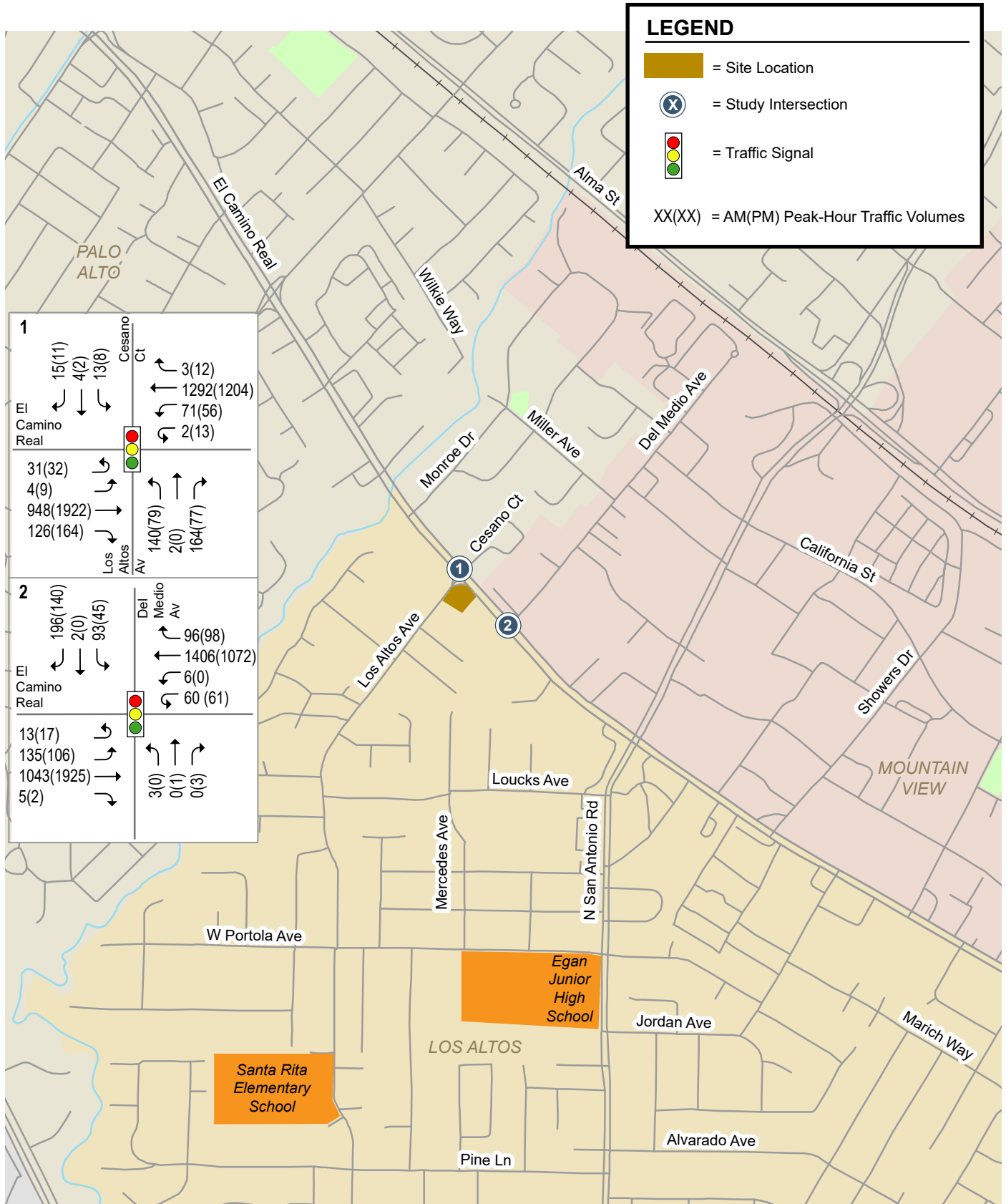


Figure 6
Existing Plus Project Traffic Volumes

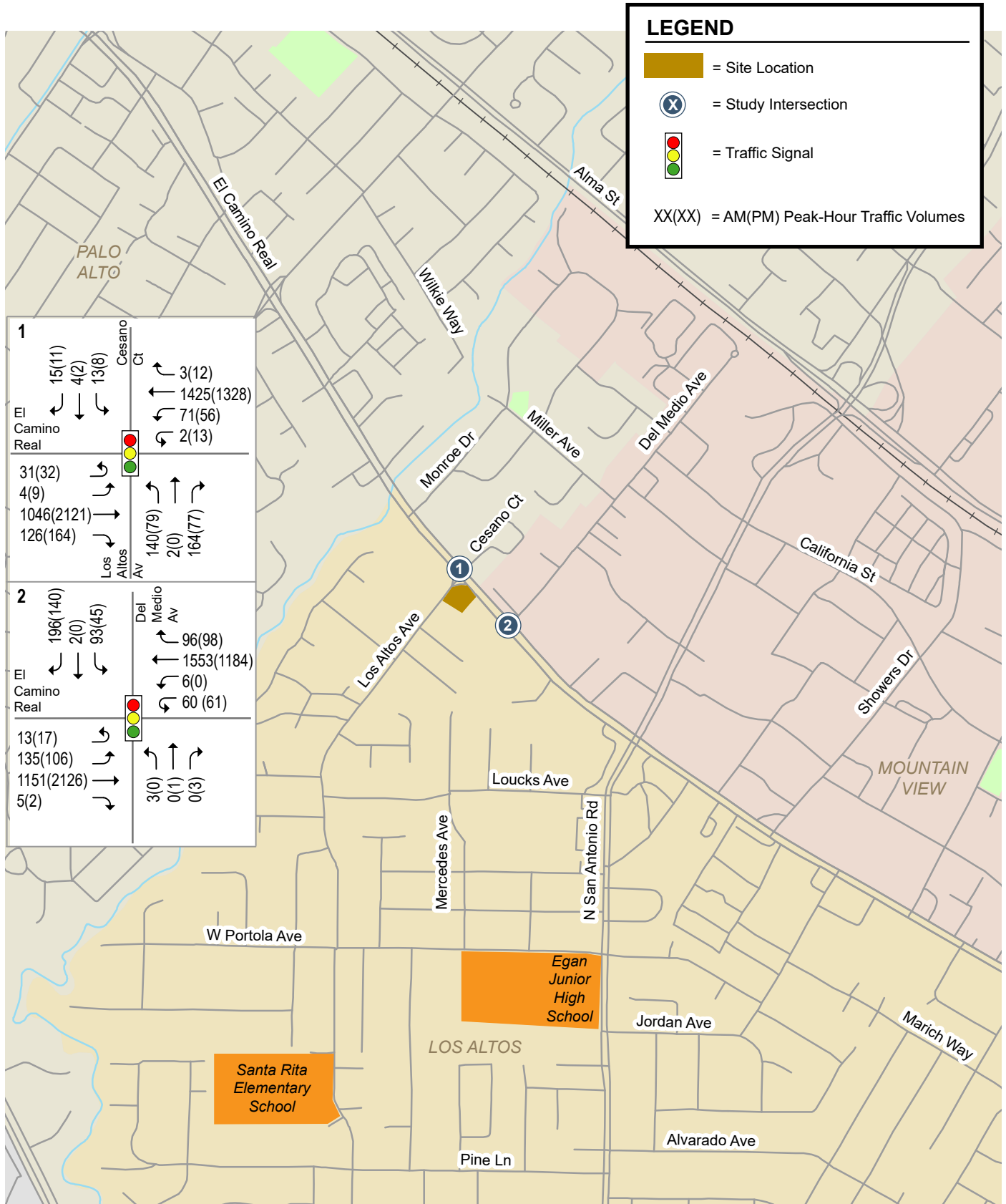


Figure 7
Near-Term Plus Project Traffic Volumes



Vehicle Queuing

The queuing analysis is used to determine the appropriate storage lengths for the high demand turn lanes where the project would add a substantial number of trips. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

$$\text{Probability (X=n)} = \frac{\lambda^n e^{-\lambda}}{n!}$$

Where:

Probability (X=n) = probability of “n” vehicles in queue per lane

n = number of vehicles in the queue per lane

λ = Average number of vehicles in queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future storage requirements at intersections.

The operations analysis is based on vehicle queuing for left turn and U-turn movements to which the project adds peak hour trips. Left turn/U-turn movements would be added to the following intersections:

- northbound left turn from Los Altos Avenue onto El Camino Real
- westbound left turn and U-turn movements from El Camino Real at Los Altos Avenue
- eastbound U-turn Movements from El Camino Real at Del Medio Avenue

The 95th percentile vehicle queue means that a queue of that distance or a shorter distance would occur 95 percent of the time. Or, a queue length longer than the 95th percentile queue would only occur 5 percent of the time. For a signal that operates with a 60 second cycle length, which equates to 60 cycles per hour, the vehicle queue would be longer than the 95th percentile during 3 of the 60 cycles. Therefore, left-turn pockets with a distance equal to the 95th percentile queue would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the “design queue length.”

Los Altos Avenue & El Camino Real – Northbound Left and Through

The northbound approach on Los Altos Avenue has only one approach lane for through and left turn movements. The traffic signal for the northbound and southbound approaches operates with a “permitted phasing” which means that northbound and southbound traffic get the green light at the same time and traffic turning left need to yield to opposing through traffic. Therefore, for the purpose of this queuing analysis, the total approach volumes on Del Medio Avenue (left-turns and through movements) were included. The available storage of 150 feet was calculated between the crosswalk at Los Altos Avenue / El Camino Real intersection and the second driveway of the project site. Field observations showed that during the AM and PM peak hour, cars on Los Altos Avenue regularly extend beyond the project driveway and commercial building driveway (opposite



to the project site), but the queue always cleared in one signal cycle. This did not create any operational issues since the commercial building has a small parking lot with 25 stalls and very few cars enter or exit this driveway on Los Altos Avenue and less number of cars turn left into southbound Los Altos Avenue from the gas station. The proposed project eliminates the two driveways along Los Altos Avenue. This would decrease the left turning vehicles from Los Altos Avenue into El Camino Real and increase the vehicle storage length by 25 feet along the Los Altos Avenue. The queuing analysis indicates that, under project conditions, the addition of project trips would decrease the 95th percentile queue by one vehicle during the AM and PM peak hour. The queue length would be approximately 250 feet during the AM peak hour and 175 feet during the PM peak hour and would extend past the driveway of the commercial building during AM peak hours.

Los Altos Avenue and El Camino Real – Westbound Left turns

There is approximately 250 feet of storage capacity for the left-turn lane on westbound El Camino Real at Los Altos Avenue, which is adequate during the AM and PM peak hours. The proposed project would generate fewer trips than the existing gas station. Therefore, the project would reduce ten trips during the AM peak hour and 12 trips during the PM peak hour in the left turn pocket. The analysis shows that, with the addition of project traffic, the 95th percentile vehicle queues would be decreased by one vehicle during the AM and PM peak hour.

Del Medio Avenue & El Camino Real – Eastbound Left Turns

There is approximately 125 feet of storage capacity for the left-turn lane on eastbound El Camino Real at Del Medio Avenue, which is adequate for approximately five vehicles. Field observations did not show queues blocking the through vehicles during the AM and PM peak hour. The queuing analysis indicates that the project would not increase the maximum left-turn queue during the AM and PM peak hour compared to existing and background conditions. Since field observations showed no queuing problems during the AM and PM peak hour, and the project would not increase the queue length, the queuing impact is considered less than significant.



**Table 6
 Intersection Level of Service Summary**

| Measurement | Los Altos Avenue / El Camino Real | | | | Del Medio Avenue / El Camino Real | |
|---------------------------------|-----------------------------------|----------|----------|----------|-----------------------------------|----------|
| | NBLT AM | NBLT PM | WBL AM | WBL PM | EBL AM | EBL PM |
| Existing | | | | | | |
| Cycle Length ¹ (sec) | 150 | 150 | 150 | 150 | 150 | 150 |
| Volume (vphpl) | 155 | 98 | 83 | 81 | 140 | 118 |
| 95th % . Queue (veh) | 11 | 8 | 7 | 7 | 10 | 9 |
| 95th % . Queue (ft.) | 275 | 200 | 175 | 175 | 250 | 225 |
| Storage (ft./ In.) | 150 | 150 | 250 | 250 | 125 | 125 |
| Adequate (Y/N) | N | N | Y | Y | N | N |
| Background | | | | | | |
| Cycle Length ¹ (sec) | 150 | 150 | 150 | 150 | 150 | 150 |
| Volume (vphpl) | 155 | 98 | 83 | 81 | 140 | 118 |
| 95th % . Queue (veh) | 11 | 8 | 7 | 7 | 10 | 9 |
| 95th % . Queue (ft.) | 275 | 200 | 175 | 175 | 250 | 225 |
| Storage (ft./ In.) | 150 | 150 | 250 | 250 | 125 | 125 |
| Adequate (Y/N) | N | N | Y | Y | N | N |
| Existing + Project | | | | | | |
| Cycle Length ¹ (sec) | 150 | 150 | 150 | 150 | 150 | 150 |
| Volume (vphpl) | 142 | 79 | 73 | 69 | 148 | 123 |
| 95th % . Queue (veh) | 10 | 7 | 6 | 6 | 10 | 9 |
| 95th % . Queue (ft.) | 250 | 175 | 150 | 150 | 250 | 225 |
| Storage (ft./ In.) ³ | 175 | 175 | 250 | 250 | 125 | 125 |
| Adequate (Y/N) | N | Y | Y | Y | N | N |
| Background + Project | | | | | | |
| Cycle Length ¹ (sec) | 150 | 150 | 150 | 150 | 150 | 150 |
| Volume (vphpl) | 142 | 79 | 73 | 69 | 148 | 123 |
| 95th % . Queue (veh) | 10 | 7 | 6 | 6 | 10 | 9 |
| 95th % . Queue (ft.) | 250 | 175 | 150 | 150 | 250 | 225 |
| Storage (ft./ In.) ³ | 175 | 175 | 250 | 250 | 125 | 125 |
| Adequate (Y/N) | N | Y | Y | Y | N | N |

¹ Vehicle queue calculations based on cycle length for signalized intersections.

² Assumes 25 feet per vehicle queued.

³ Length of the northbound storage lane is increased due to elimination of two driveways along Los Altos Avenue with the proposed new project.



Project Site Circulation and Access

The project's site circulation and access were evaluated in accordance with generally accepted traffic engineering standards based on project plans dated April 13, 2018. The project would provide a single two-way driveway onto El Camino Real. Parking would be provided in a two-level basement garage, as shown on Figures 8A and 8B. A description of the various design elements of the site circulation and access is provided below.

Driveway Design. The project proposes to use one existing driveway on El Camino Real. Thus, the project would eliminate two existing driveways on Los Altos Avenue and one existing driveway on El Camino Real. The reduction in driveways would benefit circulation in the area by reducing the number of potential conflict points and by reducing the potential delays caused by inbound vehicles. Also, the reduction in driveways would represent a safety benefit for pedestrians and bicycles.

The proposed driveway on El Camino Real is the best location for a driveway to the site because El Camino Real is a major arterial that can accommodate driveway traffic. Hexagon also considered the possibility of having a driveway to Los Altos Avenue. This driveway location would be problematic for a number of reasons. Los Altos Avenue is a residential street and having a driveway there could encourage project traffic to use it. It would be better from the standpoint of residential impact to keep the traffic on El Camino Real. Also, a driveway on Los Altos Avenue could be blocked by queues at the Los Altos Avenue/El Camino Real intersection. If it were blocked when an inbound vehicle came along, that could cause a queue spillback onto El Camino Real.

The project driveway on El Camino Real would be approximately 23.5 feet wide leading in and out of the basement parking garage. This width is adequate for a low-volume, two-way driveway, as described below. Sight distance at the project driveway would be adequate provided (1) the landscaping is kept at a low level within 10 feet of the curb face on El Camino Real and (2) sight distance is not blocked by a stopped bus. A stop sign and stop bar should be provided where the driveway intersects El Camino Real to help with the safety of pedestrians and bicycles.

Ramp Design. The proposed garage ramps were measured to be approximately 22 feet wide, which meets the minimum width for a two-way drive aisle set forth by the City of Los Altos Zoning Code (14.74.200). Commonly cited parking publications recommend grades of up to 16% on ramps where no parking is permitted, but grades of up to 20% are cited as acceptable when ramps are covered (i.e. protected from weather) and not used for pedestrian walkways. The garage ramp should be designed with these requirements in mind.

Garage Design. On each level of the parking garage, there would be four rows of parking to the west of the ramp, as well one row against the wall of the garage. On all rows, parking would be provided at 90 degrees to the main drive aisle. The drive aisles through the parking garage are shown to be 24 feet wide, which would provide sufficient room for vehicles to enter or back out of the 90-degree parking stalls. Site access and circulation were evaluated with vehicle turning movement templates for a typical AASHTO Passenger Car defined in AASHTO handbook 2011. Some examples of this type of vehicles are: 2018 Cadillac Escalade, 2018 GMC Yukon, 2018 Chevrolet Suburban, 2018 Ford Expedition, and 2018 Toyota Sequoia. The turning template check shows that passenger



vehicles (18 feet in length) would be able to access, circulate, and exit the garage (see Figure 8A and 8B).

The parking area has dead-end aisles, but all parking in the garage will be assigned. Therefore, residents will not have to worry about making a multi-point turn to find another parking space as the parking space will always be available.

The site plan shows that the parking spaces are 9 feet wide by 18 feet long, which meets the LAMC requirements. Per the California Building Code (Section 1109A8.5), accessible parking spaces are required to be 9 feet wide by 18 feet long with adjacent 5-foot wide loading/unloading spaces. The project site plan shows that that the accessible parking spaces meet this requirement.

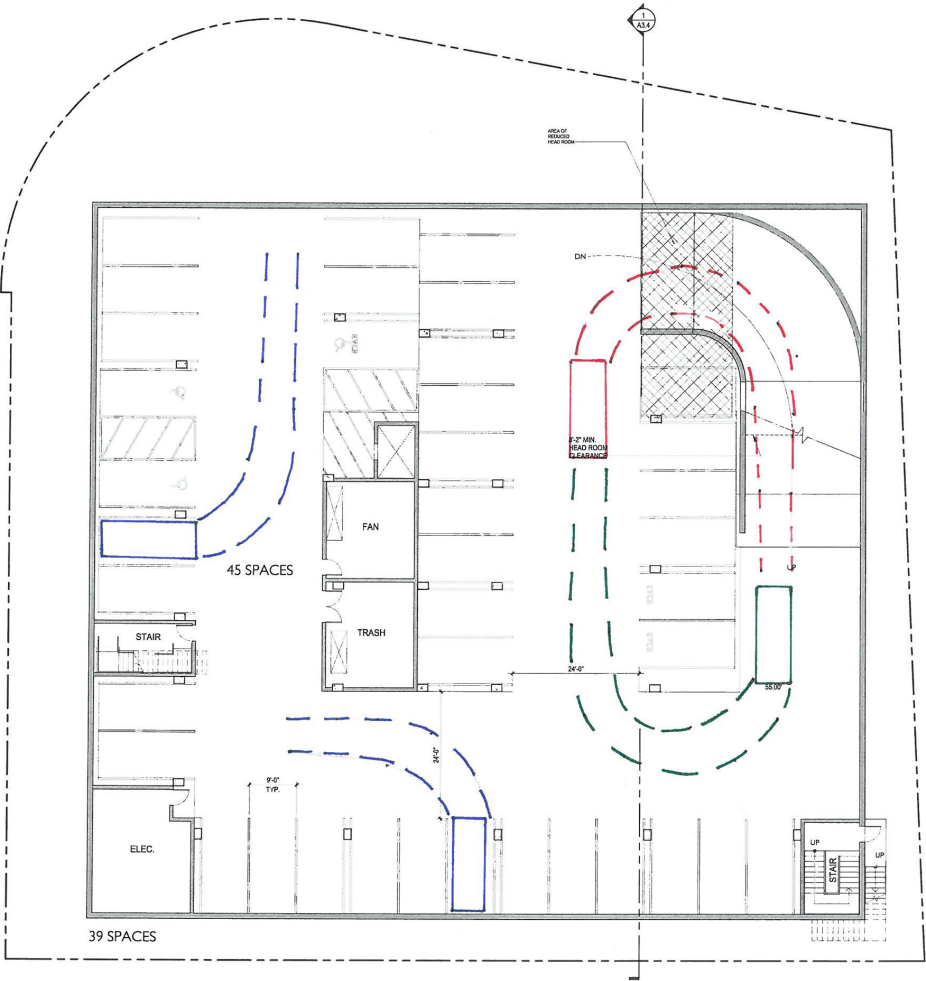


Figure 8A
Upper Level Garage Turning Template

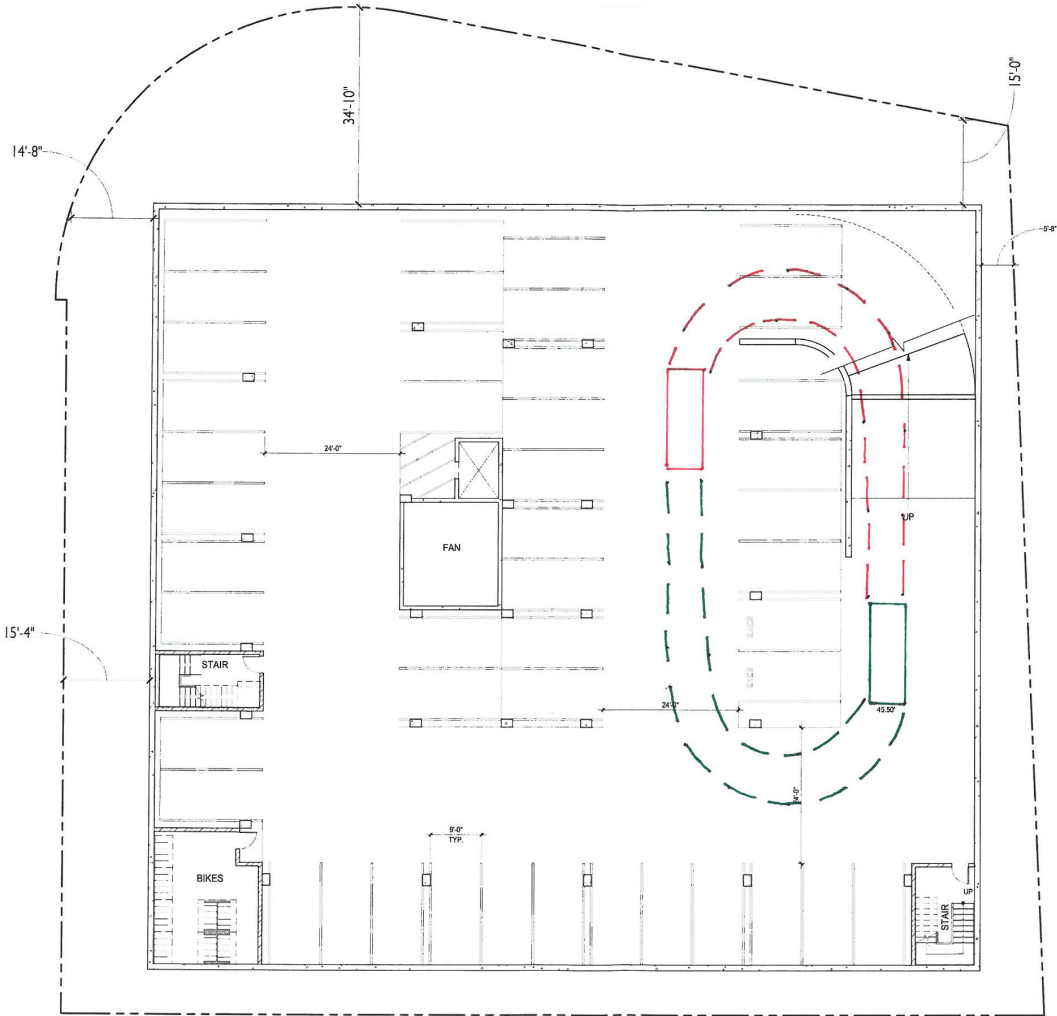


Figure 8B
Lower Level Garage Turning Template



Truck Access. A 20' x 27' enclosed loading/staging (trash) area is shown adjacent to the garage driveway. Garbage bins would be wheeled from their respective trash rooms to the ground floor trash area. Garbage trucks would park on El Camino Real near the project driveway and wheel the garbage bins from the trash room to the truck and then return them.

Bike Parking. The Valley Transportation Authority (VTA) provides guidelines for bike parking in its publication *Bike Technical Guidelines*. Class I spaces are defined as spaces that protect the entire bike and its components from theft, such as in a secure designated room or a bike locker. Class II spaces provide an opportunity to secure at least one wheel and the frame using a lock, such as bike racks. For multi-family dwelling units, VTA recommends one Class I space per three dwelling units and one Class II space per 15 dwelling units. For the proposed project, this would equate to 16 Class I spaces and 4 Class II spaces. The project site plan shows 30 Class I spaces in the lower level of the garage and 4 Class II spaces located next to the lobby of the building. The project meets the VTA bicycle parking space requirements.

Pedestrian Access. The project would provide a paved walkway between the existing sidewalk on El Camino Real and the building entrance. There is an existing bus stop adjacent to the proposed project driveway on El Camino Real. The bus stop makes it convenient for residents and guests to utilize the bus services on El Camino Real.

Generally, the design of the project site circulation and access is consistent with urban design practices. The presence of the garage ramp, short onsite drive aisles, and “confined” feel of the parking garage would serve to keep vehicles operating at very low speeds. In addition, the low traffic volume onsite means that the frequency of vehicle conflicts would be relatively low.

Off-Site Improvements

El Camino Real and Los Altos Avenue could be reconfigured in the future to remove the existing pork-chop island and free right turns. The reconfiguration would improve pedestrian safety. The project would remove two driveways on Los Altos Avenue, which would reduce the number of right turns and facilitate the removal of the free right movement. The project is compatible with the potential reconfiguration.

School Connections

The proposed residential development would serve a number of public schools in the area, including Santa Rita Elementary School, Egan Junior High School, Los Altos High School, and Almond Elementary School. Santa Rita Elementary School and Egan Junior High School are the only schools within a 1-mile radius. The City of Los Altos created Suggested Routes to Schools Maps for ½-mile and 1-mile walking radii. Suggested walking and biking routes are along Los Altos Avenue from El Camino Real to Edith Avenue, San Antonio Road from Portola Avenue to Foothill Expressway, Locus Avenue, Mercedes Avenue, Portola Avenue, Pine Lane west of Los Altos Avenue, Loucks Avenue, and Santa Rita Avenue (see Figure 9).

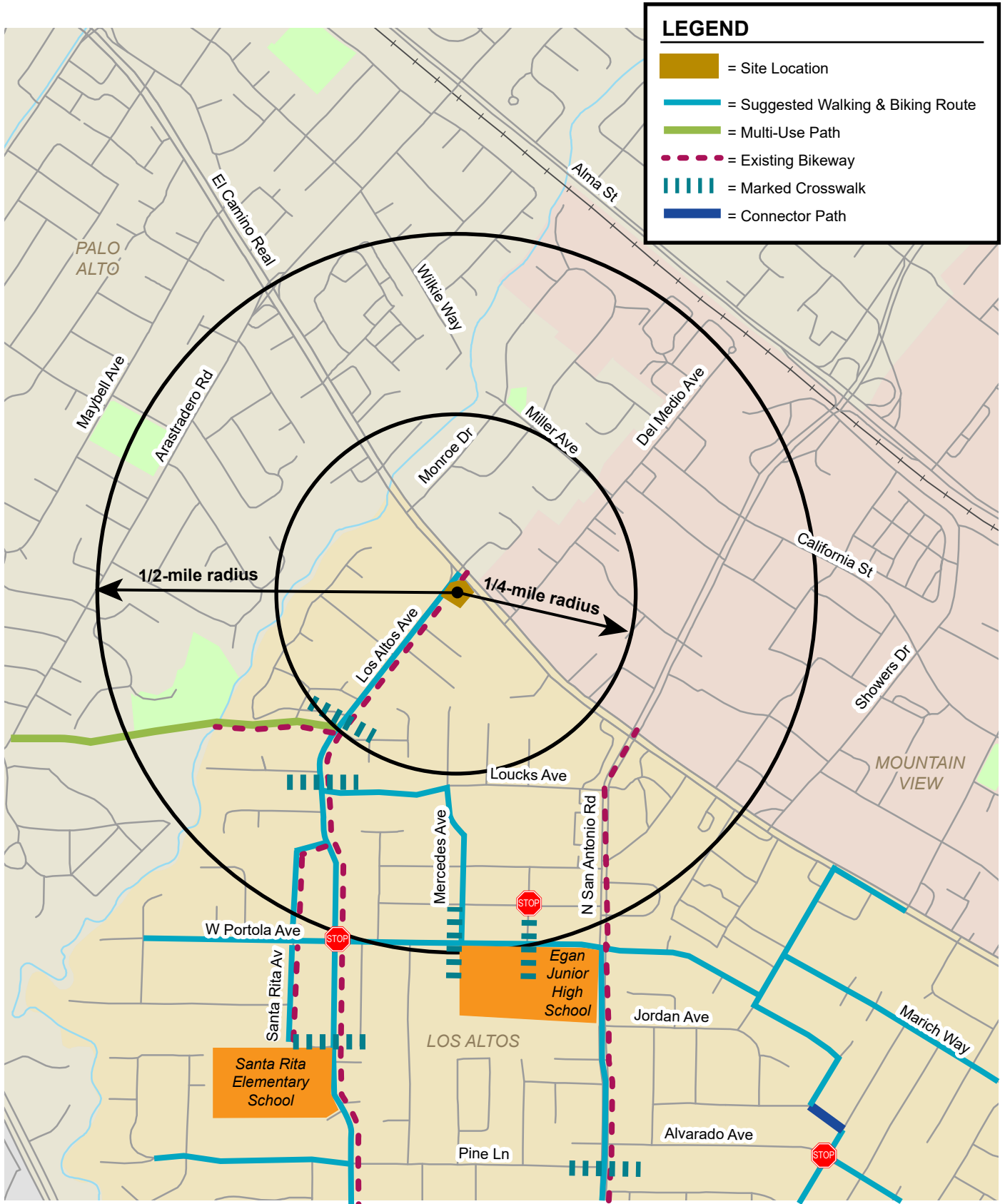


Figure 9
Suggested Routes to School



Conclusions

The proposed residential project with 47 total dwelling units would generate less traffic than the gas station it would replace. It would not result in any significant impacts to the study intersections during the AM and PM peak hours under both existing plus project and near-term plus project conditions. The proposed reduction in driveways from four to one would benefit local circulation and safety. The proposed driveway on El Camino Real is the best possible driveway location because El Camino Real is better able to accommodate traffic than Los Altos Avenue, which is a residential street.

Garage ramps should be a maximum of 16%, unless ramps are covered and not used for pedestrian walkways, in which a grade up to 20% is acceptable. The garage has sufficient room for vehicles with move through the main drive aisles, as well as in and out of the parking stalls. Pedestrians would have good access to the project site with the proposed walkway between the existing sidewalk on El Camino Real and the building entrance. The existing bus stop in along the project frontage also helps pedestrians travel to further locations.

There are two schools within a 1-mile walking distance to the proposed project. The City of Los Altos suggests safe walking routes between the schools and the proposed residential development.

It is recommended to install a STOP sign and stop bar at the garage exit to advise motorists to STOP before exiting the driveway. We appreciate the opportunity to submit this trip generation analysis. If you have any questions, please do not hesitate to call.

Sincerely,

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gary K. Black
President



Appendix A

Traffic Counts



(303) 216-2439
www.alltrafficdata.net

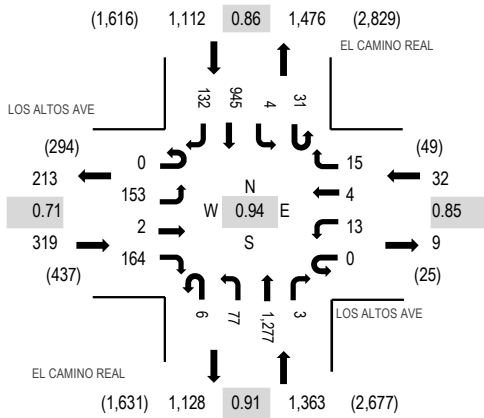
Location: 1 EL CAMINO REAL & LOS ALTOS AVE AM

Date: Wednesday, May 29, 2019

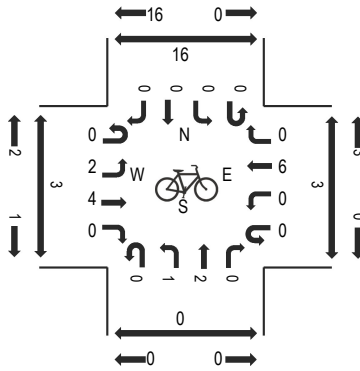
Peak Hour: 08:00 AM - 09:00 AM

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

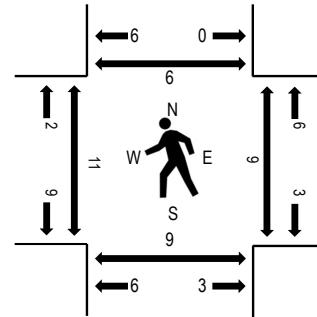
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | LOS ALTOS AVE Eastbound | | | | LOS ALTOS AVE Westbound | | | | EL CAMINO REAL Northbound | | | | EL CAMINO REAL 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 | 0 | 9 | 0 | 2 | 0 | 0 | 5 | 4 | 225 | 5 | 6 | 0 | 74 | 10 | 349 | 1,953 | 1 | 6 | 0 | 3 |
| 7:15 AM | 0 | 11 | 0 | 8 | 0 | 1 | 0 | 2 | 1 | 7 | 297 | 4 | 11 | 0 | 83 | 10 | 435 | 2,237 | 0 | 1 | 2 | 0 |
| 7:30 AM | 0 | 18 | 0 | 10 | 0 | 1 | 0 | 3 | 2 | 10 | 383 | 4 | 7 | 1 | 134 | 10 | 583 | 2,553 | 3 | 4 | 1 | 4 |
| 7:45 AM | 0 | 26 | 0 | 27 | 0 | 5 | 0 | 3 | 2 | 16 | 347 | 2 | 5 | 0 | 139 | 14 | 586 | 2,717 | 4 | 4 | 2 | 0 |
| 8:00 AM | 0 | 24 | 0 | 28 | 0 | 5 | 0 | 2 | 0 | 16 | 320 | 2 | 13 | 1 | 189 | 33 | 633 | 2,826 | 3 | 3 | 2 | 5 |
| 8:15 AM | 0 | 27 | 0 | 39 | 0 | 3 | 2 | 4 | 1 | 43 | 309 | 1 | 4 | 1 | 271 | 46 | 751 | | 2 | 4 | 2 | 0 |
| 8:30 AM | 0 | 57 | 2 | 54 | 0 | 2 | 2 | 6 | 3 | 10 | 330 | 0 | 9 | 1 | 248 | 23 | 747 | | 3 | 1 | 2 | 0 |
| 8:45 AM | 0 | 45 | 0 | 43 | 0 | 3 | 0 | 3 | 2 | 8 | 318 | 0 | 5 | 1 | 237 | 30 | 695 | | 3 | 1 | 3 | 1 |

Peak Rolling Hour Flow Rates

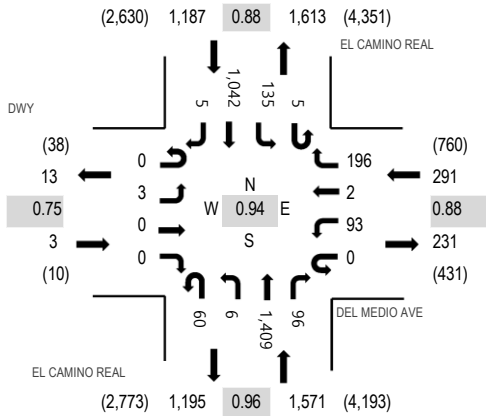
| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|--------------------|-----------|------|------|-------|-----------|------|------|-------|------------|------|-------|-------|------------|------|------|-------|-------|
| | U-Turn | Left | Thru | Right | 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 | 8 | 0 | 0 | 0 | 6 | 0 | 16 |
| Lights | 0 | 153 | 2 | 160 | 0 | 13 | 4 | 12 | 6 | 74 | 1,237 | 3 | 30 | 1 | 909 | 131 | 2,735 |
| Mediums | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 2 | 32 | 0 | 1 | 3 | 30 | 1 | 75 |
| Total | 0 | 153 | 2 | 164 | 0 | 13 | 4 | 15 | 6 | 77 | 1,277 | 3 | 31 | 4 | 945 | 132 | 2,826 |



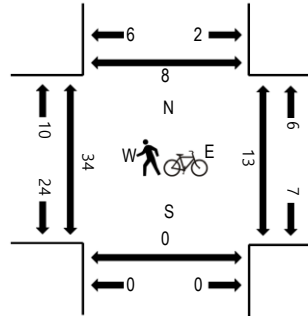
(303) 216-2439
www.alltrafficdata.net

Location: 1 EL CAMINO REAL & DEL MEDIO AVE AM
Date and Start Time: Wednesday, November 15, 2017
Peak Hour: 08:15 AM - 09:15 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 | DWY Eastbound | | | | DEL MEDIO AVE Westbound | | | | EL CAMINO REAL Northbound | | | | EL CAMINO REAL 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 | 11 | 0 | 27 | 6 | 1 | 204 | 9 | 1 | 6 | 90 | 0 | 355 | 2,062 | 2 | 6 | 0 | 1 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 33 | 9 | 2 | 301 | 7 | 1 | 14 | 110 | 0 | 488 | 2,396 | 5 | 2 | 0 | 2 |
| 7:30 AM | 0 | 0 | 0 | 1 | 0 | 21 | 0 | 34 | 10 | 1 | 352 | 12 | 0 | 7 | 152 | 0 | 590 | 2,716 | 2 | 1 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 1 | 0 | 19 | 0 | 58 | 25 | 3 | 343 | 13 | 2 | 14 | 150 | 1 | 629 | 2,916 | 3 | 1 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 76 | 7 | 5 | 334 | 11 | 0 | 11 | 219 | 0 | 689 | 3,039 | 2 | 4 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 69 | 10 | 0 | 358 | 19 | 0 | 31 | 293 | 2 | 808 | 3,052 | 6 | 4 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 57 | 17 | 0 | 324 | 26 | 1 | 54 | 282 | 0 | 790 | 2,839 | 7 | 0 | 0 | 1 |
| 8:45 AM | 0 | 2 | 0 | 0 | 0 | 23 | 1 | 45 | 18 | 1 | 356 | 34 | 1 | 33 | 236 | 2 | 752 | 2,663 | 7 | 4 | 0 | 2 |
| 9:00 AM | 0 | 1 | 0 | 0 | 0 | 15 | 1 | 25 | 15 | 5 | 371 | 17 | 3 | 17 | 231 | 1 | 702 | 2,492 | 6 | 3 | 0 | 0 |
| 9:15 AM | 0 | 1 | 0 | 1 | 0 | 17 | 0 | 39 | 12 | 1 | 281 | 19 | 2 | 19 | 201 | 2 | 595 | | 2 | 1 | 0 | 0 |
| 9:30 AM | 0 | 0 | 0 | 1 | 0 | 10 | 3 | 37 | 20 | 0 | 293 | 13 | 1 | 11 | 222 | 3 | 614 | | 4 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 2 | 0 | 15 | 1 | 31 | 21 | 2 | 286 | 19 | 1 | 15 | 188 | 0 | 581 | | 3 | 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 | 5 | 0 | 0 | 0 | 6 | 0 | 11 |
| Lights | 0 | 3 | 0 | 0 | 0 | 92 | 2 | 194 | 59 | 6 | 1,375 | 93 | 5 | 133 | 1,004 | 5 | 2,971 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 0 | 29 | 3 | 0 | 2 | 32 | 0 | 70 |
| Total | 0 | 3 | 0 | 0 | 0 | 93 | 2 | 196 | 60 | 6 | 1,409 | 96 | 5 | 135 | 1,042 | 5 | 3,052 |



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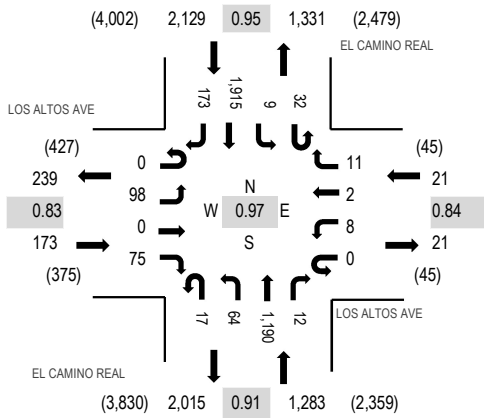
Location: 1 EL CAMINO REAL & LOS ALTOS AVE PM

Date: Wednesday, May 29, 2019

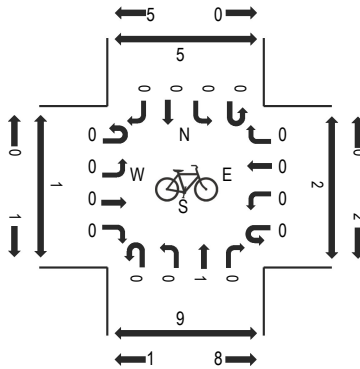
Peak Hour: 05:00 PM - 06:00 PM

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

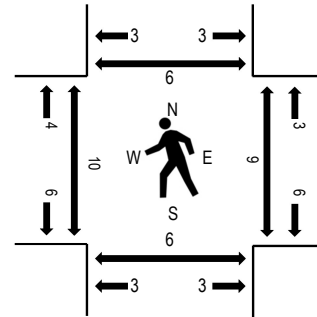
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | LOS ALTOS AVE Eastbound | | | | LOS ALTOS AVE Westbound | | | | EL CAMINO REAL Northbound | | | | EL CAMINO REAL 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 | 33 | 0 | 28 | 0 | 1 | 0 | 5 | 1 | 14 | 224 | 1 | 7 | 2 | 380 | 24 | 720 | 3,175 | 1 | 0 | 0 | 0 |
| 4:15 PM | 0 | 24 | 2 | 19 | 0 | 2 | 1 | 0 | 1 | 11 | 253 | 0 | 5 | 5 | 419 | 38 | 780 | 3,336 | 2 | 4 | 0 | 1 |
| 4:30 PM | 0 | 30 | 0 | 15 | 0 | 4 | 0 | 4 | 4 | 14 | 280 | 6 | 2 | 3 | 480 | 32 | 874 | 3,460 | 4 | 6 | 1 | 2 |
| 4:45 PM | 0 | 28 | 0 | 23 | 0 | 1 | 1 | 5 | 3 | 17 | 244 | 3 | 4 | 2 | 434 | 36 | 801 | 3,480 | 4 | 6 | 0 | 1 |
| 5:00 PM | 0 | 21 | 0 | 18 | 0 | 2 | 0 | 3 | 4 | 9 | 287 | 1 | 6 | 2 | 491 | 37 | 881 | 3,606 | 3 | 3 | 3 | 1 |
| 5:15 PM | 0 | 30 | 0 | 15 | 0 | 2 | 0 | 5 | 2 | 22 | 323 | 4 | 6 | 3 | 454 | 38 | 904 | | 3 | 1 | 2 | 2 |
| 5:30 PM | 0 | 18 | 0 | 24 | 0 | 0 | 1 | 3 | 5 | 16 | 293 | 4 | 8 | 3 | 470 | 49 | 894 | | 3 | 1 | 0 | 1 |
| 5:45 PM | 0 | 29 | 0 | 18 | 0 | 4 | 1 | 0 | 6 | 17 | 287 | 3 | 12 | 1 | 500 | 49 | 927 | | 1 | 4 | 1 | 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 |
| Lights | 0 | 98 | 0 | 74 | 0 | 8 | 2 | 11 | 17 | 64 | 1,166 | 12 | 32 | 9 | 1,900 | 171 | 3,564 |
| Mediums | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 15 | 2 | 42 |
| Total | 0 | 98 | 0 | 75 | 0 | 8 | 2 | 11 | 17 | 64 | 1,190 | 12 | 32 | 9 | 1,915 | 173 | 3,606 |



(303) 216-2439
www.alltrafficdata.net

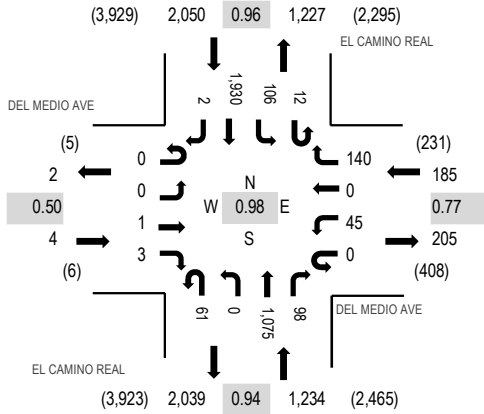
Location: 2 EL CAMINO REAL & DEL MEDIO AVE PM

Date: Wednesday, May 29, 2019

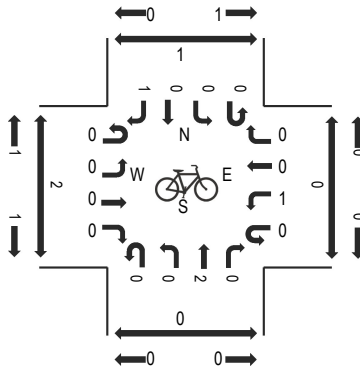
Peak Hour: 05:00 PM - 06:00 PM

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

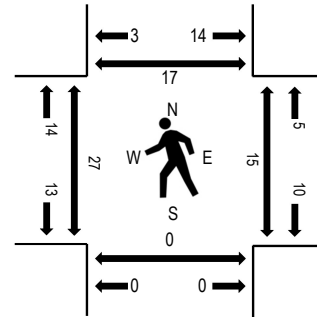
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

| Interval Start Time | DEL MEDIO AVE Eastbound | | | | DEL MEDIO AVE Westbound | | | | EL CAMINO REAL Northbound | | | | EL CAMINO REAL 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 | 20 | 0 | 237 | 27 | 1 | 26 | 402 | | | 0 | 713 | 3,158 | 6 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 1 | 263 | 33 | 2 | 26 | 423 | 0 | 772 | 3,316 | 8 | 10 | 0 | 8 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 10 | 16 | 1 | 290 | 31 | 1 | 10 | 486 | 0 | 847 | 3,410 | 10 | 6 | 0 | 7 |
| 4:45 PM | 0 | 0 | 0 | 1 | 0 | 13 | 0 | 22 | 24 | 0 | 241 | 23 | 0 | 27 | 474 | 1 | 826 | 3,409 | 8 | 2 | 0 | 3 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 26 | 15 | 0 | 270 | 25 | 2 | 33 | 490 | 0 | 871 | 3,473 | 10 | 6 | 0 | 8 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 45 | 12 | 0 | 299 | 19 | 3 | 19 | 454 | 0 | 866 | | 2 | 3 | 0 | 1 |
| 5:30 PM | 0 | 0 | 1 | 1 | 0 | 5 | 0 | 31 | 11 | 0 | 263 | 21 | 4 | 38 | 470 | 1 | 846 | | 8 | 4 | 0 | 3 |
| 5:45 PM | 0 | 0 | 0 | 2 | 0 | 15 | 0 | 38 | 23 | 0 | 243 | 33 | 3 | 16 | 516 | 1 | 890 | | 7 | 2 | 0 | 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 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Lights | 0 | 0 | 1 | 3 | 0 | 45 | 0 | 138 | 61 | 0 | 1,052 | 97 | 12 | 104 | 1,911 | 2 | 3,426 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 20 | 1 | 0 | 2 | 19 | 0 | 44 |
| Total | 0 | 0 | 1 | 3 | 0 | 45 | 0 | 140 | 61 | 0 | 1,075 | 98 | 12 | 106 | 1,930 | 2 | 3,473 |



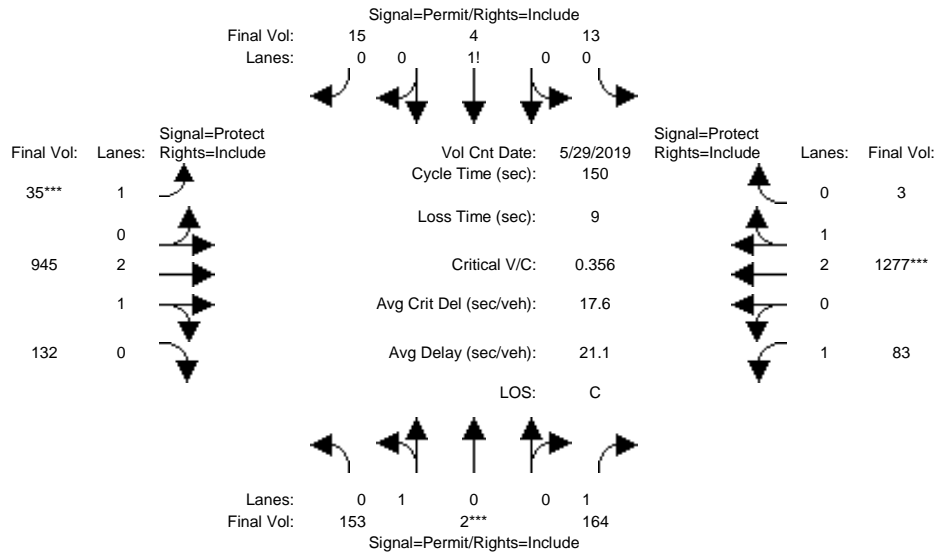
Apendix B

Level of Service Calculations

4350 EL Camino Real

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

Intersection #1: Los Altos Avenue / El Camino Real



Street Name: Los Altos Avenue El Camino Real
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

| | | | | | | | | | | | | |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| | | | | | | | | | | | | |
|--|------|------|------|------|------|------|------|------|------|------|------|------|
| Volume Module: >> Count Date: 29 May 2019 << 8:00 AM - 9:00 AM | | | | | | | | | | | | |
| Base Vol: | 153 | 2 | 164 | 13 | 4 | 15 | 35 | 945 | 132 | 83 | 1277 | 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: | 153 | 2 | 164 | 13 | 4 | 15 | 35 | 945 | 132 | 83 | 1277 | 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: | 153 | 2 | 164 | 13 | 4 | 15 | 35 | 945 | 132 | 83 | 1277 | 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: | 153 | 2 | 164 | 13 | 4 | 15 | 35 | 945 | 132 | 83 | 1277 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 153 | 2 | 164 | 13 | 4 | 15 | 35 | 945 | 132 | 83 | 1277 | 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 |
| FinalVolume: | 153 | 2 | 164 | 13 | 4 | 15 | 35 | 945 | 132 | 83 | 1277 | 3 |

| | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 0.99 | 0.01 | 1.00 | 0.41 | 0.12 | 0.47 | 1.00 | 2.62 | 0.38 | 1.00 | 2.99 | 0.01 |
| Final Sat.: | 1777 | 23 | 1750 | 711 | 219 | 820 | 1750 | 4913 | 686 | 1750 | 5587 | 13 |

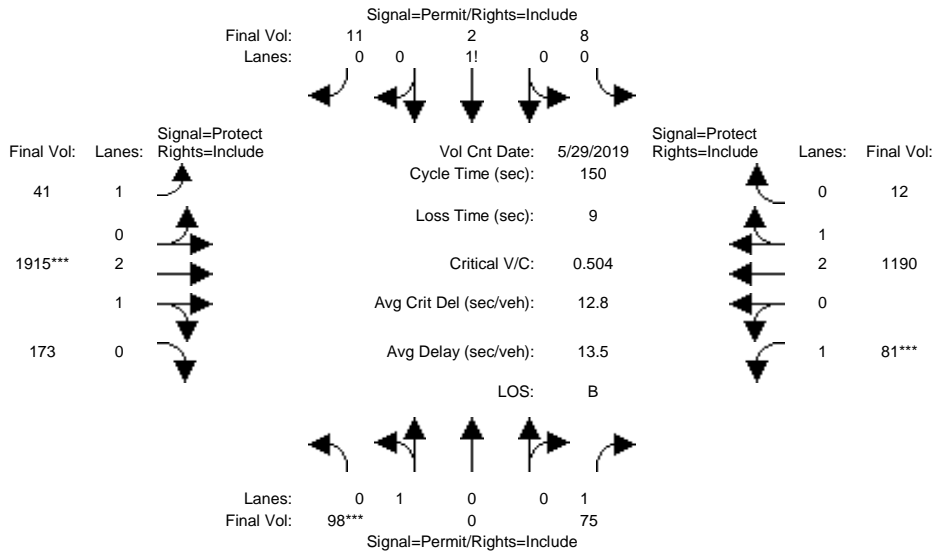
| | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.09 | 0.09 | 0.09 | 0.02 | 0.02 | 0.02 | 0.02 | 0.19 | 0.19 | 0.05 | 0.23 | 0.23 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |
| Green Time: | 36.3 | 36.3 | 36.3 | 36.3 | 36.3 | 36.3 | 8.4 | 84.0 | 84.0 | 20.7 | 96.3 | 96.3 |
| Volume/Cap: | 0.36 | 0.36 | 0.39 | 0.08 | 0.08 | 0.08 | 0.36 | 0.34 | 0.34 | 0.34 | 0.36 | 0.36 |
| Delay/Veh: | 47.7 | 47.7 | 48.2 | 44.0 | 44.0 | 44.0 | 70.4 | 18.0 | 18.0 | 59.3 | 12.5 | 12.5 |
| 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: | 47.7 | 47.7 | 48.2 | 44.0 | 44.0 | 44.0 | 70.4 | 18.0 | 18.0 | 59.3 | 12.5 | 12.5 |
| LOS by Move: | D | D | D | D | D | D | E | B | B | E | B | B |
| HCM2kAvgQ: | 6 | 6 | 7 | 1 | 1 | 1 | 2 | 9 | 9 | 4 | 9 | 9 |

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

4350 EL Camino Real

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

Intersection #1: Los Altos Avenue / El Camino Real



| Street Name: | Los Altos Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| | 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: | >> | Count | Date: | 29 May 2019 | << | 5:00 PM to 6:00 PM | | | | | | |
|----------------|------|-------|-------|-------------|------|--------------------|------|------|------|------|------|------|
| Base Vol: | 98 | 0 | 75 | 8 | 2 | 11 | 41 | 1915 | 173 | 81 | 1190 | 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: | 98 | 0 | 75 | 8 | 2 | 11 | 41 | 1915 | 173 | 81 | 1190 | 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: | 98 | 0 | 75 | 8 | 2 | 11 | 41 | 1915 | 173 | 81 | 1190 | 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: | 98 | 0 | 75 | 8 | 2 | 11 | 41 | 1915 | 173 | 81 | 1190 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 98 | 0 | 75 | 8 | 2 | 11 | 41 | 1915 | 173 | 81 | 1190 | 12 |
| 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: | 98 | 0 | 75 | 8 | 2 | 11 | 41 | 1915 | 173 | 81 | 1190 | 12 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.38 | 0.10 | 0.52 | 1.00 | 2.74 | 0.26 | 1.00 | 2.97 | 0.03 |
| Final Sat.: | 1800 | 0 | 1750 | 667 | 167 | 917 | 1750 | 5135 | 464 | 1750 | 5544 | 56 |

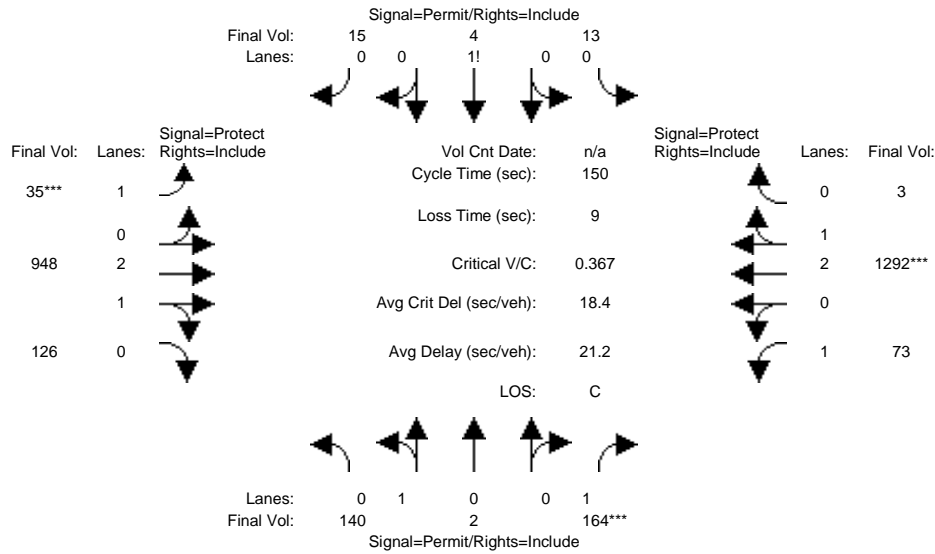
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|-------|------|------|-------|
| Vol/Sat: | 0.05 | 0.00 | 0.04 | 0.01 | 0.01 | 0.01 | 0.02 | 0.37 | 0.37 | 0.05 | 0.21 | 0.21 |
| Crit Moves: | *** | | | | | | | *** | | *** | | |
| Green Time: | 16.2 | 0.0 | 16.2 | 16.2 | 16.2 | 16.2 | 22.3 | 111 | 111.0 | 13.8 | 103 | 102.5 |
| Volume/Cap: | 0.50 | 0.00 | 0.40 | 0.11 | 0.11 | 0.11 | 0.16 | 0.50 | 0.50 | 0.50 | 0.31 | 0.31 |
| Delay/Veh: | 65.2 | 0.0 | 63.7 | 60.7 | 60.7 | 60.7 | 56.0 | 8.2 | 8.2 | 67.4 | 9.6 | 9.6 |
| 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: | 65.2 | 0.0 | 63.7 | 60.7 | 60.7 | 60.7 | 56.0 | 8.2 | 8.2 | 67.4 | 9.6 | 9.6 |
| LOS by Move: | E | A | E | E | E | E | E | A | A | E | A | A |
| HCM2kAvgQ: | 5 | 0 | 4 | 1 | 1 | 1 | 2 | 13 | 13 | 4 | 7 | 7 |

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

4350 EL Camino Real

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

Intersection #1: Los Altos Avenue / El Camino Real



| Street Name: | Los Altos Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 140 | 2 | 164 | 13 | 4 | 15 | 35 | 948 | 126 | 73 | 1292 | 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: | 140 | 2 | 164 | 13 | 4 | 15 | 35 | 948 | 126 | 73 | 1292 | 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: | 140 | 2 | 164 | 13 | 4 | 15 | 35 | 948 | 126 | 73 | 1292 | 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: | 140 | 2 | 164 | 13 | 4 | 15 | 35 | 948 | 126 | 73 | 1292 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 140 | 2 | 164 | 13 | 4 | 15 | 35 | 948 | 126 | 73 | 1292 | 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: | 140 | 2 | 164 | 13 | 4 | 15 | 35 | 948 | 126 | 73 | 1292 | 3 |

| 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: | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 0.99 | 0.01 | 1.00 | 0.41 | 0.12 | 0.47 | 1.00 | 2.64 | 0.36 | 1.00 | 2.99 | 0.01 |
| Final Sat.: | 1775 | 25 | 1750 | 711 | 219 | 820 | 1750 | 4942 | 657 | 1750 | 5587 | 13 |

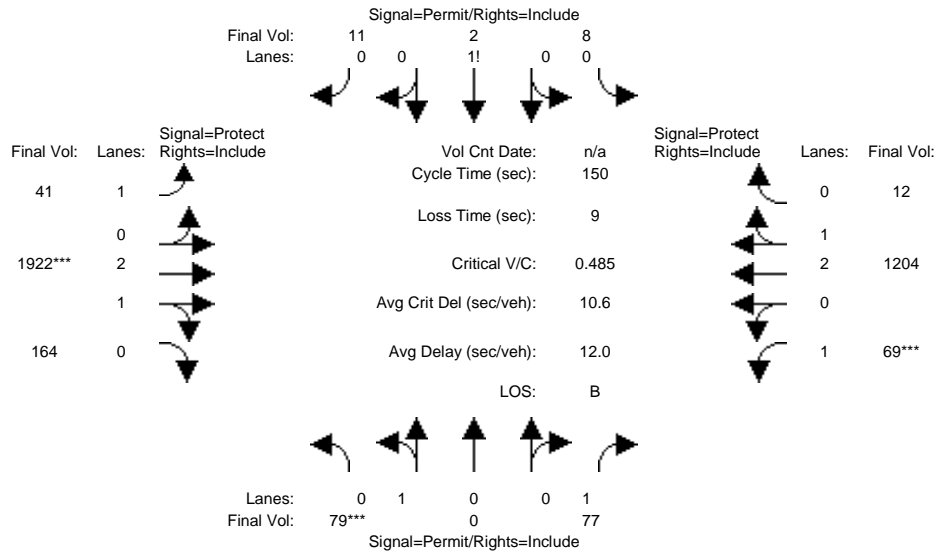
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.08 | 0.08 | 0.09 | 0.02 | 0.02 | 0.02 | 0.02 | 0.19 | 0.19 | 0.04 | 0.23 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 38.3 | 38.3 | 38.3 | 38.3 | 38.3 | 38.3 | 8.2 | 82.6 | 82.6 | 20.1 | 94.5 | 94.5 |
| Volume/Cap: | 0.31 | 0.31 | 0.37 | 0.07 | 0.07 | 0.07 | 0.37 | 0.35 | 0.35 | 0.31 | 0.37 | 0.37 |
| Delay/Veh: | 45.5 | 45.5 | 46.4 | 42.4 | 42.4 | 42.4 | 70.8 | 18.8 | 18.8 | 59.5 | 13.4 | 13.4 |
| 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: | 45.5 | 45.5 | 46.4 | 42.4 | 42.4 | 42.4 | 70.8 | 18.8 | 18.8 | 59.5 | 13.4 | 13.4 |
| LOS by Move: | D | D | D | D | D | D | E | B | B | E | B | B |
| HCM2kAvgQ: | 5 | 5 | 7 | 1 | 1 | 1 | 2 | 9 | 9 | 3 | 9 | 9 |

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

4350 EL Camino Real

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

Intersection #1: Los Altos Avenue / El Camino Real



| Street Name: | Los Altos Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| | 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: | 79 | 0 | 77 | 8 | 2 | 11 | 41 | 1922 | 164 | 69 | 1204 | 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: | 79 | 0 | 77 | 8 | 2 | 11 | 41 | 1922 | 164 | 69 | 1204 | 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: | 79 | 0 | 77 | 8 | 2 | 11 | 41 | 1922 | 164 | 69 | 1204 | 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: | 79 | 0 | 77 | 8 | 2 | 11 | 41 | 1922 | 164 | 69 | 1204 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 79 | 0 | 77 | 8 | 2 | 11 | 41 | 1922 | 164 | 69 | 1204 | 12 |
| 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: | 79 | 0 | 77 | 8 | 2 | 11 | 41 | 1922 | 164 | 69 | 1204 | 12 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.38 | 0.10 | 0.52 | 1.00 | 2.76 | 0.24 | 1.00 | 2.97 | 0.03 |
| Final Sat.: | 1800 | 0 | 1750 | 667 | 167 | 917 | 1750 | 5159 | 440 | 1750 | 5545 | 55 |

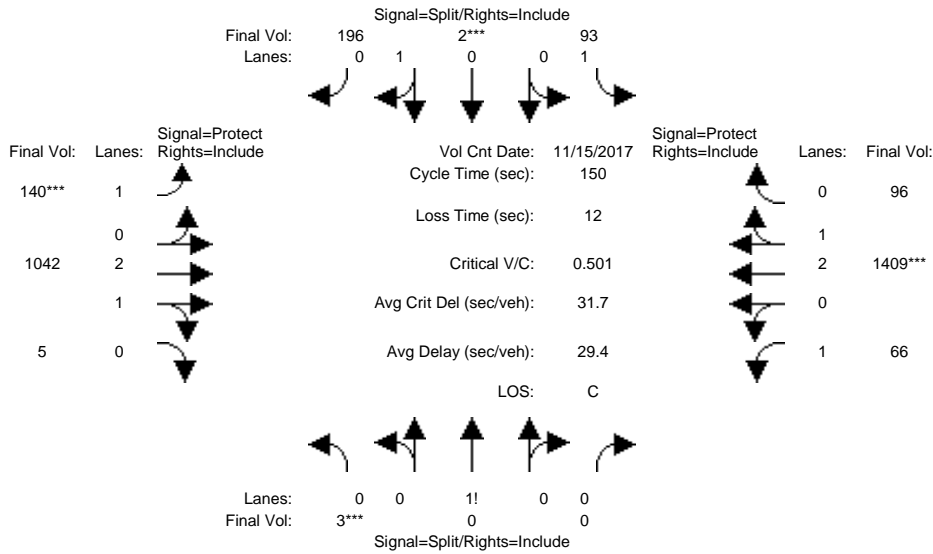
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|-------|------|------|-------|
| Vol/Sat: | 0.04 | 0.00 | 0.04 | 0.01 | 0.01 | 0.01 | 0.02 | 0.37 | 0.37 | 0.04 | 0.22 | 0.22 |
| Crit Moves: | **** | | | | | | | **** | | **** | | |
| Green Time: | 13.6 | 0.0 | 13.6 | 13.6 | 13.6 | 13.6 | 22.5 | 115 | 115.2 | 12.2 | 105 | 104.9 |
| Volume/Cap: | 0.48 | 0.00 | 0.49 | 0.13 | 0.13 | 0.13 | 0.16 | 0.48 | 0.48 | 0.48 | 0.31 | 0.31 |
| Delay/Veh: | 67.2 | 0.0 | 67.2 | 63.2 | 63.2 | 63.2 | 55.7 | 6.5 | 6.5 | 68.5 | 8.7 | 8.7 |
| 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: | 67.2 | 0.0 | 67.2 | 63.2 | 63.2 | 63.2 | 55.7 | 6.5 | 6.5 | 68.5 | 8.7 | 8.7 |
| LOS by Move: | E | A | E | E | E | E | E | A | A | E | A | A |
| HCM2kAvgQ: | 4 | 0 | 4 | 1 | 1 | 1 | 2 | 12 | 12 | 4 | 7 | 7 |

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

4350 EL Camino Real

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

Intersection #2: Del Medio Avenue/El Camino Real



| Street Name: | Del Medio Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 15 Nov 2017 | << | 8:15 AM - 9:15 AM | | | | | | |
|----------------|------|-------|-------|-------------|------|-------------------|------|------|------|------|------|------|
| Base Vol: | 3 | 0 | 0 | 93 | 2 | 196 | 140 | 1042 | 5 | 66 | 1409 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 0 | 0 | 93 | 2 | 196 | 140 | 1042 | 5 | 66 | 1409 | 96 |
| 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: | 3 | 0 | 0 | 93 | 2 | 196 | 140 | 1042 | 5 | 66 | 1409 | 96 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 3 | 0 | 0 | 93 | 2 | 196 | 140 | 1042 | 5 | 66 | 1409 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 0 | 0 | 93 | 2 | 196 | 140 | 1042 | 5 | 66 | 1409 | 96 |
| 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: | 3 | 0 | 0 | 93 | 2 | 196 | 140 | 1042 | 5 | 66 | 1409 | 96 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.00 | 0.00 | 1.00 | 0.01 | 0.99 | 1.00 | 2.99 | 0.01 | 1.00 | 2.80 | 0.20 |
| Final Sat.: | 1750 | 0 | 0 | 1750 | 18 | 1782 | 1750 | 5573 | 27 | 1750 | 5242 | 357 |

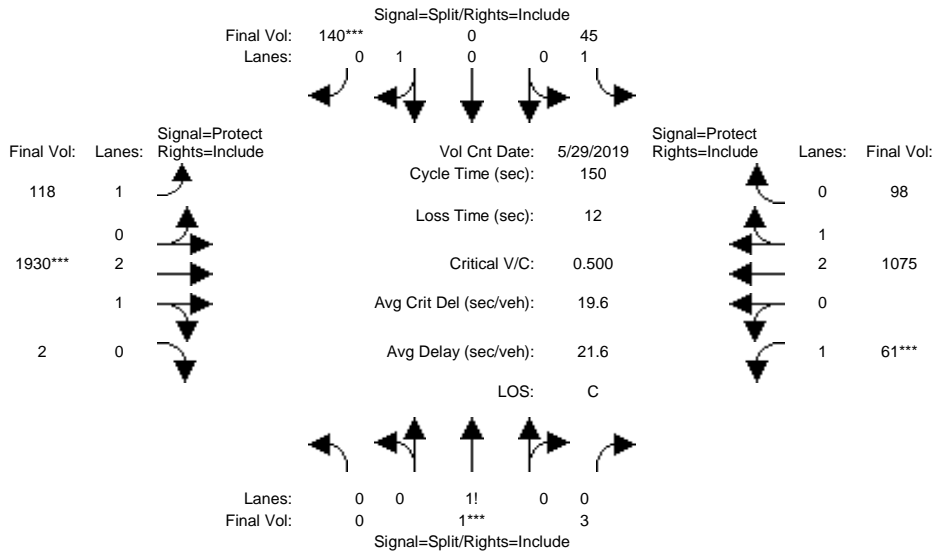
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.11 | 0.11 | 0.08 | 0.19 | 0.19 | 0.04 | 0.27 | 0.27 |
| Crit Moves: | *** | | | **** | | | **** | | | **** | | |
| Green Time: | 10.0 | 0.0 | 0.0 | 30.7 | 30.7 | 30.7 | 22.3 | 77.9 | 77.9 | 19.4 | 75.0 | 75.0 |
| Volume/Cap: | 0.03 | 0.00 | 0.00 | 0.26 | 0.54 | 0.54 | 0.54 | 0.36 | 0.36 | 0.29 | 0.54 | 0.54 |
| Delay/Veh: | 65.5 | 0.0 | 0.0 | 50.5 | 54.9 | 54.9 | 61.3 | 21.4 | 21.4 | 59.8 | 25.9 | 25.9 |
| 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: | 65.5 | 0.0 | 0.0 | 50.5 | 54.9 | 54.9 | 61.3 | 21.4 | 21.4 | 59.8 | 25.9 | 25.9 |
| LOS by Move: | E | A | A | D | D | D | E | C | C | E | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 9 | 9 | 7 | 9 | 9 | 3 | 16 | 16 |

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

4350 EL Camino Real

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

Intersection #2: Del Medio Avenue/El Camino Real



| Street Name: | Del Medio Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | >> | Count | Date: | 29 May 2019 | << | 5:00 PM | -6:00 PM | | | | | |
|----------------|------|-------|-------|-------------|------|---------|----------|------|------|------|------|------|
| Base Vol: | 0 | 1 | 3 | 45 | 0 | 140 | 118 | 1930 | 2 | 61 | 1075 | 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: | 0 | 1 | 3 | 45 | 0 | 140 | 118 | 1930 | 2 | 61 | 1075 | 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: | 0 | 1 | 3 | 45 | 0 | 140 | 118 | 1930 | 2 | 61 | 1075 | 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: | 0 | 1 | 3 | 45 | 0 | 140 | 118 | 1930 | 2 | 61 | 1075 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1 | 3 | 45 | 0 | 140 | 118 | 1930 | 2 | 61 | 1075 | 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 |
| Final Volume: | 0 | 1 | 3 | 45 | 0 | 140 | 118 | 1930 | 2 | 61 | 1075 | 98 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.95 | 0.95 | 0.92 | 1.00 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 |
| Lanes: | 0.00 | 0.25 | 0.75 | 1.00 | 0.00 | 1.00 | 1.00 | 2.99 | 0.01 | 1.00 | 2.74 | 0.26 |
| Final Sat.: | 0 | 450 | 1350 | 1750 | 0 | 1800 | 1750 | 5594 | 6 | 1750 | 5132 | 468 |

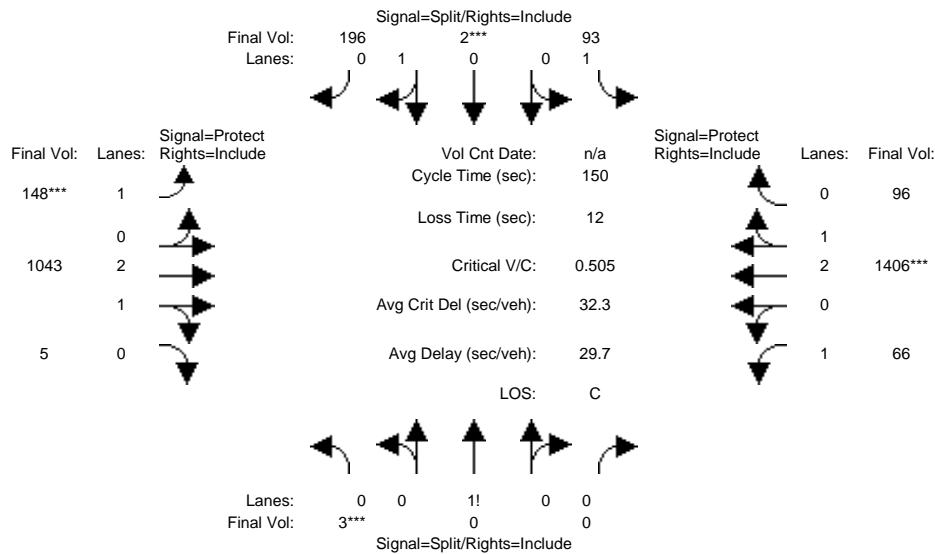
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.08 | 0.07 | 0.35 | 0.35 | 0.03 | 0.21 | 0.21 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 10.0 | 10.0 | 21.8 | 0.0 | 21.8 | 25.9 | 96.5 | 96.5 | 9.7 | 80.4 | 80.4 |
| Volume/Cap: | 0.00 | 0.03 | 0.03 | 0.18 | 0.00 | 0.54 | 0.39 | 0.54 | 0.54 | 0.54 | 0.39 | 0.39 |
| Delay/Veh: | 0.0 | 65.6 | 65.6 | 56.6 | 0.0 | 61.6 | 55.9 | 14.7 | 14.7 | 72.9 | 20.5 | 20.5 |
| 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: | 0.0 | 65.6 | 65.6 | 56.6 | 0.0 | 61.6 | 55.9 | 14.7 | 14.7 | 72.9 | 20.5 | 20.5 |
| LOS by Move: | A | E | E | E | A | E | E | B | B | E | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 7 | 5 | 16 | 16 | 4 | 10 | 10 |

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

4350 EL Camino Real

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

Intersection #2: Del Medio Avenue/El Camino Real



| Street Name: | Del Medio Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| | 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: | 3 | 0 | 0 | 93 | 2 | 196 | 148 | 1043 | 5 | 66 | 1406 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 0 | 0 | 93 | 2 | 196 | 148 | 1043 | 5 | 66 | 1406 | 96 |
| 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: | 3 | 0 | 0 | 93 | 2 | 196 | 148 | 1043 | 5 | 66 | 1406 | 96 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 3 | 0 | 0 | 93 | 2 | 196 | 148 | 1043 | 5 | 66 | 1406 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 0 | 0 | 93 | 2 | 196 | 148 | 1043 | 5 | 66 | 1406 | 96 |
| 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: | 3 | 0 | 0 | 93 | 2 | 196 | 148 | 1043 | 5 | 66 | 1406 | 96 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.00 | 0.00 | 1.00 | 0.01 | 0.99 | 1.00 | 2.99 | 0.01 | 1.00 | 2.80 | 0.20 |
| Final Sat.: | 1750 | 0 | 0 | 1750 | 18 | 1782 | 1750 | 5573 | 27 | 1750 | 5242 | 358 |

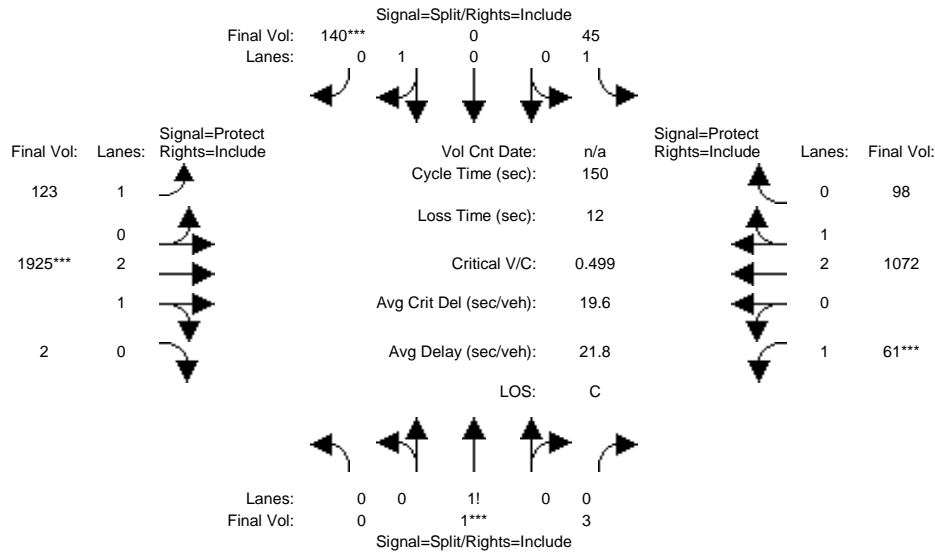
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.11 | 0.11 | 0.08 | 0.19 | 0.19 | 0.04 | 0.27 | 0.27 |
| Crit Moves: | *** | | | **** | | | **** | | | **** | | |
| Green Time: | 10.0 | 0.0 | 0.0 | 30.4 | 30.4 | 30.4 | 23.4 | 78.1 | 78.1 | 19.5 | 74.2 | 74.2 |
| Volume/Cap: | 0.03 | 0.00 | 0.00 | 0.26 | 0.54 | 0.54 | 0.54 | 0.36 | 0.36 | 0.29 | 0.54 | 0.54 |
| Delay/Veh: | 65.5 | 0.0 | 0.0 | 50.7 | 55.2 | 55.2 | 60.6 | 21.3 | 21.3 | 59.7 | 26.4 | 26.4 |
| 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: | 65.5 | 0.0 | 0.0 | 50.7 | 55.2 | 55.2 | 60.6 | 21.3 | 21.3 | 59.7 | 26.4 | 26.4 |
| LOS by Move: | E | A | A | D | E | E | E | C | C | E | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 9 | 9 | 7 | 9 | 9 | 3 | 16 | 16 |

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

4350 EL Camino Real

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

Intersection #2: Del Medio Avenue/El Camino Real



| Street Name: | Del Medio Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 1 | 3 | 45 | 0 | 140 | 123 | 1925 | 2 | 61 | 1072 | 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: | 0 | 1 | 3 | 45 | 0 | 140 | 123 | 1925 | 2 | 61 | 1072 | 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: | 0 | 1 | 3 | 45 | 0 | 140 | 123 | 1925 | 2 | 61 | 1072 | 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: | 0 | 1 | 3 | 45 | 0 | 140 | 123 | 1925 | 2 | 61 | 1072 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1 | 3 | 45 | 0 | 140 | 123 | 1925 | 2 | 61 | 1072 | 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 |
| Final Volume: | 0 | 1 | 3 | 45 | 0 | 140 | 123 | 1925 | 2 | 61 | 1072 | 98 |

| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 |
| Lanes: | 0.00 | 0.25 | 0.75 | 1.00 | 0.00 | 1.00 | 1.00 | 2.99 | 0.01 | 1.00 | 2.74 | 0.26 |
| Final Sat.: | 0 | 450 | 1350 | 1750 | 0 | 1800 | 1750 | 5594 | 6 | 1750 | 5130 | 469 |

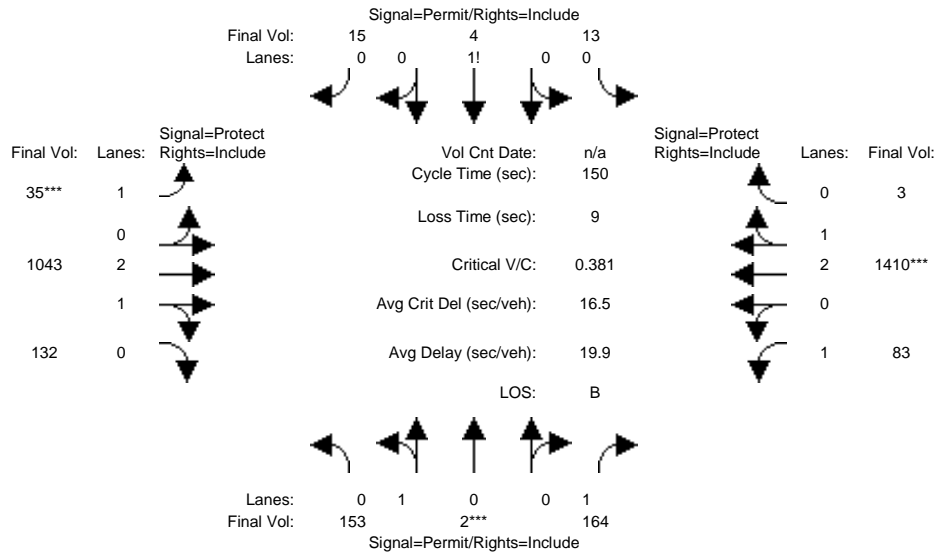
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.08 | 0.07 | 0.34 | 0.34 | 0.03 | 0.21 | 0.21 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 10.0 | 10.0 | 21.8 | 0.0 | 21.8 | 26.7 | 96.4 | 96.4 | 9.8 | 79.5 | 79.5 |
| Volume/Cap: | 0.00 | 0.03 | 0.03 | 0.18 | 0.00 | 0.54 | 0.39 | 0.54 | 0.54 | 0.54 | 0.39 | 0.39 |
| Delay/Veh: | 0.0 | 65.6 | 65.6 | 56.6 | 0.0 | 61.6 | 55.3 | 14.7 | 14.7 | 72.8 | 21.0 | 21.0 |
| 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 | 65.6 | 65.6 | 56.6 | 0.0 | 61.6 | 55.3 | 14.7 | 14.7 | 72.8 | 21.0 | 21.0 |
| LOS by Move: | A | E | E | E | A | E | E | B | B | E | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 7 | 6 | 16 | 16 | 4 | 10 | 10 |

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

4350 EL Camino Real

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

Intersection #1: Los Altos Avenue / El Camino Real



| Street Name: | Los Altos Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | 153 | 2 | 164 | 13 | 4 | 15 | 35 | 1043 | 132 | 83 | 1410 | 3 |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 153 | 2 | 164 | 13 | 4 | 15 | 35 | 1043 | 132 | 83 | 1410 | 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: | 153 | 2 | 164 | 13 | 4 | 15 | 35 | 1043 | 132 | 83 | 1410 | 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: | 153 | 2 | 164 | 13 | 4 | 15 | 35 | 1043 | 132 | 83 | 1410 | 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: | 153 | 2 | 164 | 13 | 4 | 15 | 35 | 1043 | 132 | 83 | 1410 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 153 | 2 | 164 | 13 | 4 | 15 | 35 | 1043 | 132 | 83 | 1410 | 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 |
| FinalVolume: | 153 | 2 | 164 | 13 | 4 | 15 | 35 | 1043 | 132 | 83 | 1410 | 3 |

| Saturation Flow Module: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 0.99 | 0.01 | 1.00 | 0.41 | 0.12 | 0.47 | 1.00 | 2.65 | 0.35 | 1.00 | 2.99 | 0.01 |
| Final Sat.: | 1777 | 23 | 1750 | 711 | 219 | 820 | 1750 | 4970 | 629 | 1750 | 5588 | 12 |

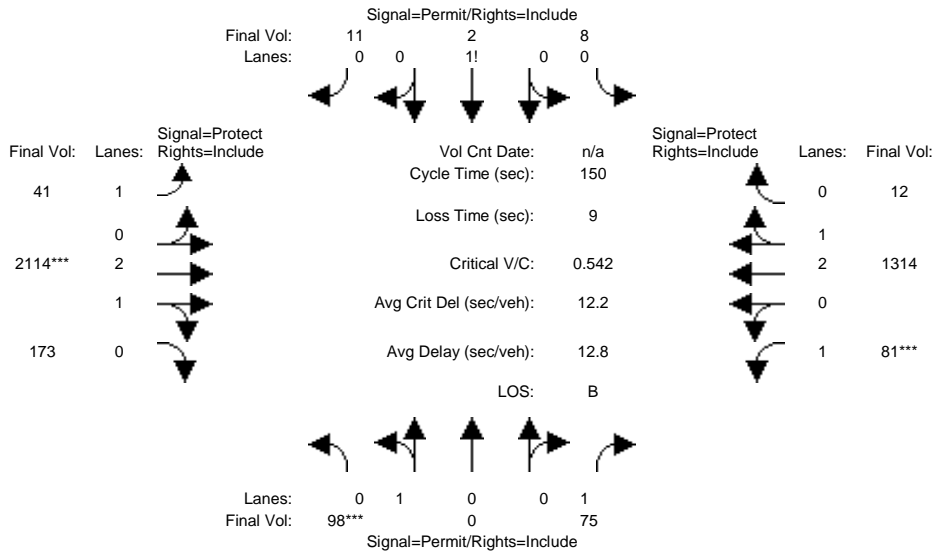
| Capacity Analysis Module: | 0.09 | 0.09 | 0.09 | 0.02 | 0.02 | 0.02 | 0.02 | 0.21 | 0.21 | 0.05 | 0.25 | 0.25 |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.09 | 0.09 | 0.09 | 0.02 | 0.02 | 0.02 | 0.02 | 0.21 | 0.21 | 0.05 | 0.25 | 0.25 |
| Crit Moves: | **** | | | | | | **** | | | **** | | |
| Green Time: | 33.9 | 33.9 | 33.9 | 33.9 | 33.9 | 33.9 | 7.9 | 87.4 | 87.4 | 19.7 | 99.3 | 99.3 |
| Volume/Cap: | 0.38 | 0.38 | 0.41 | 0.08 | 0.08 | 0.08 | 0.38 | 0.36 | 0.36 | 0.36 | 0.38 | 0.38 |
| Delay/Veh: | 49.8 | 49.8 | 50.3 | 45.9 | 45.9 | 45.9 | 71.3 | 16.6 | 16.6 | 60.3 | 11.5 | 11.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 49.8 | 49.8 | 50.3 | 45.9 | 45.9 | 45.9 | 71.3 | 16.6 | 16.6 | 60.3 | 11.5 | 11.5 |
| LOS by Move: | D | D | D | D | D | D | E | B | B | E | B | B |
| HCM2kAvgQ: | 6 | 6 | 7 | 1 | 1 | 1 | 2 | 9 | 9 | 4 | 10 | 10 |

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

4350 EL Camino Real

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

Intersection #1: Los Altos Avenue / El Camino Real



| Street Name: | Los Altos Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | Los Altos Avenue North | | | Los Altos Avenue South | | | El Camino Real East | | | El Camino Real West | | |
|----------------|------------------------|------|------|------------------------|------|------|---------------------|------|------|---------------------|------|------|
| Base Vol: | 98 | 0 | 75 | 8 | 2 | 11 | 41 | 2114 | 173 | 81 | 1314 | 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: | 98 | 0 | 75 | 8 | 2 | 11 | 41 | 2114 | 173 | 81 | 1314 | 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: | 98 | 0 | 75 | 8 | 2 | 11 | 41 | 2114 | 173 | 81 | 1314 | 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: | 98 | 0 | 75 | 8 | 2 | 11 | 41 | 2114 | 173 | 81 | 1314 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 98 | 0 | 75 | 8 | 2 | 11 | 41 | 2114 | 173 | 81 | 1314 | 12 |
| 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: | 98 | 0 | 75 | 8 | 2 | 11 | 41 | 2114 | 173 | 81 | 1314 | 12 |

| Saturation Flow Module: | Los Altos Avenue North | | | Los Altos Avenue South | | | El Camino Real East | | | El Camino Real West | | |
|-------------------------|------------------------|------|------|------------------------|------|------|---------------------|------|------|---------------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.38 | 0.10 | 0.52 | 1.00 | 2.76 | 0.24 | 1.00 | 2.97 | 0.03 |
| Final Sat.: | 1800 | 0 | 1750 | 667 | 167 | 917 | 1750 | 5176 | 424 | 1750 | 5549 | 51 |

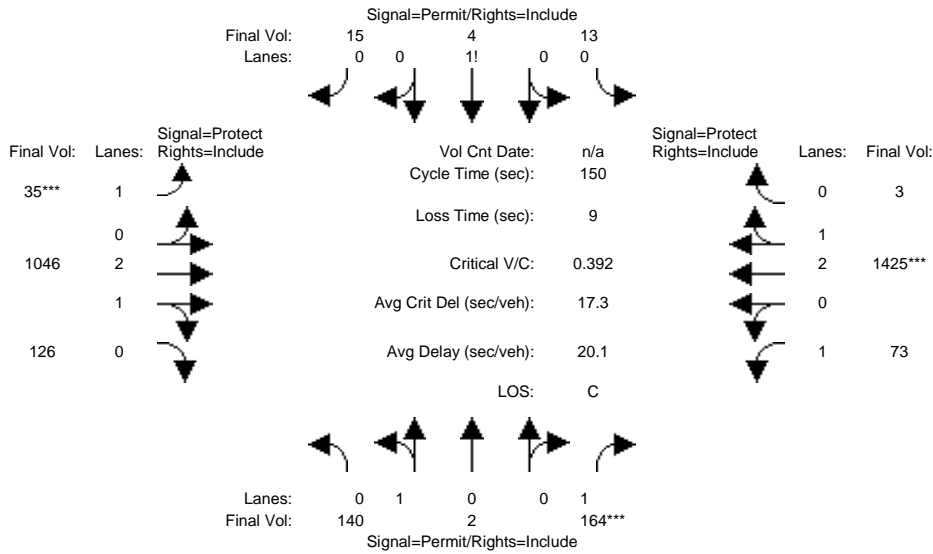
| Capacity Analysis Module: | Los Altos Avenue North | | | Los Altos Avenue South | | | El Camino Real East | | | El Camino Real West | | |
|---------------------------|------------------------|------|------|------------------------|------|------|---------------------|------|-------|---------------------|------|-------|
| Vol/Sat: | 0.05 | 0.00 | 0.04 | 0.01 | 0.01 | 0.01 | 0.02 | 0.41 | 0.41 | 0.05 | 0.24 | 0.24 |
| Crit Moves: | *** | | | | | | *** | | | *** | | |
| Green Time: | 15.1 | 0.0 | 15.1 | 15.1 | 15.1 | 15.1 | 20.7 | 113 | 113.1 | 12.8 | 105 | 105.2 |
| Volume/Cap: | 0.54 | 0.00 | 0.43 | 0.12 | 0.12 | 0.12 | 0.17 | 0.54 | 0.54 | 0.54 | 0.34 | 0.34 |
| Delay/Veh: | 67.5 | 0.0 | 65.1 | 61.7 | 61.7 | 61.7 | 57.4 | 7.8 | 7.8 | 69.8 | 8.8 | 8.8 |
| 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: | 67.5 | 0.0 | 65.1 | 61.7 | 61.7 | 61.7 | 57.4 | 7.8 | 7.8 | 69.8 | 8.8 | 8.8 |
| LOS by Move: | E | A | E | E | E | E | E | A | A | E | A | A |
| HCM2kAvgQ: | 5 | 0 | 4 | 1 | 1 | 1 | 2 | 15 | 15 | 5 | 8 | 8 |

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

4350 EL Camino Real

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

Intersection #1: Los Altos Avenue / El Camino Real



| Street Name: | Los Altos Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 140 | 2 | 164 | 13 | 4 | 15 | 35 | 1046 | 126 | 73 | 1425 | 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: | 140 | 2 | 164 | 13 | 4 | 15 | 35 | 1046 | 126 | 73 | 1425 | 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: | 140 | 2 | 164 | 13 | 4 | 15 | 35 | 1046 | 126 | 73 | 1425 | 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: | 140 | 2 | 164 | 13 | 4 | 15 | 35 | 1046 | 126 | 73 | 1425 | 3 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 140 | 2 | 164 | 13 | 4 | 15 | 35 | 1046 | 126 | 73 | 1425 | 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: | 140 | 2 | 164 | 13 | 4 | 15 | 35 | 1046 | 126 | 73 | 1425 | 3 |

| 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: | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 0.99 | 0.01 | 1.00 | 0.41 | 0.12 | 0.47 | 1.00 | 2.67 | 0.33 | 1.00 | 2.99 | 0.01 |
| Final Sat.: | 1775 | 25 | 1750 | 711 | 219 | 820 | 1750 | 4997 | 602 | 1750 | 5588 | 12 |

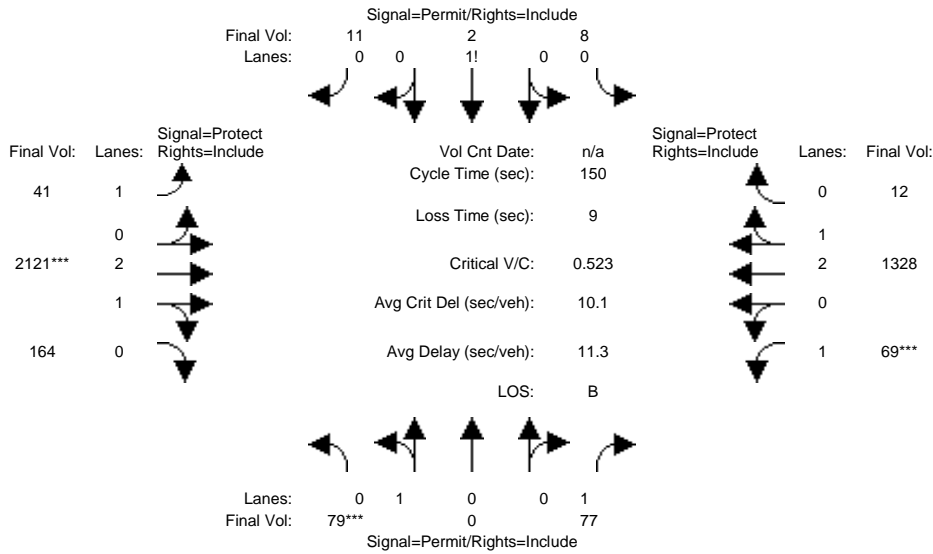
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.08 | 0.08 | 0.09 | 0.02 | 0.02 | 0.02 | 0.02 | 0.21 | 0.21 | 0.04 | 0.26 | 0.26 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 35.8 | 35.8 | 35.8 | 35.8 | 35.8 | 35.8 | 7.6 | 86.0 | 86.0 | 19.2 | 97.5 | 97.5 |
| Volume/Cap: | 0.33 | 0.33 | 0.39 | 0.08 | 0.08 | 0.08 | 0.39 | 0.37 | 0.37 | 0.33 | 0.39 | 0.39 |
| Delay/Veh: | 47.6 | 47.6 | 48.5 | 44.3 | 44.3 | 44.3 | 71.8 | 17.3 | 17.3 | 60.4 | 12.4 | 12.4 |
| 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: | 47.6 | 47.6 | 48.5 | 44.3 | 44.3 | 44.3 | 71.8 | 17.3 | 17.3 | 60.4 | 12.4 | 12.4 |
| LOS by Move: | D | D | D | D | D | D | E | B | B | E | B | B |
| HCM2kAvgQ: | 6 | 6 | 7 | 1 | 1 | 1 | 2 | 10 | 10 | 3 | 10 | 10 |

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

4350 EL Camino Real

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

Intersection #1: Los Altos Avenue / El Camino Real



| Street Name: | Los Altos Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 79 | 0 | 77 | 8 | 2 | 11 | 41 | 2121 | 164 | 69 | 1328 | 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: | 79 | 0 | 77 | 8 | 2 | 11 | 41 | 2121 | 164 | 69 | 1328 | 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: | 79 | 0 | 77 | 8 | 2 | 11 | 41 | 2121 | 164 | 69 | 1328 | 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: | 79 | 0 | 77 | 8 | 2 | 11 | 41 | 2121 | 164 | 69 | 1328 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 79 | 0 | 77 | 8 | 2 | 11 | 41 | 2121 | 164 | 69 | 1328 | 12 |
| 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: | 79 | 0 | 77 | 8 | 2 | 11 | 41 | 2121 | 164 | 69 | 1328 | 12 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.99 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.00 | 1.00 | 0.38 | 0.10 | 0.52 | 1.00 | 2.78 | 0.22 | 1.00 | 2.97 | 0.03 |
| Final Sat.: | 1800 | 0 | 1750 | 667 | 167 | 917 | 1750 | 5198 | 402 | 1750 | 5550 | 50 |

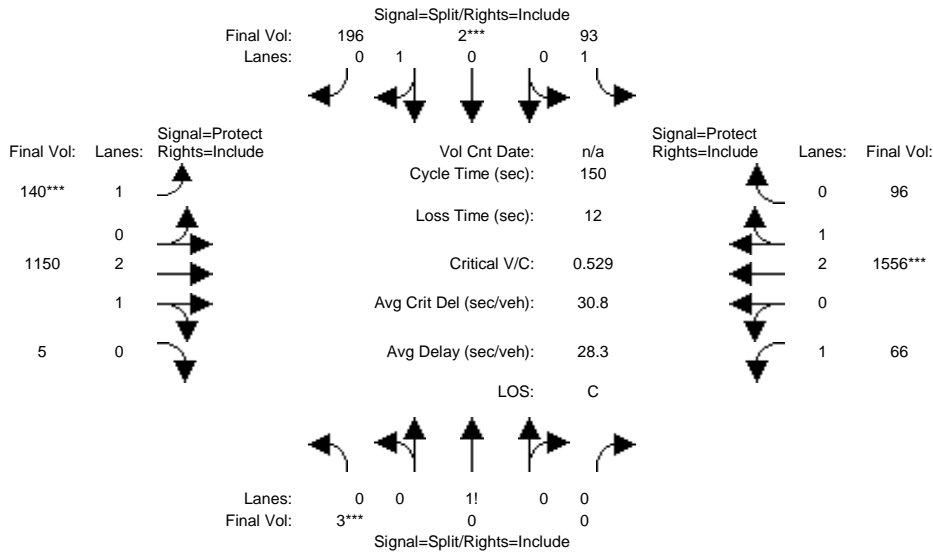
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|-------|------|------|-------|
| Vol/Sat: | 0.04 | 0.00 | 0.04 | 0.01 | 0.01 | 0.01 | 0.02 | 0.41 | 0.41 | 0.04 | 0.24 | 0.24 |
| Crit Moves: | *** | | | | | | | *** | | *** | | |
| Green Time: | 12.6 | 0.0 | 12.6 | 12.6 | 12.6 | 12.6 | 21.0 | 117 | 117.1 | 11.3 | 107 | 107.5 |
| Volume/Cap: | 0.52 | 0.00 | 0.52 | 0.14 | 0.14 | 0.14 | 0.17 | 0.52 | 0.52 | 0.52 | 0.33 | 0.33 |
| Delay/Veh: | 69.1 | 0.0 | 69.3 | 64.1 | 64.1 | 64.1 | 57.2 | 6.2 | 6.2 | 70.5 | 8.0 | 8.0 |
| 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: | 69.1 | 0.0 | 69.3 | 64.1 | 64.1 | 64.1 | 57.2 | 6.2 | 6.2 | 70.5 | 8.0 | 8.0 |
| LOS by Move: | E | A | E | E | E | E | E | A | A | E | A | A |
| HCM2kAvgQ: | 4 | 0 | 4 | 1 | 1 | 1 | 2 | 13 | 13 | 4 | 8 | 8 |

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

4350 EL Camino Real

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

Intersection #2: Del Medio Avenue/El Camino Real



| Street Name: | Del Medio Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| | 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: | 3 | 0 | 0 | 93 | 2 | 196 | 140 | 1150 | 5 | 66 | 1556 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 0 | 0 | 93 | 2 | 196 | 140 | 1150 | 5 | 66 | 1556 | 96 |
| 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: | 3 | 0 | 0 | 93 | 2 | 196 | 140 | 1150 | 5 | 66 | 1556 | 96 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 3 | 0 | 0 | 93 | 2 | 196 | 140 | 1150 | 5 | 66 | 1556 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 0 | 0 | 93 | 2 | 196 | 140 | 1150 | 5 | 66 | 1556 | 96 |
| 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: | 3 | 0 | 0 | 93 | 2 | 196 | 140 | 1150 | 5 | 66 | 1556 | 96 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.00 | 0.00 | 1.00 | 0.01 | 0.99 | 1.00 | 2.99 | 0.01 | 1.00 | 2.82 | 0.18 |
| Final Sat.: | 1750 | 0 | 0 | 1750 | 18 | 1782 | 1750 | 5576 | 24 | 1750 | 5274 | 325 |

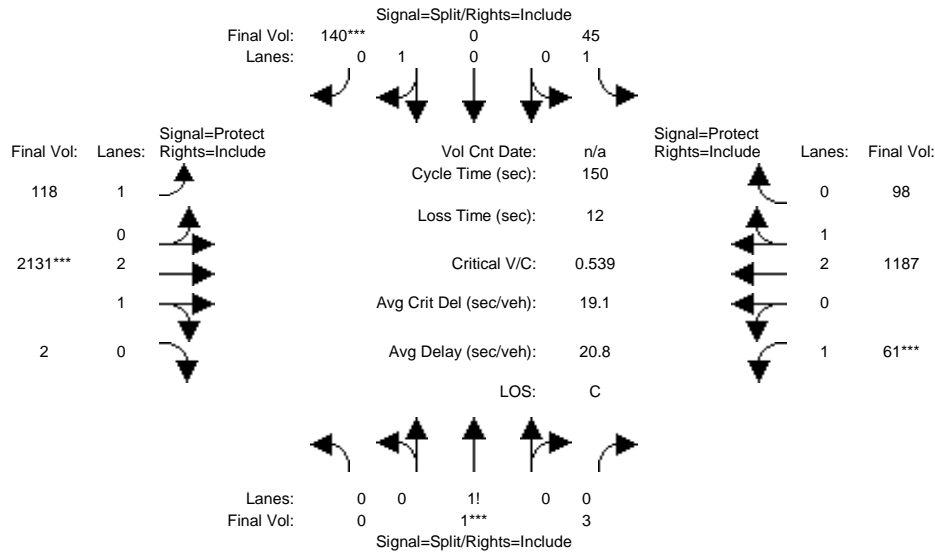
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.11 | 0.11 | 0.08 | 0.21 | 0.21 | 0.04 | 0.30 | 0.30 |
| Crit Moves: | *** | | | **** | | | **** | | | **** | | |
| Green Time: | 10.0 | 0.0 | 0.0 | 29.0 | 29.0 | 29.0 | 21.1 | 80.7 | 80.7 | 18.3 | 77.9 | 77.9 |
| Volume/Cap: | 0.03 | 0.00 | 0.00 | 0.27 | 0.57 | 0.57 | 0.57 | 0.38 | 0.38 | 0.31 | 0.57 | 0.57 |
| Delay/Veh: | 65.5 | 0.0 | 0.0 | 52.0 | 57.0 | 57.0 | 63.3 | 20.2 | 20.2 | 60.9 | 24.9 | 24.9 |
| 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: | 65.5 | 0.0 | 0.0 | 52.0 | 57.0 | 57.0 | 63.3 | 20.2 | 20.2 | 60.9 | 24.9 | 24.9 |
| LOS by Move: | E | A | A | D | E | E | E | C | C | E | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 9 | 9 | 7 | 10 | 10 | 3 | 17 | 17 |

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

4350 EL Camino Real

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

Intersection #2: Del Medio Avenue/El Camino Real



| Street Name: | Del Medio Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 1 | 3 | 45 | 0 | 140 | 118 | 2131 | 2 | 61 | 1187 | 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: | 0 | 1 | 3 | 45 | 0 | 140 | 118 | 2131 | 2 | 61 | 1187 | 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: | 0 | 1 | 3 | 45 | 0 | 140 | 118 | 2131 | 2 | 61 | 1187 | 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: | 0 | 1 | 3 | 45 | 0 | 140 | 118 | 2131 | 2 | 61 | 1187 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1 | 3 | 45 | 0 | 140 | 118 | 2131 | 2 | 61 | 1187 | 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 |
| Final Volume: | 0 | 1 | 3 | 45 | 0 | 140 | 118 | 2131 | 2 | 61 | 1187 | 98 |

| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 |
| Lanes: | 0.00 | 0.25 | 0.75 | 1.00 | 0.00 | 1.00 | 1.00 | 2.99 | 0.01 | 1.00 | 2.76 | 0.24 |
| Final Sat.: | 0 | 450 | 1350 | 1750 | 0 | 1800 | 1750 | 5595 | 5 | 1750 | 5172 | 427 |

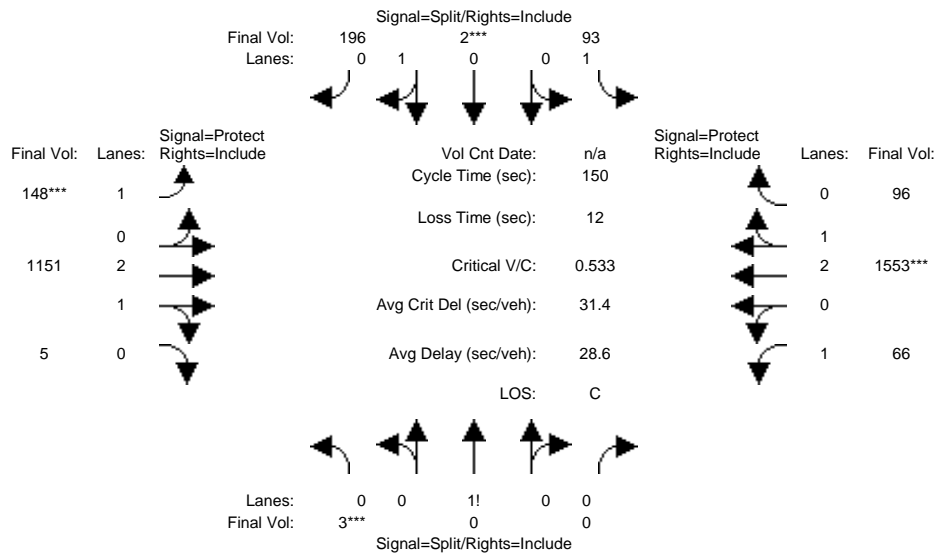
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.08 | 0.07 | 0.38 | 0.38 | 0.03 | 0.23 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 10.0 | 10.0 | 20.2 | 0.0 | 20.2 | 24.5 | 98.8 | 98.8 | 9.0 | 83.3 | 83.3 |
| Volume/Cap: | 0.00 | 0.03 | 0.03 | 0.19 | 0.00 | 0.58 | 0.41 | 0.58 | 0.58 | 0.58 | 0.41 | 0.41 |
| Delay/Veh: | 0.0 | 65.6 | 65.6 | 58.1 | 0.0 | 64.4 | 57.3 | 14.4 | 14.4 | 76.4 | 19.3 | 19.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 65.6 | 65.6 | 58.1 | 0.0 | 64.4 | 57.3 | 14.4 | 14.4 | 76.4 | 19.3 | 19.3 |
| LOS by Move: | A | E | E | E | A | E | E | B | B | E | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 7 | 5 | 18 | 18 | 4 | 11 | 11 |

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

4350 EL Camino Real

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

Intersection #2: Del Medio Avenue/El Camino Real



| Street Name: | Del Medio Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 3 | 0 | 0 | 93 | 2 | 196 | 148 | 1151 | 5 | 66 | 1553 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 3 | 0 | 0 | 93 | 2 | 196 | 148 | 1151 | 5 | 66 | 1553 | 96 |
| 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: | 3 | 0 | 0 | 93 | 2 | 196 | 148 | 1151 | 5 | 66 | 1553 | 96 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Volume: | 3 | 0 | 0 | 93 | 2 | 196 | 148 | 1151 | 5 | 66 | 1553 | 96 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 3 | 0 | 0 | 93 | 2 | 196 | 148 | 1151 | 5 | 66 | 1553 | 96 |
| 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: | 3 | 0 | 0 | 93 | 2 | 196 | 148 | 1151 | 5 | 66 | 1553 | 96 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.92 | 0.92 | 0.95 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.98 | 0.95 |
| Lanes: | 1.00 | 0.00 | 0.00 | 1.00 | 0.01 | 0.99 | 1.00 | 2.99 | 0.01 | 1.00 | 2.82 | 0.18 |
| Final Sat.: | 1750 | 0 | 0 | 1750 | 18 | 1782 | 1750 | 5576 | 24 | 1750 | 5274 | 326 |

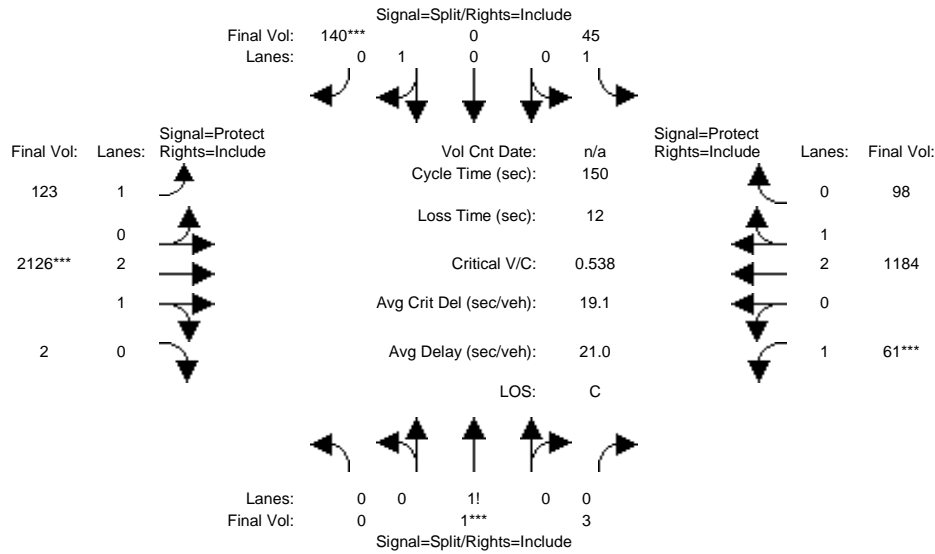
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.11 | 0.11 | 0.08 | 0.21 | 0.21 | 0.04 | 0.29 | 0.29 |
| Crit Moves: | *** | | | **** | | | **** | | | **** | | |
| Green Time: | 10.0 | 0.0 | 0.0 | 28.8 | 28.8 | 28.8 | 22.1 | 80.9 | 80.9 | 18.3 | 77.1 | 77.1 |
| Volume/Cap: | 0.03 | 0.00 | 0.00 | 0.28 | 0.57 | 0.57 | 0.57 | 0.38 | 0.38 | 0.31 | 0.57 | 0.57 |
| Delay/Veh: | 65.5 | 0.0 | 0.0 | 52.2 | 57.4 | 57.4 | 62.6 | 20.1 | 20.1 | 60.9 | 25.4 | 25.4 |
| 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: | 65.5 | 0.0 | 0.0 | 52.2 | 57.4 | 57.4 | 62.6 | 20.1 | 20.1 | 60.9 | 25.4 | 25.4 |
| LOS by Move: | E | A | A | D | E | E | E | C | C | E | C | C |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 9 | 9 | 7 | 10 | 10 | 3 | 17 | 17 |

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

4350 EL Camino Real

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

Intersection #2: Del Medio Avenue/El Camino Real



| Street Name: | Del Medio Avenue | | | | | | El Camino Real | | | | | |
|--------------|------------------|-----|-----|-------------|-----|-----|----------------|-----|-----|------------|-----|-----|
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 10 | 10 | 10 | 10 | 10 | 10 | 7 | 10 | 10 | 7 | 10 | 10 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 1 | 3 | 45 | 0 | 140 | 123 | 2126 | 2 | 61 | 1184 | 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: | 0 | 1 | 3 | 45 | 0 | 140 | 123 | 2126 | 2 | 61 | 1184 | 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: | 0 | 1 | 3 | 45 | 0 | 140 | 123 | 2126 | 2 | 61 | 1184 | 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: | 0 | 1 | 3 | 45 | 0 | 140 | 123 | 2126 | 2 | 61 | 1184 | 98 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 1 | 3 | 45 | 0 | 140 | 123 | 2126 | 2 | 61 | 1184 | 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 |
| Final Volume: | 0 | 1 | 3 | 45 | 0 | 140 | 123 | 2126 | 2 | 61 | 1184 | 98 |

| 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 | 0.95 | 0.95 | 0.92 | 1.00 | 0.95 | 0.92 | 0.98 | 0.95 | 0.92 | 0.99 | 0.95 |
| Lanes: | 0.00 | 0.25 | 0.75 | 1.00 | 0.00 | 1.00 | 1.00 | 2.99 | 0.01 | 1.00 | 2.76 | 0.24 |
| Final Sat.: | 0 | 450 | 1350 | 1750 | 0 | 1800 | 1750 | 5595 | 5 | 1750 | 5171 | 428 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.08 | 0.07 | 0.38 | 0.38 | 0.03 | 0.23 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green Time: | 0.0 | 10.0 | 10.0 | 20.2 | 0.0 | 20.2 | 25.3 | 98.7 | 98.7 | 9.1 | 82.5 | 82.5 |
| Volume/Cap: | 0.00 | 0.03 | 0.03 | 0.19 | 0.00 | 0.58 | 0.42 | 0.58 | 0.58 | 0.58 | 0.42 | 0.42 |
| Delay/Veh: | 0.0 | 65.6 | 65.6 | 58.0 | 0.0 | 64.3 | 56.7 | 14.4 | 14.4 | 76.3 | 19.8 | 19.8 |
| 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 | 65.6 | 65.6 | 58.0 | 0.0 | 64.3 | 56.7 | 14.4 | 14.4 | 76.3 | 19.8 | 19.8 |
| LOS by Move: | A | E | E | E | A | E | E | B | B | E | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 7 | 6 | 18 | 18 | 4 | 11 | 11 |

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



Appendix C

Volume Spreadsheet

Intersection Number: 1
 Traffix Node Number: 1
 Intersection Name: Los Altos Avenue and El Camino Real
 Peak Hour: AM
 Count Date: 5/29/2019

Growth Factor Per Year: 2% Near Term Buildout: 5

| 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 | 15 | 4 | 13 | 3 | 1277 | 83 | 164 | 2 | 153 | 132 | 945 | 35 | 2826 |
| Background Conditions | 15 | 4 | 13 | 3 | 1410 | 83 | 164 | 2 | 153 | 132 | 1043 | 35 | 3057 |
| Project Trips | 0 | 0 | 0 | 0 | 15 | -10 | 0 | 0 | -13 | -6 | 3 | 0 | -11 |
| Existing Plus Project Conditions | 15 | 4 | 13 | 3 | 1292 | 73 | 164 | 2 | 140 | 126 | 948 | 35 | 2815 |
| Background Plus Project Conditions | 15 | 4 | 13 | 3 | 1425 | 73 | 164 | 2 | 140 | 126 | 1046 | 35 | 3046 |

Intersection Number: 2
 Traffix Node Number: 2
 Intersection Name: Del Medio Avenue and El Camino Real
 Peak Hour: AM
 Count Date: 11/15/2017

Growth Factor Per Year: 2% Near Term Buildout: 5

| 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 | 196 | 2 | 93 | 96 | 1409 | 66 | 0 | 0 | 3 | 5 | 1042 | 140 | 3052 |
| Background Conditions | 196 | 2 | 93 | 96 | 1556 | 66 | 0 | 0 | 3 | 5 | 1150 | 140 | 3307 |
| Project Trips | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 6 |
| Existing Plus Project Conditions | 196 | 2 | 93 | 96 | 1406 | 66 | 0 | 0 | 3 | 5 | 1043 | 148 | 3058 |
| Background Plus Project Conditions | 196 | 2 | 93 | 96 | 1553 | 66 | 0 | 0 | 3 | 5 | 1151 | 148 | 3313 |

Intersection Number: 1
 Traffix Node Number: 1
 Intersection Name: Los Altos Avenue and El Camino Real
 Peak Hour: PM
 Count Date: 5/29/2019

Growth Factor Per Year: 2% Near Term Buildout: 5

| 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 | 11 | 2 | 8 | 12 | 1190 | 81 | 75 | 0 | 98 | 173 | 1915 | 41 | 3606 |
| Background Conditions | 11 | 2 | 8 | 12 | 1314 | 81 | 75 | 0 | 98 | 173 | 2114 | 41 | 3929 |
| Net Project Trips | 0 | 0 | 0 | 0 | 14 | -12 | 2 | 0 | -19 | -9 | 7 | 0 | -17 |
| Existing Plus Project Conditions | 11 | 2 | 8 | 12 | 1204 | 69 | 77 | 0 | 79 | 164 | 1922 | 41 | 3589 |
| Background Plus Project Conditions | 11 | 2 | 8 | 12 | 1328 | 69 | 77 | 0 | 79 | 164 | 2121 | 41 | 3912 |

Intersection Number: 2
 Traffix Node Number: 2
 Intersection Name: Del Medio Avenue and El Camino Real
 Peak Hour: PM
 Count Date: 5/29/2019

Growth Factor Per Year: 2% Near Term Buildout: 5

| 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 | 140 | 0 | 45 | 98 | 1075 | 61 | 3 | 1 | 0 | 2 | 1930 | 118 | 3473 |
| Background Conditions | 140 | 0 | 45 | 98 | 1187 | 61 | 3 | 1 | 0 | 2 | 2131 | 118 | 3786 |
| Net Project Trips | 0 | 0 | 0 | 0 | -3 | 0 | 0 | 0 | 0 | 0 | -5 | 5 | -3 |
| Existing Plus Project Conditions | 140 | 0 | 45 | 98 | 1072 | 61 | 3 | 1 | 0 | 2 | 1925 | 123 | 3470 |
| Background Plus Project Conditions | 140 | 0 | 45 | 98 | 1184 | 61 | 3 | 1 | 0 | 2 | 2126 | 123 | 3783 |