



HEXAGON TRANSPORTATION CONSULTANTS, INC.

Memorandum

Date: January 23, 2025
To: Olivia Ervin, M-Group
From: Gary Black
Subject: Palo Alto Street Closure Study

Hexagon Transportation Consultants, Inc. has completed a traffic study to determine the potential effects of street closures on segments of Ramona Street and California Avenue in Palo Alto, California. The street closures, which are already in place, would typically divert traffic from the closed streets to the surrounding streets and intersections. The purpose of this study is to estimate the locations and magnitude of diverted traffic and determine its effects on operations in the area. The study includes a level of service analysis of intersection levels of service under both existing and projected 2030 conditions without and with the street closures.

Study Intersections and Data Collection

The evaluation was based on traffic volumes at the intersections adjacent to the closed streets. The Ramona Street closure applies to the eastern half of the segment between Hamilton Avenue and University Avenue. The California Avenue closure extends from El Camino Real to Birch Street.

To determine how traffic was diverted by the closures, traffic volumes (counts) were obtained for time periods both before (without) the street closures and after (with) the street closures. The before/without closures volumes were acquired from historical data (pre-Covid). Hexagon had counts on file for the intersection of Ramona Street and University Avenue. Additional counts were available from the *Palo Alto Public Safety Building and Public Parking Structure Transportation Impact Analysis* study conducted in 2018. These included counts for the intersections of Birch Street and Sherman Avenue, El Camino Real and California Avenue, El Camino Real and Cambridge Avenue, and Ash Street and California Avenue.

The after/with closures counts were collected in November 2024 for the following intersections (see Figures 1 and 2). The traffic count data are included in Appendix A.

California Avenue Closure

1. Birch Street and Cambridge Avenue (all-way stop-controlled)
2. Birch Street and California Avenue (all-way stop-controlled)
3. Birch Street and Sherman Avenue (all-way stop-controlled)
4. Ash Street and Sherman Avenue (all-way stop-controlled)
5. El Camino Real and Sherman Avenue (side-street-stop controlled)
6. El Camino Real and California Avenue (signalized)
7. El Camino Real and Cambridge Avenue (signalized)



Figure 1
California Avenue Closure Study Intersections



Figure 2
Ramona Street Closure Study Intersections

Ramona Street Closure

8. Ramona Street and University Avenue (signalized)
9. Emerson Street and Hamilton Avenue (signalized)
10. Ramona Street and Hamilton Avenue (signalized)
11. Bryant Street and Hamilton Avenue (signalized)

Although a limited supply of “before” counts were available, there were enough data to identify clear changes in traffic patterns.

Average Daily Traffic Comparison

The before/without closures and after/with closures traffic comparisons were based on the average daily traffic (ADT) on the following street segments.

California Avenue Closure

California Avenue between El Camino Real and Ash Street
California Avenue between Ash Street and Birch Street
Birch Street between California Avenue and Sherman Avenue
Ash Street between California Avenue and Sherman Avenue
Sherman Avenue between Ash Street and Birch Street
Cambridge Avenue between El Camino Real and Birch Street

Ramona Street Closure

Western half of Ramona Street between University Avenue and Hamilton Avenue
Eastern half of Ramona Street between University Avenue and Hamilton Avenue

The ADT was determined from the intersection counts by applying to the intersection approach volumes a factor that approximates the ratio between ADT and peak-hour volumes (AM plus PM volumes times 5). Figures 3 and 4 show the estimated before/without closures ADT, the after/with closures ADT, and the net change in ADT after/with closures on the study segments.

California Avenue Closure

The numbers show that traffic has decreased on all study segments adjacent to California Avenue. All other things equal, the street closure would typically be expected to increase traffic on some parallel and adjacent streets. However, the change in ADT could also be attributed to factors unrelated to the closure. Baseline traffic could have decreased due to increased work at home (the before counts preceded Covid).

Ramona Street Closure

For the Ramona Street closure, historical data were available only for the University Avenue/Ramona Street intersection. The before/without closure data for the intersection show a low ADT on Ramona Street. Accordingly, the closure of the east section of Ramona Street would cause only a marginal increase in traffic on the adjacent streets. Also, the after/with closure counts show that the volume increased on the western section that remains open. This increase in traffic can be attributed to a shift in traffic from the closed section of Ramona Street.

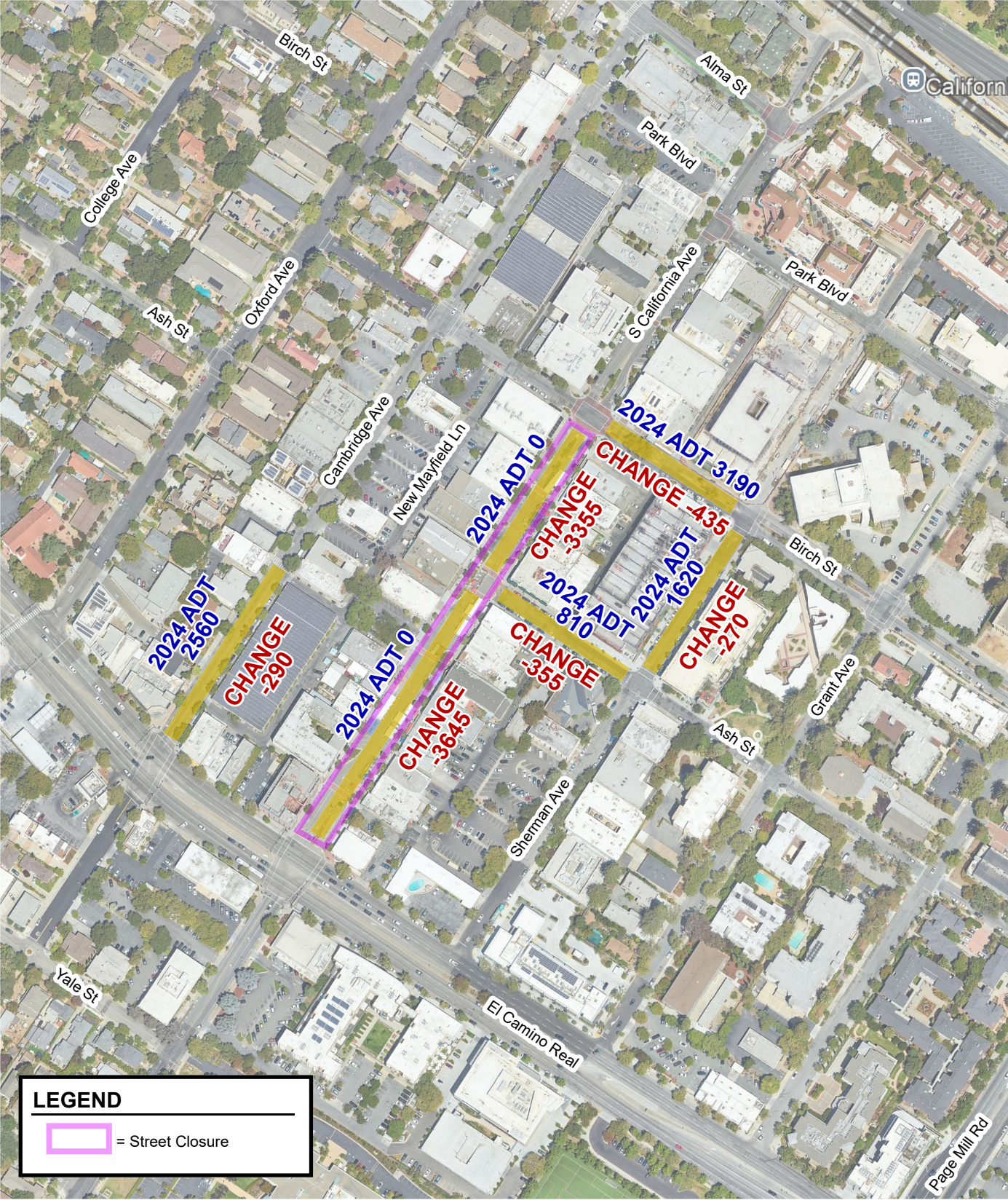


Figure 3
California Avenue ADT

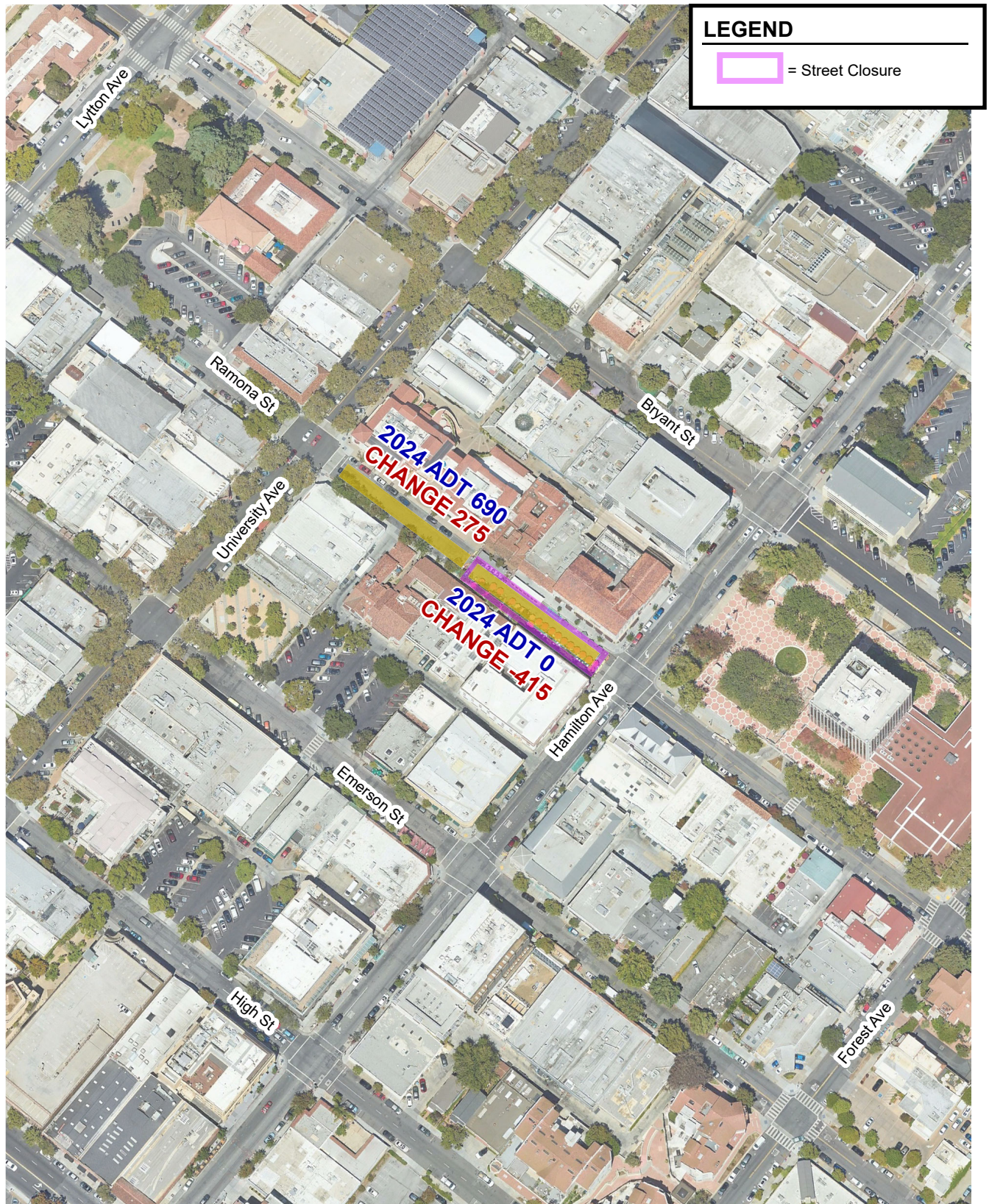


Figure 4
Ramona Street ADT

Thus, it appears that most traffic from the closed section of Ramona Street shifted to the open section rather than using other streets. It should be noted that the open section of Ramona Street provides access to the Ramona/University parking garage.

Intersection Operations without and with Street Closures

The study intersections were evaluated with level of service under existing and projected 2030 conditions without and with the street closures.

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 City of Palo Alto level of service methodology for signalized intersections is the 2000 *Highway Capacity Manual* (HCM) method. This method is applied using the TRAFFIX software. The 2000 HCM operations method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The levels of service and delays for the all-way-stop-controlled (AWSC) intersections are based on the overall average delay. Delay and level of service for the side-street-stop-controlled (SSSC) intersection pertain to the controlled movement at the intersection - the southbound right turn from Sherman Avenue onto westbound El Camino Real. The City of Palo Alto level of service standard is LOS D for signalized and unsignalized intersections. Since the adoption of VMT as the metric for identifying CEQA transportation impacts, Caltrans is not known to have an intersection level of service standard.

Intersection lane geometries and signal timings were determined from observations in the field.

Existing Intersection Levels of Service

The existing conditions before/without closures and after/with closures are based on the corresponding peak-hour intersection volumes described above.

The results of the level of service analysis under existing conditions (without and with the street closures) are shown in Table 1. The results indicate that all study intersections operate at an acceptable LOS C or better under existing conditions both without and with closures during both the AM and PM peak hours. For the four intersections evaluated without the closures (the only intersections for which a difference can be measured), the changes in delay (as a result of the closures) are marginal, with levels of service remaining unchanged at LOS C or better. The level of service results are included in Appendix B.

2030 Intersection Levels of Service

The 2030 conditions volumes were derived from the *City of Palo Alto Comprehensive Plan 2030* traffic projections, which correspond to the 2030 before/without street closures. The 2030 Plan compares daily person trips under existing conditions (without the closures) with daily person trips under 2030 conditions for four different land use scenarios (all of which assumed no closures). A comparison between existing daily trips and daily trips from the highest-growth scenario showed a 16 percent growth in daily trips.

The 2030 *peak-hour vehicular* traffic volumes (both without and with the closures) were estimated by applying to the existing peak-hour traffic volumes (without and with the closures) a growth factor of 16 percent.

Table 1
Existing Levels of Service without and with Street Closures

Intersection	Traffic Control	Peak Hour	without Closures		with Closures	
			Delay ¹	LOS ¹	Delay ¹	LOS ¹
California Avenue Closure						
Cambridge Avenue & Birch Street	AWSC	AM			7.9	A
		PM			8.6	A
California Avenue & Birch Street	AWSC	AM			8.0	A
		PM			8.8	A
Sherman Avenue & Birch Street	AWSC	AM	10.9	B	8.2	A
		PM	8.9	A	9.7	A
Sherman Avenue & Ash Street	AWSC	AM			7.1	A
		PM			7.7	A
Sherman Avenue & El Camino Real	SSSC	AM			11.4	B
		PM			11.2	B
California Avenue & El Camino Real	signal	AM	21.7	C	25.4	C
		PM	28.6	C	29.7	C
Cambridge Avenue & El Camino Real	signal	AM	14.6	B	15.6	B
		PM	17.1	B	17.8	B
Ramona Street Closure						
Hamilton Avenue & Bryant Street	signal	AM			8.3	A
		PM			11.6	B
Hamilton Avenue & Ramona Street	signal	AM			4.9	A
		PM			7.2	A
Hamilton Avenue & Emerson Street	signal	AM			9.8	A
		PM			11.1	B
University Avenue & Ramona Street	signal	AM	5.5	A	5.1	A
		PM	9.0	A	7.1	A
Note 1: intersection levels of service were determined using TRAFFIX traffic analysis software, based on the Highway Capacity Manual (HCM) methodology.						
Note 2: the City of Palo Alto LOS standard is LOS D for signalized and unsignalized intersections.						
Note 3: the existing conditions analysis without the closures is based on historical (pre-Covid) counts. The volumes for existing conditions with closures are based on traffic counts conducted on 11-6-24.						
¹ Signalized intersection levels of service and delays are reported for average control delay per vehicle. The levels of service and delays for the all-way-stop-controlled (AWSC) intersections are reported for the overall average delay. Delay and LOS for the side-street-stop-controlled (SSSC) intersection pertain to the controlled movement at the intersection - the southbound right turn from Sherman Avenue onto westbound El Camino Real.						

2030 Traffic Volumes without Street Closures

The Plan's 2030 traffic projections assume no street closures. Therefore, the corresponding 2030 peak-hour vehicular traffic volumes derived from the plan represent the *without closures* scenario in the level of service analysis.

2030 Traffic Volumes with Street Closures

The before/without closure *counts* and the after/with closure *counts* did not show obvious patterns that would allow manual reassignments of traffic due to the closures under 2030 conditions. Therefore, the 2030 conditions *after/with* the closures were estimated not by a traffic reassignment but by applying the 16-percent growth factor to the existing after/with closures volumes.

The peak-hour level of service results under 2030 conditions (without and with the street closures) are shown in Table 2. The results indicate that all study intersections would continue to operate at an acceptable LOS C or better under 2030 conditions both without and with the closures during both the AM and PM peak hours. For the four intersections evaluated without the closures, the changes in delay (as a result of the closures) are marginal, with levels of service remaining unchanged at LOS C or better. The level of service results are included in Appendix B.

Signalization Considerations

Justification for installation of a traffic signal at an unsignalized intersection is based on a number of factors, principal among them being a signal warrant analysis and intersection level of service analysis. Given that all of the unsignalized intersections were shown to operate at acceptable levels of service under all study scenarios, it was determined that signalization is not needed at the unsignalized intersections. Thus, a signal warrant analysis was not part of the analysis.

Vehicle Queuing at El Camino Real and Cambridge Avenue

The closure of California Avenue necessitated closing the existing southbound left-turn pocket on El Camino Real to eastbound California Avenue. Depending on the origin of the inbound trip, the best option for the traffic thus diverted would be the existing southbound left-turn pocket from El Camino Real to eastbound *Cambridge Avenue*. It's worth noting that the traffic counts conducted before and after the closure show very little change in the volume of traffic using the southbound left-turn pocket onto Cambridge Avenue. As stated previously, this can be explained by the fact that factors other than the closure of California Avenue could contribute to the change in traffic volumes in the immediate area.

A vehicle queuing analysis was conducted to determine if the existing southbound left-turn pocket on El Camino Real at Cambridge Avenue is of sufficient length to accommodate the estimated 95th-percentile maximum queues in the pocket under existing conditions. The results of the analysis are shown in Table 3. The results show that the subject left-turn pocket, which is 130 feet long, adequately accommodated the estimated maximum queues (125 feet) before the closure and continues to be adequate after/with the closure of California Avenue.

Vehicle queuing was also analyzed under 2030 conditions. The results, summarized in Table 3, show that storage might be exceeded by one car at peak times in the PM peak hour, but the occurrence would be brief and the three adjacent through lanes on El Camino Real would allow cars to get by.

Table 2
2030 Levels of Service without and with Street Closures

Intersection	Traffic Control	Peak Hour	without Closures		with Closures	
			Delay ¹	LOS ¹	Delay ¹	LOS ¹
California Avenue Closure						
Cambridge Avenue & Birch Street	AWSC	AM			8.1	A
		PM			9.0	A
California Avenue & Birch Street	AWSC	AM			8.2	A
		PM			9.2	A
Sherman Avenue & Birch Street	AWSC	AM	12.6	B	8.5	A
		PM	9.4	A	10.7	B
Sherman Avenue & Ash Street	AWSC	AM			7.2	A
		PM			7.9	A
Sherman Avenue & El Camino Real	SSSC	AM			12.2	B
		PM			12.0	B
California Avenue & El Camino Real	signal	AM	22.5	C	25.6	C
		PM	30.2	C	31.1	C
Cambridge Avenue & El Camino Real	signal	AM	14.7	B	15.4	B
		PM	17.5	B	17.9	B
Ramona Street Closure						
Hamilton Avenue & Bryant Street	signal	AM			8.4	A
		PM			11.8	B
Hamilton Avenue & Ramona Street	signal	AM			5.0	A
		PM			7.4	A
Hamilton Avenue & Emerson Street	signal	AM			9.9	A
		PM			11.3	B
University Avenue & Ramona Street	signal	AM	5.5	A	5.2	A
		PM	9.0	A	7.3	A
Note 1: intersection levels of service were determined using TRAFFIX traffic analysis software, based on the Highway Capacity Manual (HCM) methodology.						
Note 2: the City of Palo Alto LOS standard is LOS D for signalized and unsignalized intersections.						
Note 3: The 2030 peak-hour vehicular traffic volumes were derived from the City of Palo Alto Comprehensive Plan 2030 (based on projections from the City's Travel Demand Forecasting model), which showed an expected 16 percent growth in traffic relative to existing volumes.						
¹ Signalized intersection levels of service and delays are reported for average control delay per vehicle. The levels of service and delays for the all-way-stop-controlled (AWSC) intersections are reported for the overall average delay. Delay and LOS for the side-street-stop-controlled (SSSC) intersection pertain to the controlled movement at the intersection - the southbound right turn from Sherman Avenue onto westbound El Camino Real.						

Table 3
Vehicle Queuing at El Camino Real and Cambridge Avenue SB Left Turn

Measurement	Existing Conditions		2030 Conditions	
	Before Closure	After Closure	Before Closure	After Closure
AM Peak Hour				
Signal Cycle (sec)	150	150	150	150
Volume (vph)	49	48	57	56
Avg. Queue (veh)	2	2	2.4	2.3
Avg. Queue (ft.) ¹	51	50	59	58
95th %. Queue (veh)	5	5	5	5
95th %. Queue (ft.) ¹	125	125	125	125
Storage	130	130	130	130
Adequate (Y/N)	Y	Y	Y	Y
PM Peak Hour				
Signal Cycle (sec)	150	150	150	150
Volume (vph)	61	61	71	71
Avg. Queue (veh)	3	3	3.0	3.0
Avg. Queue (ft.) ¹	64	64	74	74
95th %. Queue (veh)	5	5	6	6
95th %. Queue (ft.) ¹	125	125	150	150
Storage	130	130	130	130
Adequate (Y/N)	Y	Y	N	N
¹ Assumes 25 feet per vehicle in queue.				

Signal Operations at El Camino Real and California Avenue

The closed section of California Avenue permits pedestrians and bikes. Accordingly, the barriers blocking California Avenue at El Camino Real prevent motor vehicle access but permit bicycle and pedestrian access.

For motor vehicles, the intersection at California Avenue at El Camino Real effectively operates as a three-legged intersection with no east leg (California Avenue). This is effected by the barrier across California Avenue and by the blockage of the southbound left-turn pocket on El Camino Real.

Bike and pedestrian demand at the intersection is fairly high. The 2024 counts showed a volume of 34 westbound bicycles in the AM peak hour and five westbound bicycles in the PM peak hour. The total pedestrian volumes on California Avenue across El Camino Real were 59 in the AM peak hour and 89 in the PM peak hour.

In order to best serve bike and pedestrian demand, a separate green phase has been provided for westbound bikes to cross El Camino Real (pedestrians cross during the pedestrian phase concurrent with the “bike phase”).

The effect of the signal phasing is that the El Camino Real & California Avenue intersection operates as a T-intersection but with an additional phase to serve bikes and pedestrians to and from the closed leg of California Avenue. Field observations showed there's ample green time to serve the westbound bike phase and the concurrent pedestrian crossing phase. This is supported by the LOS C operations previously reported.

Effect of Closures on Pedestrian, Bicycle and Transit Operations

The street closures are considered to have a net positive effect on pedestrian and bicycle operations by decreasing the number of potential conflicts between pedestrians, bicycles and motorized vehicles.

Before the closure of the subject segment of California Avenue, the route for the VTA local bus Line 89 passed along California Avenue between the California Avenue Caltrain station and El Camino Real. The closure of California Avenue necessitated rerouting Route 89. Since the closure, the subject section of California Avenue has been removed from the route and replaced with the parallel route on Page Mill Road. Other sections of California Avenue have remained as part of the route. However, in 2025, Route 89 is to be further modified to remove California Avenue from the route entirely.

According to the VTA, the change in the routing of Route 89 has increased the overall run time of the route by five percent. The five percent increase in run time (36 seconds) is considered negligible and does not result in a conflict with City or regional policy to improve access to transit. Therefore, the closure of California Avenue will not result in any significant transit impacts that weren't previously identified in the Palo Alto Comprehensive Plan 2030 EIR.

Conclusions

The evaluation for California Avenue showed that even with the traffic diverted to the surrounding streets, the traffic volumes are lower than before the street closure. The decrease in volumes could be attributed to other factors unrelated to the closure, such as increased work at home and local construction.

Due to the low traffic volumes on Ramona Street, the closure of the east section of Ramona Street would cause only a marginal increase in traffic on the adjacent streets, with minimal effect on traffic operations on those streets. This is supported by the findings of the intersection level of service (summarized below). For the section of Ramona Street that remains open, the modest increase in traffic can be attributed to a shift in traffic from the closed section of Ramona Street.

The peak-hour level of service analysis at the California Avenue intersections and the Ramona Street intersections showed that existing traffic operations are satisfactory at all intersections in both the AM and PM peak hours. An analysis of peak hour level of service under 2030 conditions, based on traffic forecasts from the *City of Palo Alto Comprehensive Plan 2030*, similarly showed that 2030 traffic operations would be satisfactory at all intersections in both the AM and PM peak hours.

Considering there's only a marginal difference in existing traffic operations without and with the closures, it's expected that the closures would have no appreciable effect on 2030 traffic operations. Also, with all of the unsignalized intersections shown to operate at acceptable levels of

service under all study scenarios, it's unlikely that any of the unsignalized intersections would require a signal.

The street closures are expected to have a net positive effect on pedestrian and bicycle operations by decreasing the number of potential conflicts between pedestrian, bicycles and motorized vehicles. The closure of California Avenue has necessitated rerouting Route 89, resulting in a five percent increase in the route's run time (36 seconds). This increase is considered negligible and therefore does not conflict with City or regional policy to improve access to transit. Therefore, the closure of California Avenue will not result in any significant transit impacts that were not identified in the Palo Alto Comprehensive Plan 2030 EIR or other previous study. The closure of Ramona Street also will not result in any significant transit impacts.

Technical Appendices

Appendix A

Traffic Counts

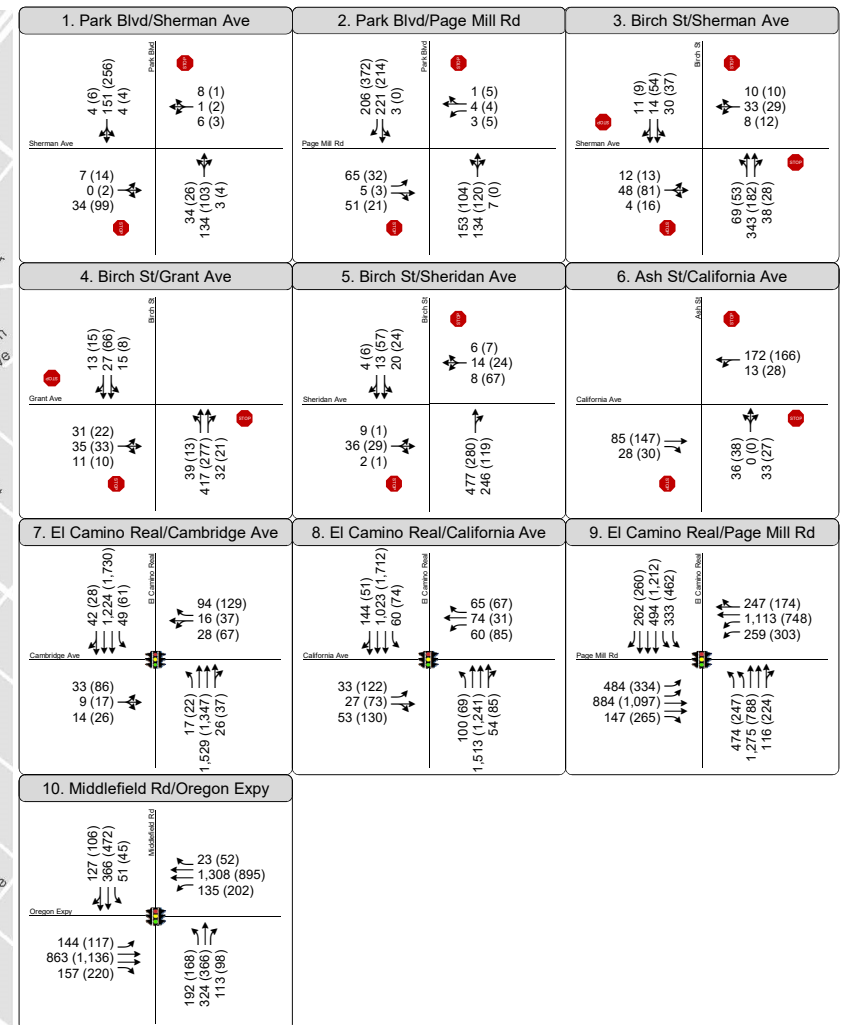
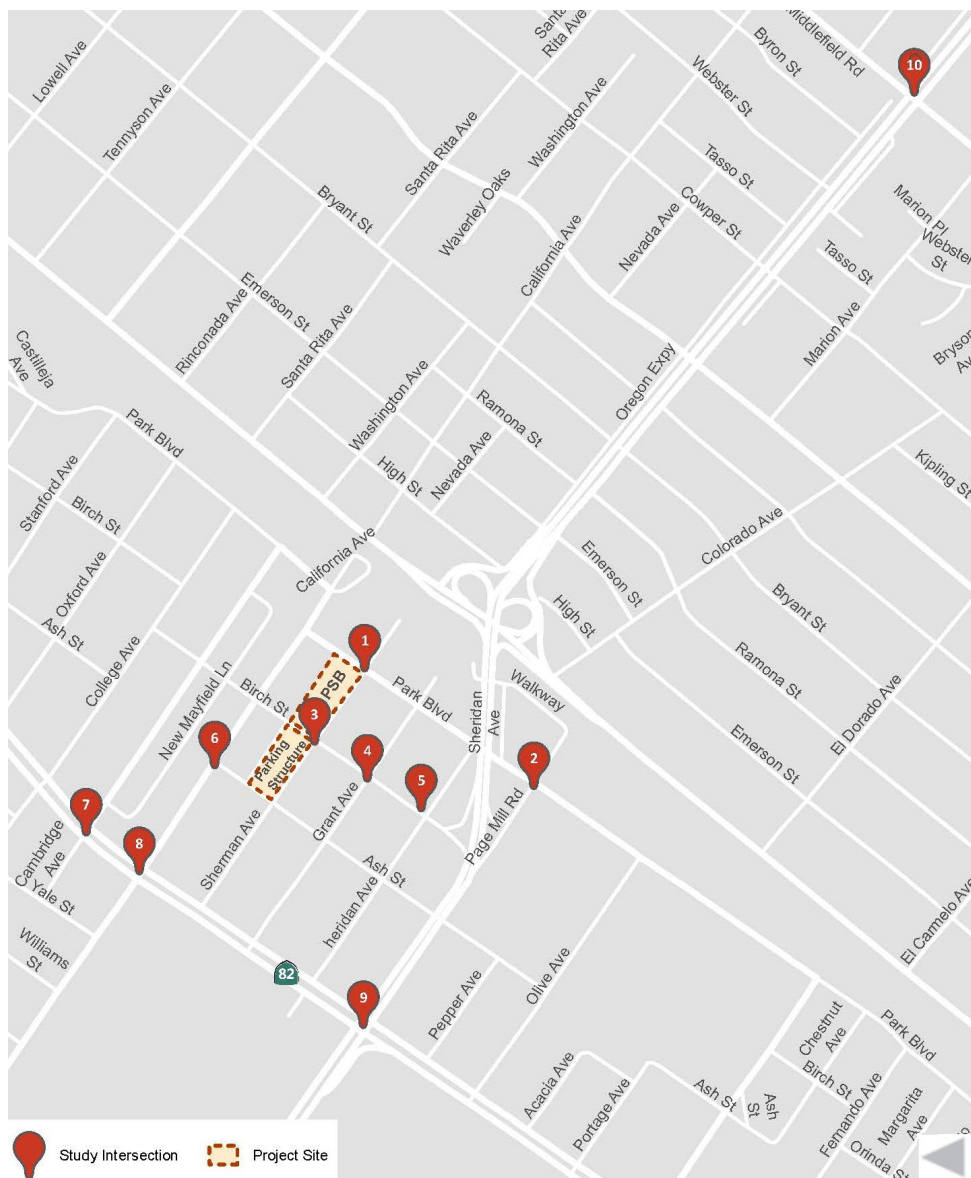


Figure 5
Traffic Volumes and Lane Configurations
Existing (2016) Conditions - AM & PM Peak Hours



AM Peak-Hour Volume Count Worksheet

AUTO-CENSUS

Traffic Monitoring and Analysis

870 Castlewood Dr. #1

Los Gatos, CA 95032

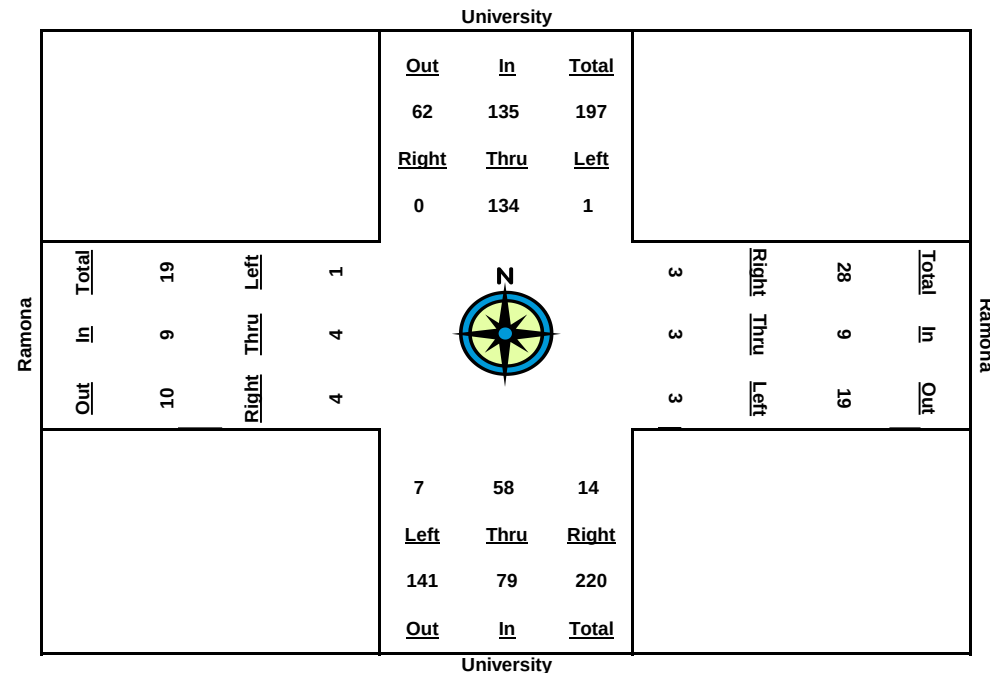
Phone 408-826-9673 Fax 408-877-1625

Date: 3/20/14
Counter: Stuart
Intersection Name: University and Ramona
Weather: Clear Palo Alto

Start Time	University				Ramona				University				Ramona			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	134	1	135	3	3	3	9	14	58	7	79	4	4	1	9

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 - 8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 - 8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 - 8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 - 9:00	0	134	1	135	3	3	3	9	14	58	7	79	4	4	1	9	232
Peak Volumes:	0	134	1	135	3	3	3	9	14	58	7	79	4	4	1	9	232

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	7	58	14	1	134	0	1	4	4	3	3	3



PM Peak-Hour Volume Count Worksheet

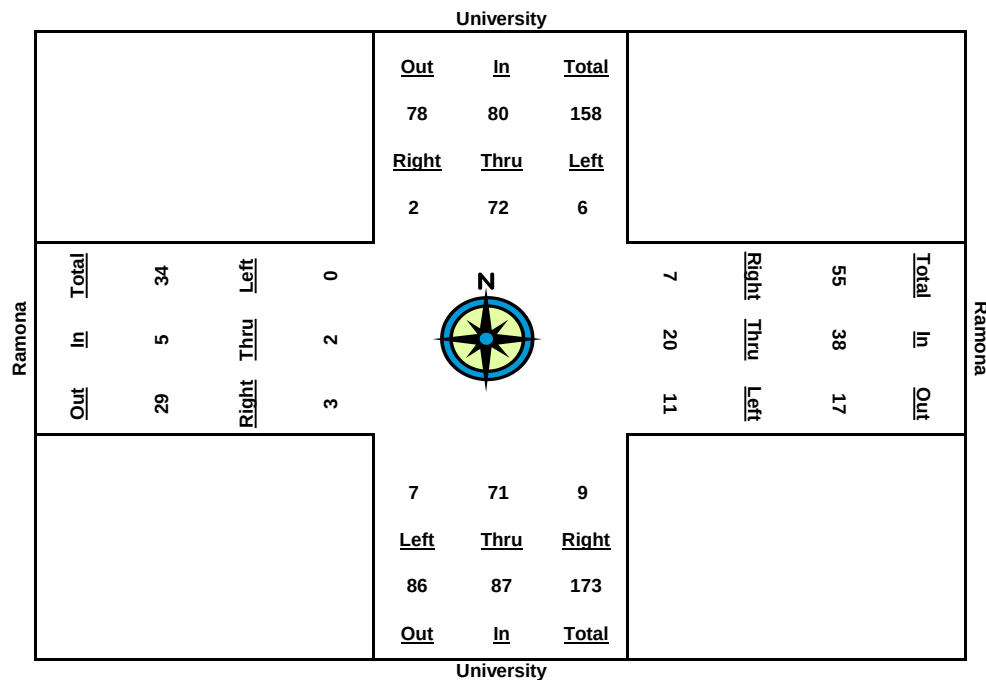
Date: 3/20/14
 Counter: Stuart
 Intersection: University and Ramona
 Weather: Clear Palo Alto

AUTO-CENSUS
 Traffic Monitoring and Analysis
 870 Castlewood Dr. #1
 Los Gatos, CA 95032
 Phone 408-826-9673 Fax 408-877-1625

Start Time	University North Approach				Ramona East Approach				University South Approach				Ramona West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	2	72	6	80	7	20	11	38	9	71	7	87	3	2	0	5
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 - 5:30	2	72	6	80	7	20	11	38	9	71	7	87	3	2	0	5	210
4:45 - 5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Volumes:	2	72	6	80	7	20	11	38	9	71	7	87	3	2	0	5	210

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	7	71	9	6	72	2	0	2	3	11	20	7



Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
Lights	0	8	48	12	0	70	88	6	0	4	20	20	0	5	24	11	316
Mediums	0	0	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6
Total	0	8	48	12	0	72	92	8	0	4	20	20	0	5	24	11	324



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

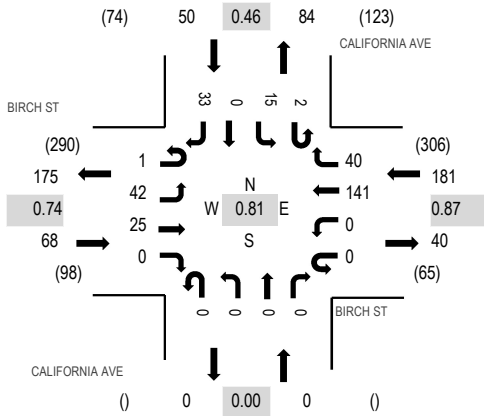
Location: 2 CALIFORNIA AVE & BIRCH ST AM

Date: Wednesday, November 6, 2024

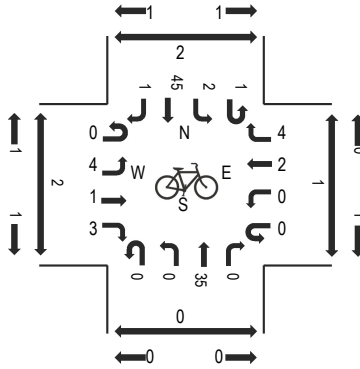
Peak Hour: 08:00 AM - 09:00 AM

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

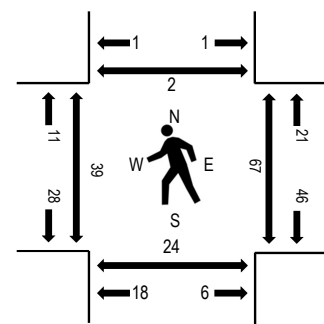
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BIRCH ST Eastbound				BIRCH ST Westbound				CALIFORNIA AVE Northbound				CALIFORNIA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	1	0	0	0	13	5	0	0	0	0	0	1	0	2	24	179	3	8	4	1
7:15 AM	0	7	4	0	0	0	12	7	0	0	0	0	0	4	0	2	36	218	3	10	1	1
7:30 AM	0	2	6	0	0	0	29	3	0	0	0	0	0	2	0	5	47	251	6	10	2	0
7:45 AM	0	3	5	0	1	0	45	10	0	0	0	0	0	1	0	7	72	279	9	9	5	0
8:00 AM	1	9	4	0	0	0	31	11	0	0	0	0	0	1	0	6	63	299	4	13	7	0
8:15 AM	0	9	3	0	0	0	37	10	0	0	0	0	0	5	0	5	69		10	16	4	0
8:30 AM	0	11	8	0	0	0	42	8	0	0	0	0	0	4	0	2	75		12	19	4	1
8:45 AM	0	13	10	0	0	0	31	11	0	0	0	0	2	5	0	20	92		13	19	9	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
Lights	1	42	25	0	0	0	134	40	0	0	0	0	2	13	0	31	288
Mediums	0	0	0	0	0	0	6	0	0	0	0	0	0	2	0	1	9
Total	1	42	25	0	0	0	141	40	0	0	0	0	2	15	0	33	299



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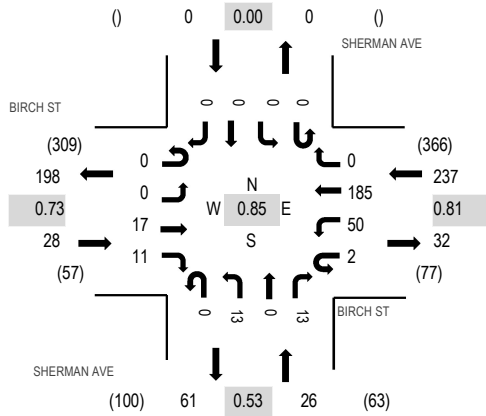
Location: 3 SHERMAN AVE & BIRCH ST AM

Date: Wednesday, November 6, 2024

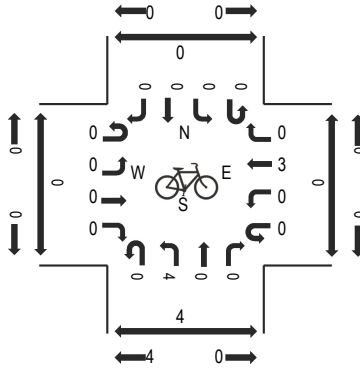
Peak Hour: 07:45 AM - 08:45 AM

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

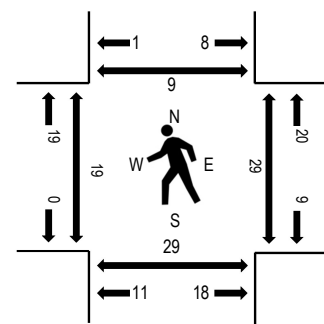
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BIRCH ST Eastbound				BIRCH ST Westbound				SHERMAN AVE Northbound				SHERMAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	1	1	0	9	17	0	0	1	0	2	0	0	0	0	31	215	2	1	4	2
7:15 AM	0	0	6	2	0	11	17	0	0	1	0	5	0	0	0	0	42	247	15	6	8	9
7:30 AM	0	0	6	2	0	8	30	0	0	4	0	6	0	0	0	0	56	280	18	2	4	15
7:45 AM	0	0	4	3	0	15	58	0	0	2	0	4	0	0	0	0	86	291	8	9	11	8
8:00 AM	0	0	3	2	0	13	41	0	0	2	0	2	0	0	0	0	63	271	3	8	6	0
8:15 AM	0	0	4	3	0	13	48	0	0	2	0	5	0	0	0	0	75		3	7	5	0
8:30 AM	0	0	6	3	2	9	38	0	0	7	0	2	0	0	0	0	67		5	5	7	1
8:45 AM	0	0	9	2	1	4	32	0	0	9	0	9	0	0	0	0	66		4	10	16	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	0	16	11	2	50	180	0	0	13	0	13	0	0	0	0	285
Mediums	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5
Total	0	0	17	11	2	50	185	0	0	13	0	13	0	0	0	0	291



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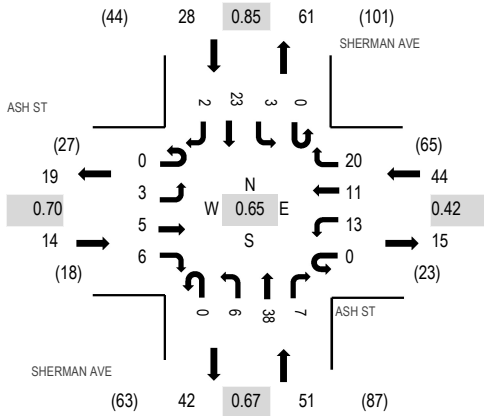
Location: 4 SHERMAN AVE & ASH ST AM

Date: Wednesday, November 6, 2024

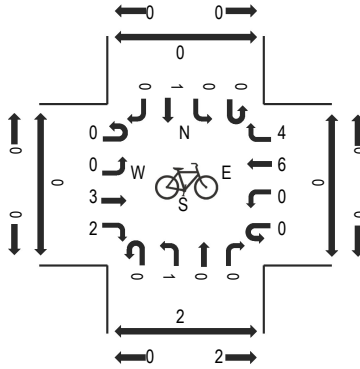
Peak Hour: 08:00 AM - 09:00 AM

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

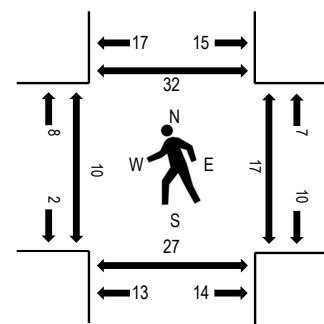
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ASH ST Eastbound				ASH ST Westbound				SHERMAN AVE Northbound				SHERMAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	2	1	0	0	0	7	2	0	0	2	0	14	77	2	0	2	1
7:15 AM	0	1	0	0	0	2	0	4	0	0	6	0	0	0	3	1	17	93	1	0	5	1
7:30 AM	0	0	1	0	0	2	0	2	0	1	9	0	0	0	1	0	16	105	0	1	2	2
7:45 AM	0	0	2	0	0	2	2	4	0	1	7	3	0	0	7	2	30	114	2	2	9	1
8:00 AM	0	0	1	2	0	2	2	2	0	3	7	1	0	0	9	1	30	137	4	3	5	4
8:15 AM	0	2	1	1	0	1	0	1	0	2	9	2	0	1	8	1	29		0	5	6	12
8:30 AM	0	0	1	1	0	3	4	3	0	0	7	1	0	1	4	0	25		1	5	5	10
8:45 AM	0	1	2	2	0	7	5	14	0	1	15	3	0	1	2	0	53		5	4	11	6

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	3	5	6	0	12	10	20	0	6	37	6	0	3	23	2	133
Mediums	0	0	0	0	0	1	1	0	0	0	1	1	0	0	0	0	4
Total	0	3	5	6	0	13	11	20	0	6	38	7	0	3	23	2	137

[illegible]



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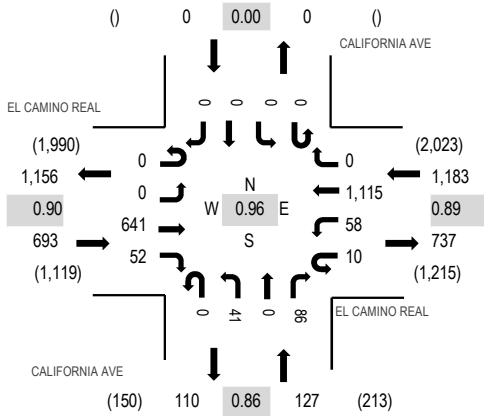
Location: 6 CALIFORNIA AVE & EL CAMINO REAL AM

Date: Wednesday, November 6, 2024

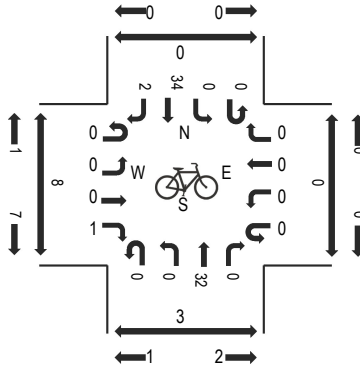
Peak Hour: 08:00 AM - 09:00 AM

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

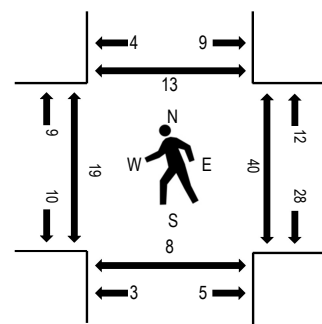
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				CALIFORNIA AVE Northbound				CALIFORNIA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	73	1	1	3	116	0	0	6	0	17	0	0	0	0	217	1,352	3	5	4	5
7:15 AM	0	0	85	8	1	4	215	0	0	1	0	12	0	0	0	0	326	1,634	2	7	1	1
7:30 AM	0	0	101	6	1	4	200	0	0	4	0	14	0	0	0	0	330	1,776	5	17	2	3
7:45 AM	0	0	146	6	3	8	284	0	0	8	0	24	0	0	0	0	479	1,962	2	7	4	1
8:00 AM	0	0	170	9	4	11	272	0	0	8	0	25	0	0	0	0	499	2,003	3	5	3	2
8:15 AM	0	0	152	13	2	12	252	0	0	12	0	25	0	0	0	0	468		2	13	1	2
8:30 AM	0	0	174	18	3	17	278	0	0	7	0	19	0	0	0	0	516		7	11	2	4
8:45 AM	0	0	145	12	1	18	313	0	0	14	0	17	0	0	0	0	520		7	11	2	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	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6
Lights	0	0	609	50	10	54	1,078	0	0	41	0	84	0	0	0	0	1,926
Mediums	0	0	29	2	0	4	34	0	0	0	0	2	0	0	0	0	71
Total	0	0	641	52	10	58	1,115	0	0	41	0	86	0	0	0	0	2,003



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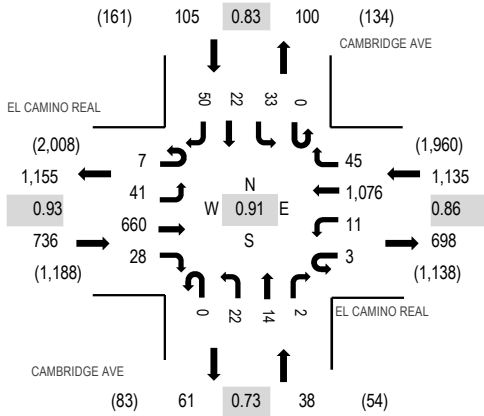
Location: 7 CAMBRIDGE AVE & EL CAMINO REAL AM

Date: Wednesday, November 6, 2024

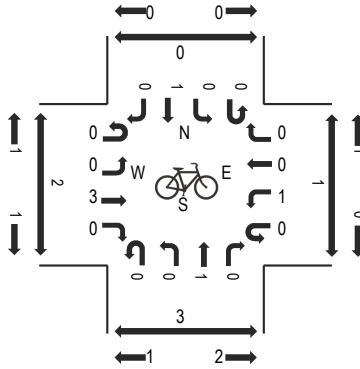
Peak Hour: 08:00 AM - 09:00 AM

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

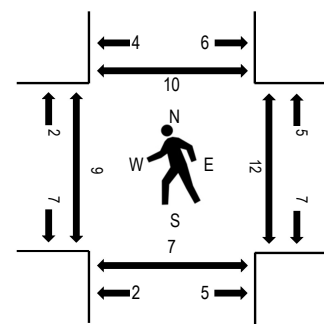
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL				EL CAMINO REAL				CAMBRIDGE AVE				CAMBRIDGE AVE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
7:00 AM	0	4	76	0	0	1	122	2	0	1	0	1	0	4	2	3	216	1,349	0	1	5	2
7:15 AM	0	2	89	4	0	2	221	2	0	2	0	0	0	1	0	6	329	1,644	0	0	1	0
7:30 AM	1	4	108	3	0	2	189	5	0	2	4	0	0	2	0	10	330	1,759	0	1	6	1
7:45 AM	1	5	149	6	1	0	272	6	0	4	0	2	0	7	2	19	474	1,934	1	3	6	0
8:00 AM	0	9	181	8	2	6	268	7	0	2	4	0	0	2	8	14	511	2,014	1	1	1	4
8:15 AM	3	7	151	5	0	2	231	10	0	9	2	0	0	8	5	11	444		2	5	3	0
8:30 AM	1	11	165	8	1	2	262	14	0	4	3	1	0	13	5	15	505		0	3	2	3
8:45 AM	3	14	163	7	0	1	315	14	0	7	5	1	0	10	4	10	554		6	3	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1	7
Lights	7	41	624	27	3	10	1,043	44	0	22	14	2	0	33	22	48	1,940
Mediums	0	0	33	1	0	1	30	1	0	0	0	0	0	0	0	1	67
Total	7	41	660	28	3	11	1,076	45	0	22	14	2	0	33	22	50	2,014



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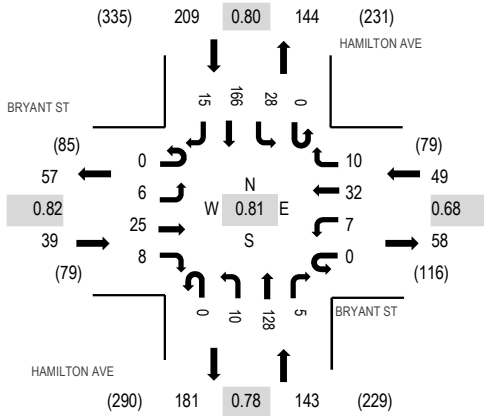
Location: 8 HAMILTON AVE & BRYANT ST AM

Date: Wednesday, November 6, 2024

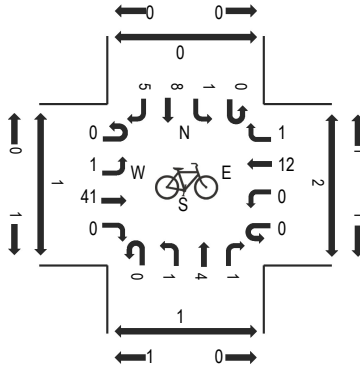
Peak Hour: 08:00 AM - 09:00 AM

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

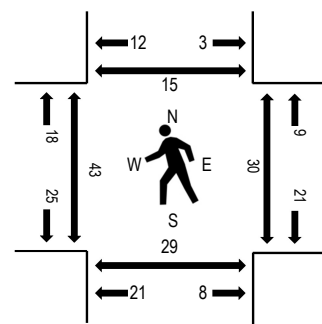
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRYANT ST Eastbound				BRYANT ST Westbound				HAMILTON AVE Northbound				HAMILTON AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	5	1	0	2	2	3	0	2	17	0	0	9	23	1	66	282	4	0	2	3
7:15 AM	0	2	5	1	0	2	1	3	0	2	15	1	0	6	19	1	58	311	5	2	2	7
7:30 AM	0	0	4	6	0	0	8	2	0	4	28	1	0	7	24	1	85	350	5	10	6	3
7:45 AM	0	1	13	1	0	1	4	2	0	2	13	1	0	6	29	0	73	377	10	3	14	5
8:00 AM	0	2	12	1	0	4	5	2	0	2	25	1	0	5	33	3	95	440	11	4	3	6
8:15 AM	0	3	5	1	0	0	8	2	0	2	29	0	0	6	37	4	97		7	9	4	1
8:30 AM	0	1	5	2	0	2	6	2	0	3	33	2	0	8	45	3	112		15	7	7	1
8:45 AM	0	0	3	4	0	1	13	4	0	3	41	2	0	9	51	5	136		10	10	15	7

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	6	25	7	0	6	32	10	0	10	125	4	0	27	163	15	430
Mediums	0	0	0	1	0	1	0	0	0	0	3	1	0	1	2	0	9
Total	0	6	25	8	0	7	32	10	0	10	128	5	0	28	166	15	440



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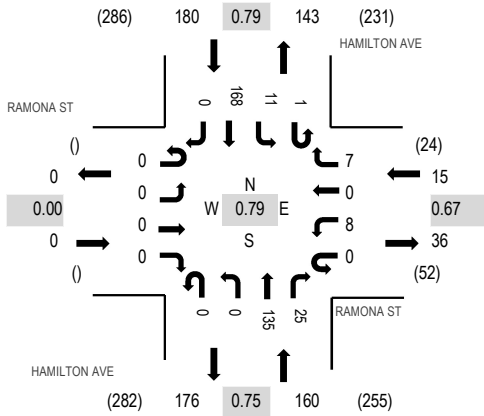
Location: 9 HAMILTON AVE & RAMONA ST AM

Date: Wednesday, November 6, 2024

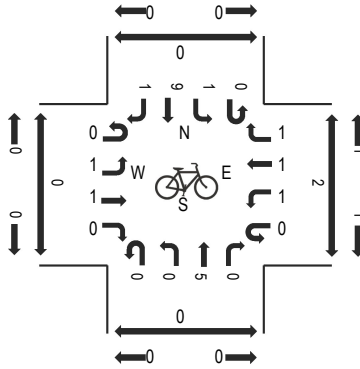
Peak Hour: 08:00 AM - 09:00 AM

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

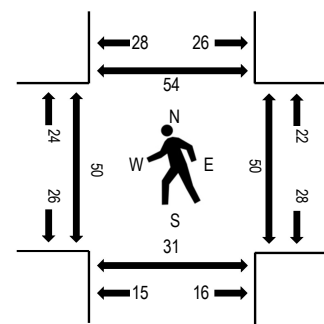
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RAMONA ST Eastbound				RAMONA ST Westbound				HAMILTON AVE Northbound				HAMILTON AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	2	0	0	0	0	20	1	0	1	24	0	48	210	3	3	2	2
7:15 AM	0	0	0	0	0	0	0	1	0	0	17	4	0	1	23	0	46	237	4	6	5	3
7:30 AM	0	0	0	0	0	2	0	0	0	0	33	1	0	1	26	0	63	271	6	8	6	11
7:45 AM	0	0	0	0	0	2	0	2	0	0	15	4	0	3	27	0	53	295	8	10	11	5
8:00 AM	0	0	0	0	0	2	0	4	0	0	23	8	0	2	36	0	75	355	11	5	4	10
8:15 AM	0	0	0	0	0	3	0	0	0	0	31	8	1	3	34	0	80		8	16	11	14
8:30 AM	0	0	0	0	0	2	0	1	0	0	36	1	0	3	44	0	87		13	14	9	13
8:45 AM	0	0	0	0	0	1	0	2	0	0	45	8	0	3	54	0	113		18	15	7	17

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	1	0	1
Lights	0	0	0	0	0	7	0	7	0	0	131	25	1	10	164	0	345
Mediums	0	0	0	0	0	1	0	0	0	0	4	0	0	1	3	0	9
Total	0	0	0	0	0	8	0	7	0	0	135	25	1	11	168	0	355



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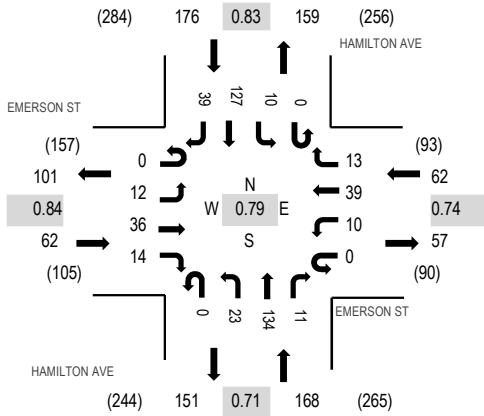
Location: 10 HAMILTON AVE & EMERSON ST AM

Date: Wednesday, November 6, 2024

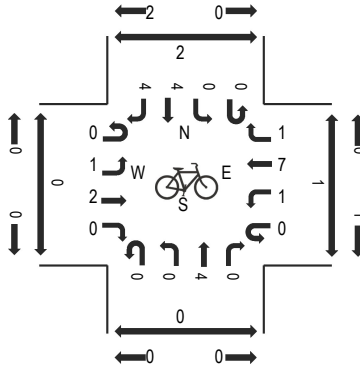
Peak Hour: 08:00 AM - 09:00 AM

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

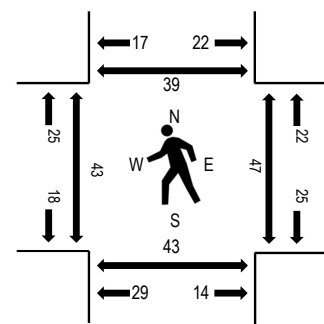
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EMERSON ST Eastbound				EMERSON ST Westbound				HAMILTON AVE Northbound				HAMILTON AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	2	2	0	0	5	1	0	1	20	2	0	4	17	4	58	279	3	5	8	4
7:15 AM	0	5	5	3	0	1	7	2	0	5	14	1	0	2	20	5	70	313	5	4	4	1
7:30 AM	0	2	1	3	0	1	4	3	0	4	31	1	0	4	16	4	74	352	5	9	11	5
7:45 AM	0	3	8	9	0	1	5	1	0	2	15	1	0	2	20	10	77	397	16	5	11	6
8:00 AM	0	4	5	3	0	1	9	2	0	4	25	2	0	0	28	9	92	468	13	8	16	3
8:15 AM	0	5	7	3	0	2	10	3	0	6	33	1	0	5	27	7	109		10	13	9	13
8:30 AM	0	2	14	4	0	5	6	3	0	4	28	6	0	2	39	6	119		12	10	10	9
8:45 AM	0	1	10	4	0	2	14	5	0	9	48	2	0	3	33	17	148		8	16	8	14

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	1	0	0	1
Lights	0	12	35	14	0	10	38	13	0	23	130	11	0	9	124	38	457
Mediums	0	0	1	0	0	0	1	0	0	0	4	0	0	0	3	1	10
Total	0	12	36	14	0	10	39	13	0	23	134	11	0	10	127	39	468



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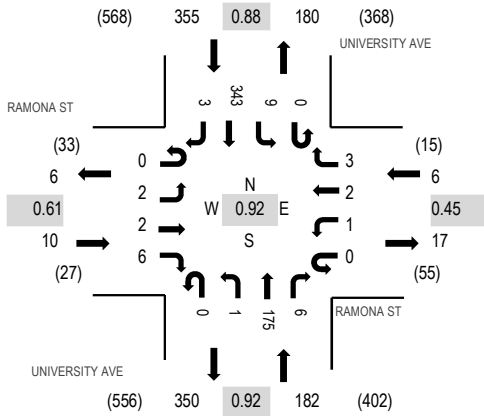
Location: 11 UNIVERSITY AVE & RAMONA ST AM

Date: Wednesday, November 6, 2024

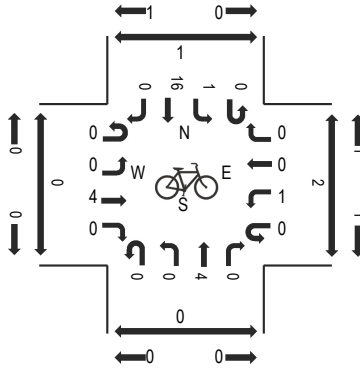
Peak Hour: 07:00 AM - 08:00 AM

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

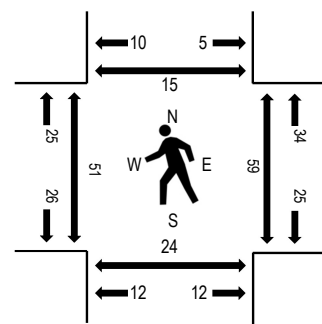
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RAMONA ST Eastbound				RAMONA ST Westbound				UNIVERSITY AVE Northbound				UNIVERSITY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	1	0	1	0	0	0	1	0	1	27	1	0	4	97	0	133	553	8	4	8	1	
7:15 AM	0	0	0	3	0	0	1	1	0	0	36	1	0	1	93	1	137	527	15	16	4	4	
7:30 AM	0	1	1	0	0	0	0	1	0	0	67	2	0	2	75	2	151	504	18	15	7	6	
7:45 AM	0	0	1	2	0	1	1	0	0	0	45	2	0	2	78	0	132	477	10	24	5	4	
8:00 AM	0	0	0	0	0	1	0	0	0	2	43	0	0	2	58	1	107	459	12	30	3	6	
8:15 AM	0	0	2	4	0	0	0	0	0	4	49	4	0	6	43	2	114		13	20	2	7	
8:30 AM	0	0	3	4	0	2	3	0	0	4	48	6	0	3	47	4	124		18	27	2	6	
8:45 AM	0	0	2	2	0	2	1	0	0	4	48	8	0	2	43	2	114		26	30	8	9	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	1	2	6	0	1	1	3	0	1	172	6	0	9	335	3	540
Mediums	0	1	0	0	0	0	0	0	0	0	3	0	0	0	8	0	12
Total	0	2	2	6	0	1	2	3	0	1	175	6	0	9	343	3	553



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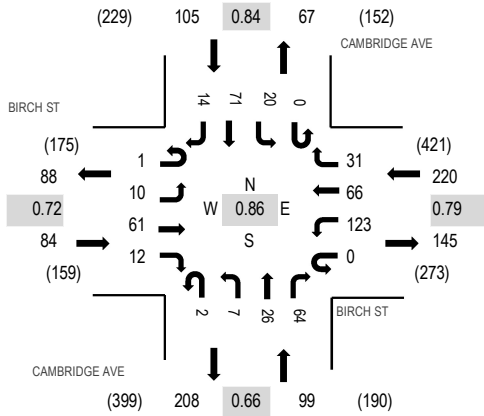
Location: 1 CAMBRIDGE AVE & BIRCH ST PM

Date: Wednesday, November 6, 2024

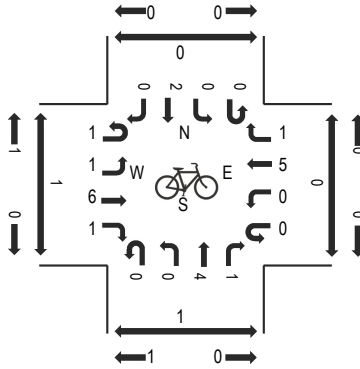
Peak Hour: 05:00 PM - 06:00 PM

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

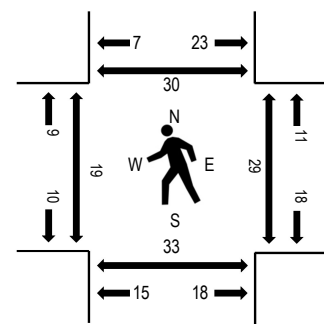
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BIRCH ST Eastbound				BIRCH ST Westbound				CAMBRIDGE AVE Northbound				CAMBRIDGE AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	11	3	0	30	15	8	0	3	11	9	0	10	19	4	125	491	8	2	7	5
4:15 PM	0	5	15	4	0	21	20	13	0	4	11	7	0	7	14	4	125	471	3	8	5	4
4:30 PM	0	3	11	3	0	21	15	9	0	2	5	13	0	8	27	2	119	459	3	9	6	10
4:45 PM	0	4	11	3	0	27	14	8	0	2	6	18	0	8	19	2	122	487	5	6	9	4
5:00 PM	0	1	9	0	0	24	16	6	0	1	6	14	0	5	18	5	105	508	8	4	8	9
5:15 PM	0	2	19	4	0	26	15	5	0	0	7	11	0	6	13	5	113		4	4	13	4
5:30 PM	1	4	11	4	0	35	20	3	0	3	10	27	0	8	19	2	147		4	8	5	6
5:45 PM	0	3	22	4	0	38	15	17	2	3	3	12	0	1	21	2	143		3	13	7	11

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	1	10	60	12	0	122	66	30	2	7	25	64	0	20	71	13	503
Mediums	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	1	5
Total	1	10	61	12	0	123	66	31	2	7	26	64	0	20	71	14	508

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	82	103	0	2	0	184	81	0	0	1	0	4	24	0	31	512
Mediums	0	0	1	0	0	0	3	0	0	0	0	0	0	2	0	0	6
Total	0	82	104	0	2	0	187	81	0	0	1	0	4	26	0	31	518



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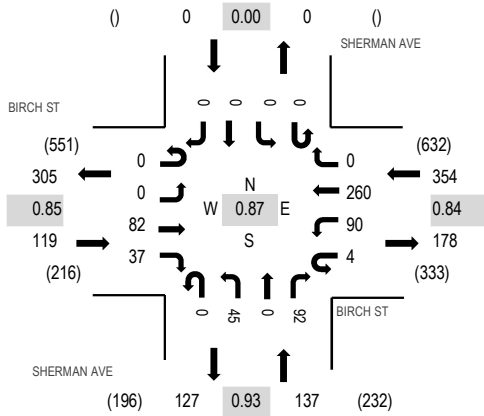
Location: 3 SHERMAN AVE & BIRCH ST PM

Date: Wednesday, November 6, 2024

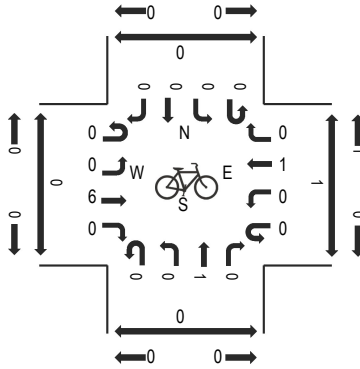
Peak Hour: 05:00 PM - 06:00 PM

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

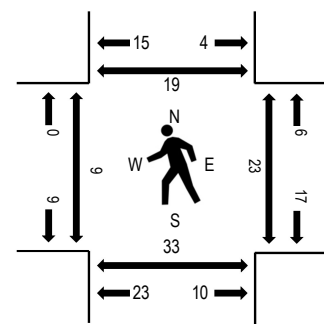
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BIRCH ST Eastbound				BIRCH ST Westbound				SHERMAN AVE Northbound				SHERMAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	22	6	4	13	60	0	0	5	0	39	0	0	0	0	149	470	4	3	7	3
4:15 PM	0	0	10	3	1	14	57	0	0	7	0	13	0	0	0	0	105	455	1	1	5	1
4:30 PM	1	0	21	3	0	13	47	0	0	3	0	10	0	0	0	0	98	495	0	5	10	0
4:45 PM	0	0	24	7	1	10	58	0	0	8	0	10	0	0	0	0	118	552	2	4	8	5
5:00 PM	0	0	26	3	1	20	47	0	0	7	0	30	0	0	0	0	134	610	7	10	16	10
5:15 PM	0	0	19	6	1	23	63	0	0	12	0	21	0	0	0	0	145		2	3	4	5
5:30 PM	0	0	19	11	1	27	66	0	0	15	0	16	0	0	0	0	155		0	3	5	2
5:45 PM	0	0	18	17	1	20	84	0	0	11	0	25	0	0	0	0	176		0	7	8	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	0	80	37	4	90	258	0	0	44	0	92	0	0	0	0	605
Mediums	0	0	2	0	0	0	2	0	0	1	0	0	0	0	0	0	5
Total	0	0	82	37	4	90	260	0	0	45	0	92	0	0	0	0	610



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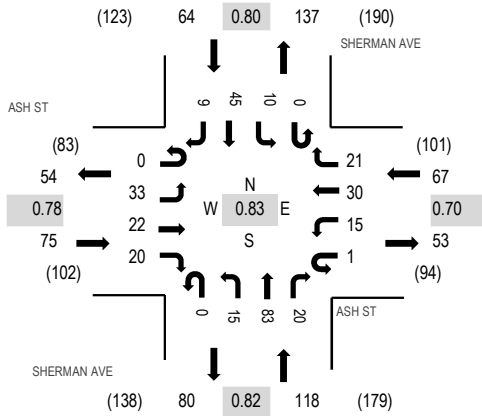
Location: 4 SHERMAN AVE & ASH ST PM

Date: Wednesday, November 6, 2024

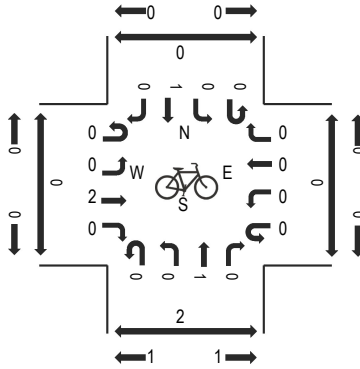
Peak Hour: 05:00 PM - 06:00 PM

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

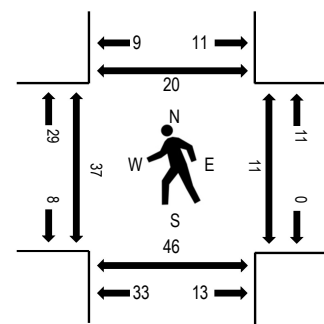
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ASH ST Eastbound				ASH ST Westbound				SHERMAN AVE Northbound				SHERMAN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	7	2	0	7	4	1	0	4	14	6	0	6	13	1	66	181	4	6	14	8
4:15 PM	0	0	2	1	0	0	1	2	0	1	12	1	0	3	8	2	33	192	7	0	23	4
4:30 PM	0	0	2	1	0	2	3	1	0	0	5	3	0	3	10	1	31	217	2	5	12	7
4:45 PM	0	2	3	6	1	1	6	5	0	4	10	1	0	3	7	2	51	277	5	1	5	6
5:00 PM	0	5	5	7	0	2	6	3	0	1	21	7	0	7	10	3	77	324	14	3	15	8
5:15 PM	0	7	4	2	0	4	8	3	0	4	15	1	0	0	9	1	58		9	3	10	2
5:30 PM	0	9	8	4	0	6	5	6	0	3	26	4	0	2	15	3	91		7	0	9	0
5:45 PM	0	12	5	7	1	3	11	9	0	7	21	8	0	1	11	2	98		7	5	12	10

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	32	22	19	1	15	30	21	0	15	83	20	0	10	45	9	322
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	33	22	20	1	15	30	21	0	15	83	20	0	10	45	9	324

[illegible]



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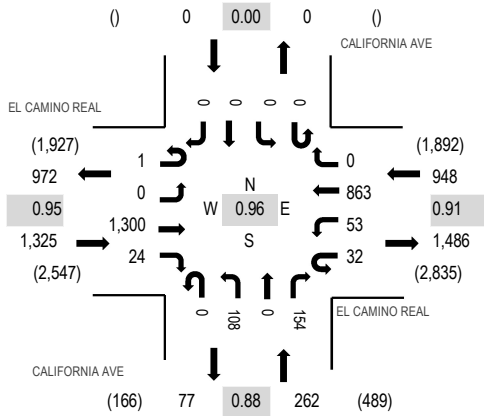
Location: 6 CALIFORNIA AVE & EL CAMINO REAL PM

Date: Wednesday, November 6, 2024

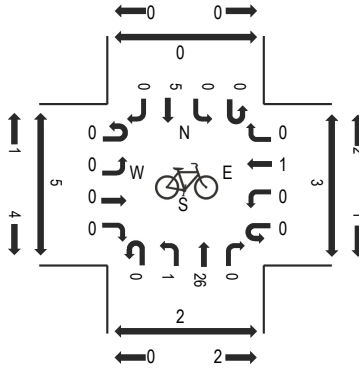
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

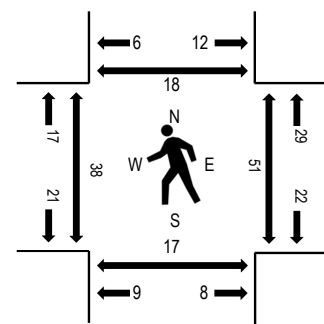
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				CALIFORNIA AVE Northbound				CALIFORNIA AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	269	9	11	13	213	0	0	21	0	45	0	0	0	0	581	2,414	10	20	10	8
4:15 PM	4	0	290	13	6	13	201	0	0	20	0	26	0	0	0	0	573	2,449	14	13	8	5
4:30 PM	1	0	291	11	2	9	233	0	0	21	0	33	0	0	0	0	601	2,534	6	11	5	7
4:45 PM	0	0	344	11	7	13	224	0	0	25	0	35	0	0	0	0	659	2,535	8	18	4	4
5:00 PM	0	0	342	6	5	9	185	0	0	28	0	41	0	0	0	0	616	2,514	13	16	6	2
5:15 PM	1	0	335	2	13	9	240	0	0	21	0	37	0	0	0	0	658		8	12	2	8
5:30 PM	0	0	279	5	7	22	214	0	0	34	0	41	0	0	0	0	602		9	5	5	4
5:45 PM	2	0	325	7	11	14	218	0	0	21	0	40	0	0	0	0	638		6	7	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	1	0	1,282	23	32	53	849	0	0	108	0	151	0	0	0	0	2,499
Mediums	0	0	18	1	0	0	14	0	0	0	0	3	0	0	0	0	36
Total	1	0	1,300	24	32	53	863	0	0	108	0	154	0	0	0	0	2,535



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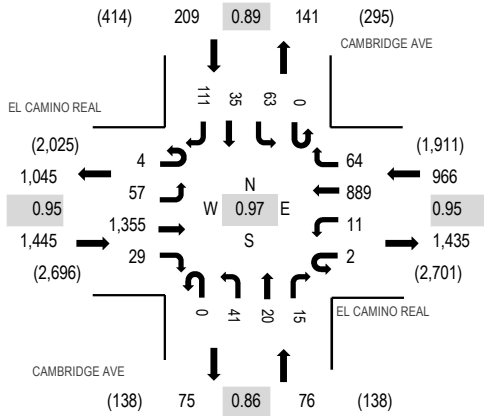
Location: 7 CAMBRIDGE AVE & EL CAMINO REAL PM

Date: Wednesday, November 6, 2024

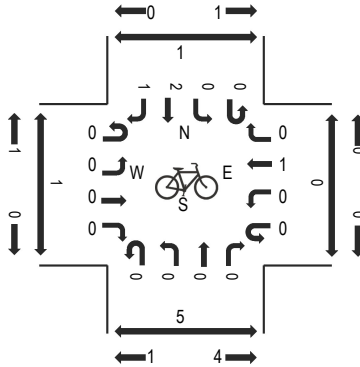
Peak Hour: 04:30 PM - 05:30 PM

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

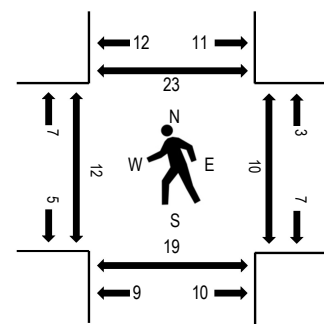
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				CAMBRIDGE AVE Northbound				CAMBRIDGE AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	11	281	4	1	2	213	16	0	11	3	0	0	22	7	29	601	2,528	3	4	6	7
4:15 PM	0	10	297	6	3	3	198	22	0	7	4	2	0	16	10	14	592	2,593	0	3	8	4
4:30 PM	1	10	305	12	0	3	239	13	0	12	5	2	0	18	9	29	658	2,696	2	3	5	6
4:45 PM	2	9	351	6	1	3	221	12	0	9	7	6	0	16	11	23	677	2,675	1	3	1	3
5:00 PM	1	17	342	8	1	1	195	24	0	13	3	3	0	20	7	31	666	2,631	1	3	9	5
5:15 PM	0	21	357	3	0	4	234	15	0	7	5	4	0	9	8	28	695		8	1	4	9
5:30 PM	2	16	280	5	1	1	229	24	0	12	4	3	0	22	13	25	637		9	5	11	6
5:45 PM	2	17	316	3	2	5	208	17	0	4	10	2	0	18	4	25	633		1	1	3	6

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	4	55	1,338	28	2	11	872	64	0	41	20	15	0	62	35	110	2,657
Mediums	0	2	17	1	0	0	17	0	0	0	0	0	0	1	0	1	39
Total	4	57	1,355	29	2	11	889	64	0	41	20	15	0	63	35	111	2,696



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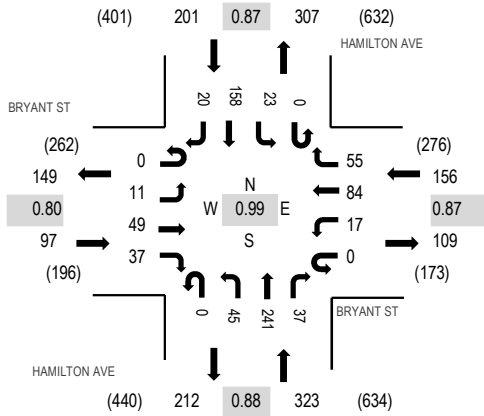
Location: 8 HAMILTON AVE & BRYANT ST PM

Date: Wednesday, November 6, 2024

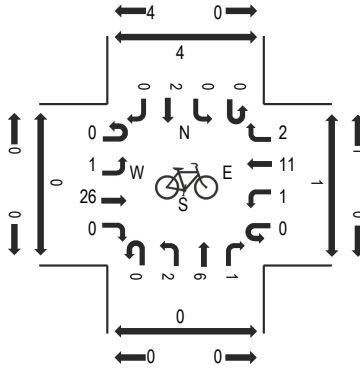
Peak Hour: 05:00 PM - 06:00 PM

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

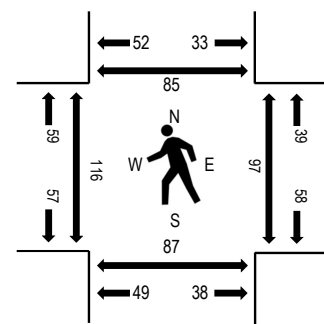
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BRYANT ST Eastbound				BRYANT ST Westbound				HAMILTON AVE Northbound				HAMILTON AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	6	9	12	0	3	17	10	0	4	57	5	0	3	37	6	169	730	33	17	16	23
4:15 PM	0	4	6	12	0	5	16	6	0	11	80	1	1	5	50	4	201	758	17	13	12	15
4:30 PM	0	7	9	15	0	3	16	16	0	10	63	7	0	2	42	8	198	753	31	32	15	30
4:45 PM	0	1	7	11	0	3	14	11	0	6	63	4	0	6	35	1	162	750	36	14	16	26
5:00 PM	0	1	19	5	0	4	21	14	0	8	62	8	0	2	47	6	197	777	26	30	24	28
5:15 PM	0	4	9	8	0	3	26	16	0	13	63	5	0	5	39	5	196		30	27	19	27
5:30 PM	0	4	13	12	0	5	19	13	0	9	65	10	0	7	36	2	195		36	16	19	9
5:45 PM	0	2	8	12	0	5	18	12	0	15	51	14	0	9	36	7	189		24	24	25	21

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	10	49	36	0	17	84	55	0	45	238	37	0	22	155	20	768
Mediums	0	1	0	1	0	0	0	0	0	0	3	0	0	1	3	0	9
Total	0	11	49	37	0	17	84	55	0	45	241	37	0	23	158	20	777



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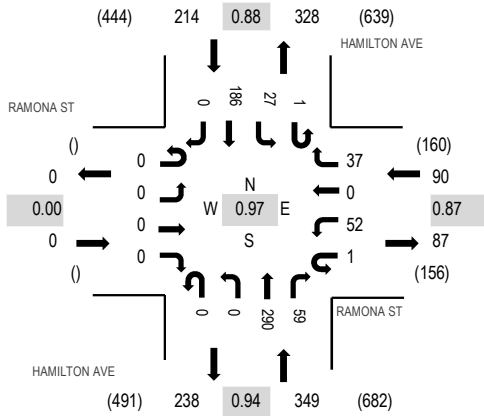
Location: 9 HAMILTON AVE & RAMONA ST PM

Date: Wednesday, November 6, 2024

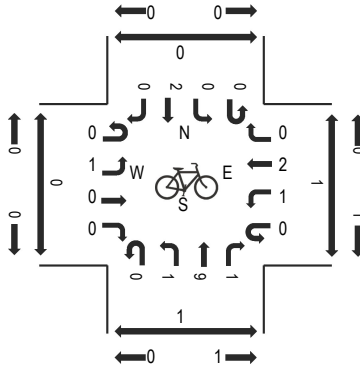
Peak Hour: 05:00 PM - 06:00 PM

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

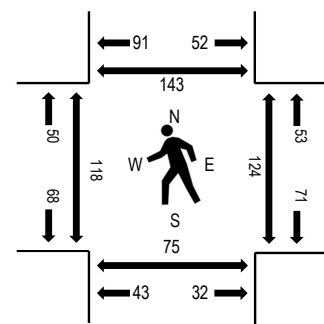
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RAMONA ST Eastbound				RAMONA ST Westbound				HAMILTON AVE Northbound				HAMILTON AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	11	0	4	0	0	63	9	0	9	46	0	142	633	26	19	20	16
4:15 PM	0	0	0	0	0	5	0	7	0	0	83	9	0	7	58	0	169	648	14	12	10	16
4:30 PM	0	0	0	0	0	9	0	8	0	0	78	10	0	4	55	0	164	647	21	42	15	29
4:45 PM	0	0	0	0	0	23	0	3	0	0	65	16	0	5	46	0	158	652	39	24	16	24
5:00 PM	0	0	0	0	0	13	0	8	0	0	71	12	1	6	46	0	157	653	28	26	18	26
5:15 PM	0	0	0	0	1	17	0	7	0	0	77	16	0	4	46	0	168		28	25	18	24
5:30 PM	0	0	0	0	0	14	0	15	0	0	71	15	0	8	46	0	169		25	45	23	44
5:45 PM	0	0	0	0	0	8	0	7	0	0	71	16	0	9	48	0	159		37	28	16	49

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	0	0	0	1	52	0	37	0	0	287	59	1	26	183	0	646
Mediums	0	0	0	0	0	0	0	0	0	0	3	0	0	1	3	0	7
Total	0	0	0	0	1	52	0	37	0	0	290	59	1	27	186	0	653



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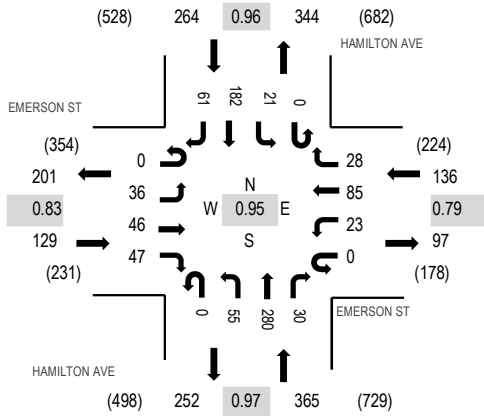
Location: 10 HAMILTON AVE & EMERSON ST PM

Date: Wednesday, November 6, 2024

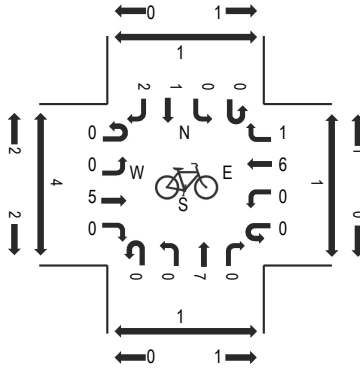
Peak Hour: 05:00 PM - 06:00 PM

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

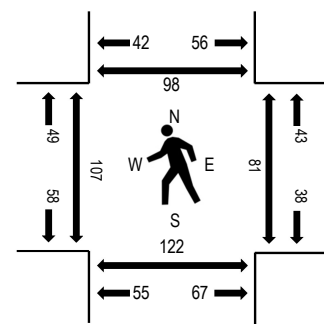
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EMERSON ST Eastbound				EMERSON ST Westbound				HAMILTON AVE Northbound				HAMILTON AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	12	6	0	4	12	7	0	14	68	6	0	3	47	10	192	818	27	14	13	15
4:15 PM	0	12	5	11	0	5	9	3	0	8	78	6	0	5	45	12	199	833	12	20	16	22
4:30 PM	0	6	5	13	0	2	14	8	0	16	70	9	0	7	50	13	213	860	19	19	18	21
4:45 PM	0	5	13	11	0	7	7	10	0	17	68	4	0	6	45	21	214	882	40	18	24	26
5:00 PM	0	9	9	9	0	4	16	5	0	23	63	5	0	5	46	13	207	894	33	11	33	19
5:15 PM	0	12	9	18	0	7	17	7	0	6	73	7	0	6	50	14	226		20	26	25	27
5:30 PM	0	6	11	11	0	4	29	10	0	15	71	8	0	7	50	13	235		33	29	35	25
5:45 PM	0	9	17	9	0	8	23	6	0	11	73	10	0	3	36	21	226		21	15	29	27

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	36	46	47	0	22	84	28	0	54	277	30	0	21	179	61	885
Mediums	0	0	0	0	0	1	1	0	0	1	3	0	0	0	3	0	9
Total	0	36	46	47	0	23	85	28	0	55	280	30	0	21	182	61	894



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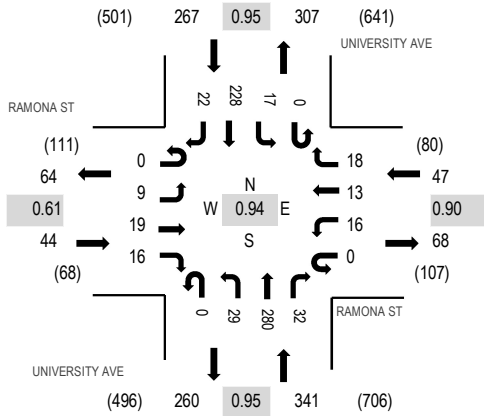
Location: 11 UNIVERSITY AVE & RAMONA ST PM

Date: Wednesday, November 6, 2024

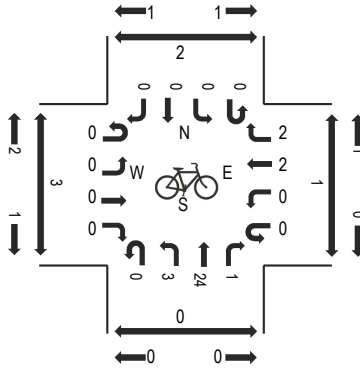
Peak Hour: 05:00 PM - 06:00 PM

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

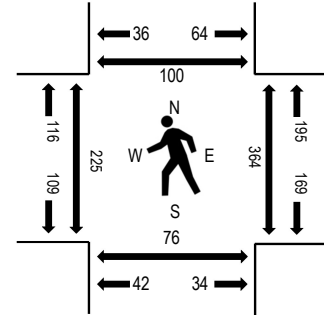
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RAMONA ST Eastbound				RAMONA ST Westbound				UNIVERSITY AVE Northbound				UNIVERSITY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	5	3	0	2	3	3	2	6	80	3	0	3	50	6	169	656	54	63	18	28
4:15 PM	0	0	0	5	0	3	4	6	0	2	91	3	0	0	48	2	164	666	42	67	20	23
4:30 PM	0	1	0	0	0	2	3	0	0	7	71	9	0	2	54	5	154	667	50	83	31	20
4:45 PM	0	0	3	4	0	2	1	4	0	6	75	10	0	1	61	2	169	683	36	83	11	33
5:00 PM	0	3	5	6	0	3	3	5	0	12	75	2	0	1	56	8	179	699	49	79	16	20
5:15 PM	0	1	1	3	0	4	2	5	0	3	66	10	0	6	61	3	165		64	103	12	25
5:30 PM	0	3	4	0	0	2	4	6	0	7	69	12	0	3	58	2	170		43	83	27	25
5:45 PM	0	2	9	7	0	7	4	2	0	7	70	8	0	7	53	9	185		69	99	21	30

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	9	19	15	0	16	13	18	0	28	279	32	0	17	228	22	696
Mediums	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	3
Total	0	9	19	16	0	16	13	18	0	29	280	32	0	17	228	22	699

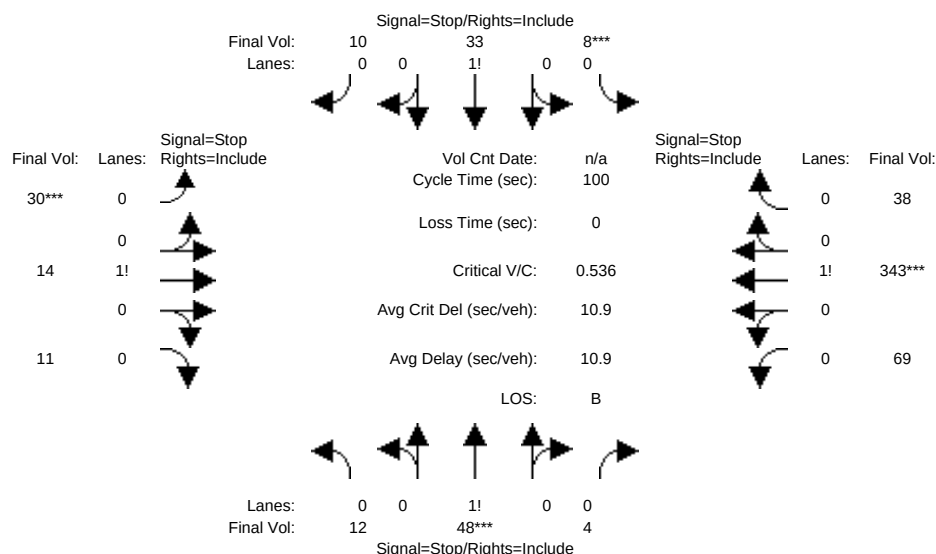
Appendix B

Intersection Level of Service Calculations

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Base Volume Alternative)
 Existing AM without closures

Intersection #3: Sherman & Birch



Street Name:	Sherman Ave						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	12	48	4	8	33	10	30	14	11	69	343	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	48	4	8	33	10	30	14	11	69	343	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	48	4	8	33	10	30	14	11	69	343	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	48	4	8	33	10	30	14	11	69	343	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	48	4	8	33	10	30	14	11	69	343	38
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.75	0.06	0.16	0.65	0.19	0.55	0.25	0.20	0.15	0.77	0.08
Final Sat.:	122	490	41	103	427	129	407	190	149	129	640	71
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.08	0.08	0.08	0.07	0.07	0.07	0.54	0.54	0.54
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	8.6	8.6	8.6	8.4	8.4	8.4	8.0	8.0	8.0	11.9	11.9	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	8.6	8.4	8.4	8.4	8.0	8.0	8.0	11.9	11.9	11.9
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B
ApproachDel:	8.6			8.4			8.0			11.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.4			8.0			11.9		
LOS by Appr:	A			A			A			B		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	1.1	1.1	1.1

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Sherman & Birch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
-----------	-------------	-------------	------------	------------

Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	12		48		4	8		33		10	30		14		11	69		343		38
Major Street Volume:						505														
Minor Approach Volume:						64														
Minor Approach Volume Threshold:						402														

SIGNAL WARRANT DISCLAIMER

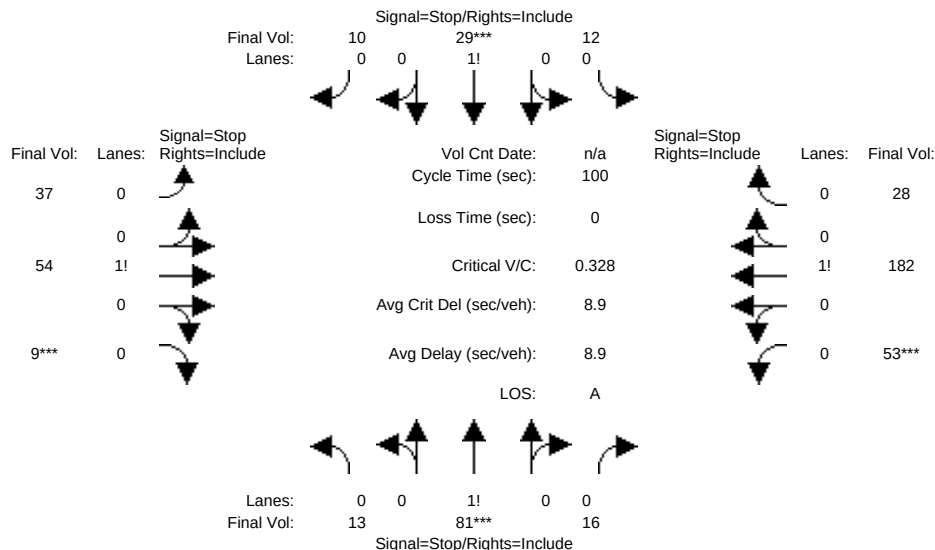
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Base Volume Alternative)
 Existing PM without closures

Intersection #3: Sherman & Birch



Street Name:	Sherman Ave						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	13	81	16	12	29	10	37	54	9	53	182	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	81	16	12	29	10	37	54	9	53	182	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	81	16	12	29	10	37	54	9	53	182	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	81	16	12	29	10	37	54	9	53	182	28
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:	13	81	16	12	29	10	37	54	9	53	182	28
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.74	0.14	0.23	0.57	0.20	0.37	0.54	0.09	0.20	0.69	0.11
Final Sat.:	85	530	105	165	399	138	279	407	68	162	555	85
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.07	0.07	0.07	0.13	0.13	0.13	0.33	0.33	0.33
Crit Moves:	****			****			****			****		
Delay/Veh:	8.5	8.5	8.5	8.1	8.1	8.1	8.2	8.2	8.2	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	8.5	8.1	8.1	8.1	8.2	8.2	8.2	9.4	9.4	9.4
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.5			8.1			8.2			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.1			8.2			9.4		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.5	0.5	0.5
Note: Queue reported is the number of cars per lane.												

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #3 Sherman & Birch

 Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
-----------	-------------	--	--	-------------	--	--	------------	--	--	------------	--	--

Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	13		81		16	12		29		10	37		54		9	53		182		28
Major Street Volume:						363														
Minor Approach Volume:						110														
Minor Approach Volume Threshold:						490														

SIGNAL WARRANT DISCLAIMER

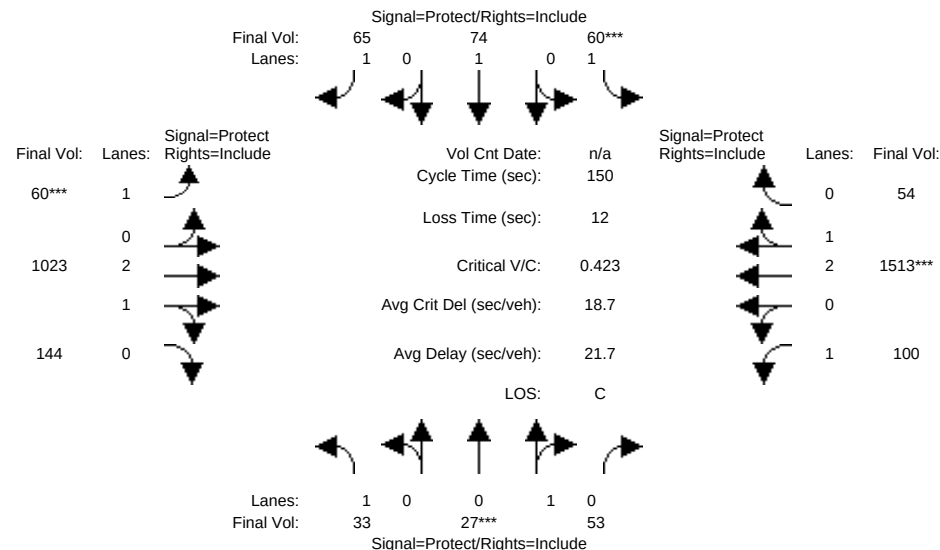
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

Palo Alto Street Closures

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM without closures

Intersection #6: California & ECR



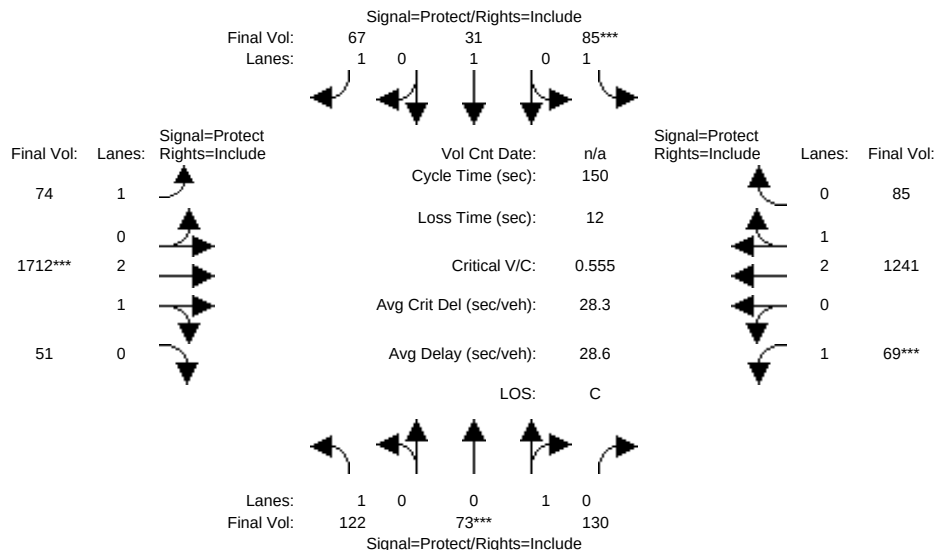
Street Name:	California Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	27	53	60	74	65	60	1023	144	100	1513	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	27	53	60	74	65	60	1023	144	100	1513	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	27	53	60	74	65	60	1023	144	100	1513	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	27	53	60	74	65	60	1023	144	100	1513	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	27	53	60	74	65	60	1023	144	100	1513	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.32	0.68	1.00	1.00	1.00	1.00	2.60	0.40	1.00	2.89	0.11
Final Sat.:	1750	607	1191	1750	1900	1750	1750	4944	696	1750	5487	196
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.04	0.03	0.04	0.04	0.03	0.21	0.21	0.06	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	11.5	15.8	15.8	12.2	16.4	16.4	12.2	86.2	86.2	23.8	97.9	97.9
Volume/Cap:	0.25	0.42	0.42	0.42	0.36	0.34	0.42	0.36	0.36	0.36	0.42	0.42
Delay/Veh:	66.1	64.4	64.4	67.6	62.9	62.8	67.6	17.2	17.2	57.1	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.1	64.4	64.4	67.6	62.9	62.8	67.6	17.2	17.2	57.1	12.6	12.6
LOS by Move:	E	E	E	E	E	E	E	B	B	E	B	B
HCM2k95thQ:	4	8	8	7	7	6	7	17	17	9	20	20

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

Palo Alto Street Closures

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM without closures

Intersection #6: California & ECR



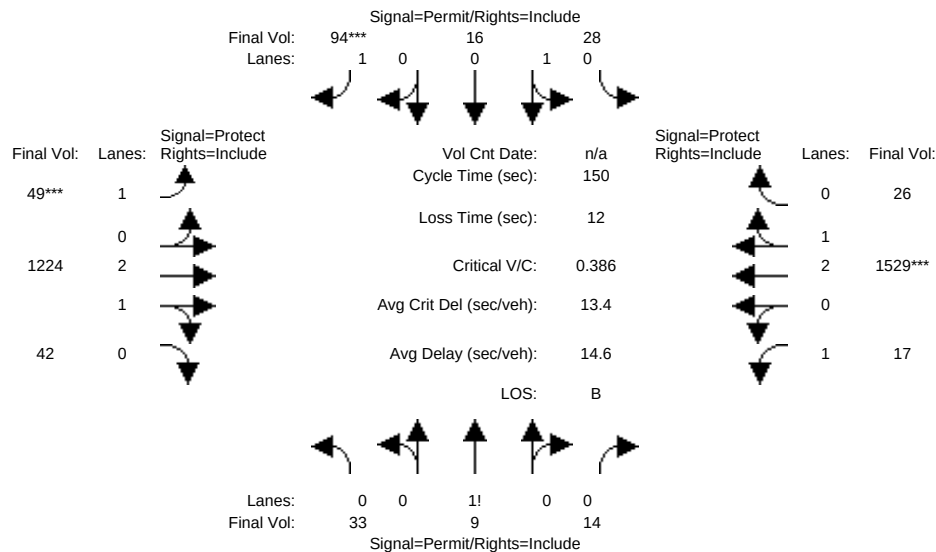
Street Name:	California Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	73	130	85	31	67	74	1712	51	69	1241	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	73	130	85	31	67	74	1712	51	69	1241	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	73	130	85	31	67	74	1712	51	69	1241	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	73	130	85	31	67	74	1712	51	69	1241	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	73	130	85	31	67	74	1712	51	69	1241	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.34	0.66	1.00	1.00	1.00	1.00	2.91	0.09	1.00	2.79	0.21
Final Sat.:	1750	648	1153	1750	1900	1750	1750	5521	164	1750	5305	363
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.05	0.02	0.04	0.04	0.31	0.31	0.04	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	22.3	30.5	30.5	13.1	21.3	21.3	15.7	83.8	83.8	10.7	78.7	78.7
Volume/Cap:	0.47	0.56	0.56	0.56	0.11	0.27	0.40	0.56	0.56	0.56	0.45	0.45
Delay/Veh:	59.8	55.6	55.6	70.1	56.3	58.0	64.2	21.4	21.4	72.8	22.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	55.6	55.6	70.1	56.3	58.0	64.2	21.4	21.4	72.8	22.2	22.2
LOS by Move:	E	E	E	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	11	17	17	9	3	6	8	29	29	8	22	22

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

Palo Alto Street Closures

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing AM without closures

Intersection #7: Cambridge & ECR



Street Name:	Cambridge Ave						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:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	9	14	28	16	94	49	1224	42	17	1529	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	9	14	28	16	94	49	1224	42	17	1529	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	9	14	28	16	94	49	1224	42	17	1529	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	9	14	28	16	94	49	1224	42	17	1529	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	9	14	28	16	94	49	1224	42	17	1529	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.60	0.15	0.25	0.66	0.34	1.00	1.00	2.89	0.11	1.00	2.95	0.05
Final Sat.:	1045	285	443	1147	655	1750	1750	5495	189	1750	5597	95
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.02	0.05	0.03	0.22	0.22	0.01	0.27	0.27
Crit Moves:							****			****		
Green Time:	20.9	20.9	20.9	20.9	20.9	20.9	10.9	96.8	96.8	20.3	106	106.2
Volume/Cap:	0.23	0.23	0.23	0.18	0.18	0.39	0.39	0.35	0.35	0.07	0.39	0.39
Delay/Veh:	57.9	57.9	57.9	57.3	57.3	59.7	68.3	12.2	12.2	56.8	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:	57.9	57.9	57.9	57.3	57.3	59.7	68.3	12.2	12.2	56.8	8.8	8.8
LOS by Move:	E	E	E	E	E	E	E	B	B	E	A	A
HCM2k95thQ:	5	5	5	4	4	9	5	16	16	2	17	17

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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
Existing PM without closures

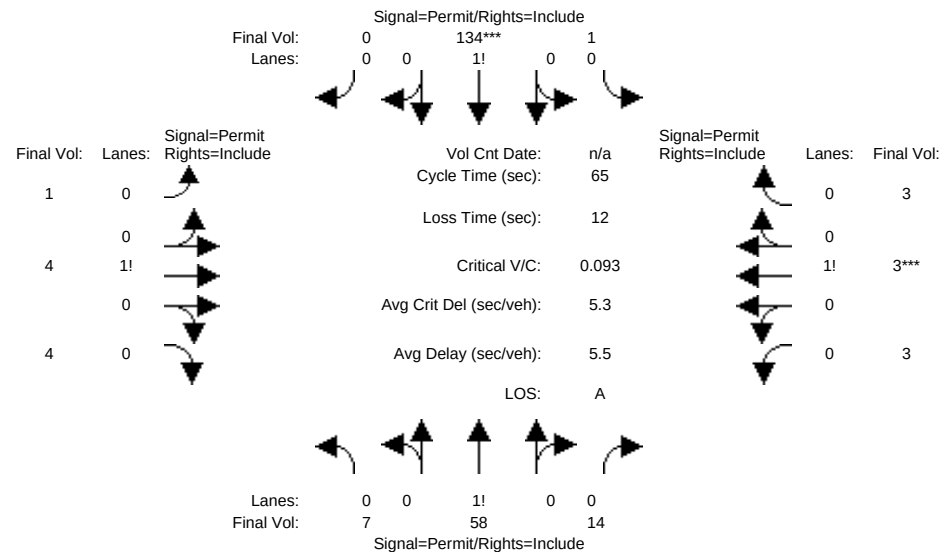
[illegible]

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Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 Existing AM without closures

Intersection #11: University & Ramona



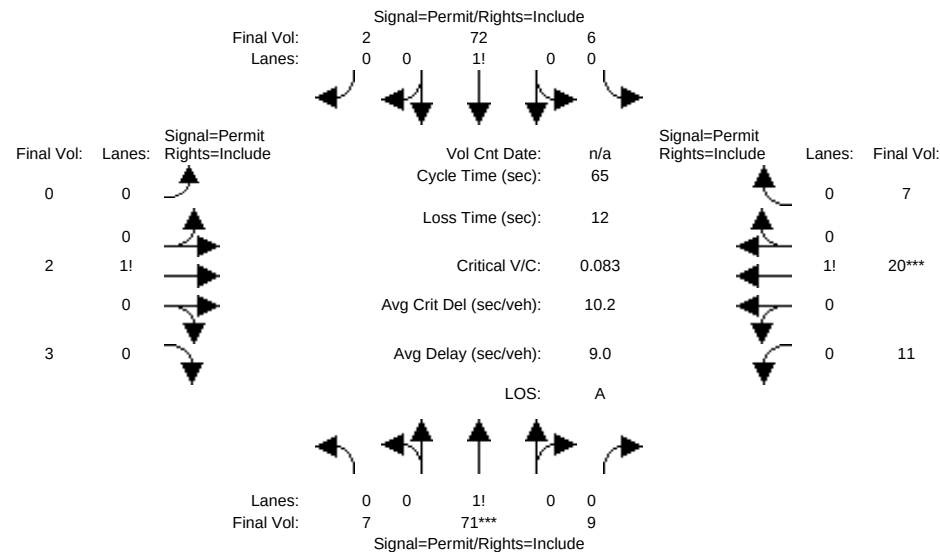
Street Name:	University Ave						Ramona Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	58	14	1	134	0	1	4	4	3	3	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:	7	58	14	1	134	0	1	4	4	3	3	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:	7	58	14	1	134	0	1	4	4	3	3	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	58	14	1	134	0	1	4	4	3	3	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:	7	58	14	1	134	0	1	4	4	3	3	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.72	0.19	0.01	0.99	0.00	0.12	0.42	0.46	0.34	0.32	0.34
Final Sat.:	165	1364	329	14	1885	0	202	806	806	599	599	599
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.07	0.07	0.00	0.00	0.00	0.00	0.01	0.01	0.01
Crit Moves:	****						****					
Green Time:	43.0	43.0	43.0	43.0	43.0	0.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.06	0.06	0.06	0.11	0.11	0.00	0.03	0.03	0.03	0.03	0.03	0.03
Delay/Veh:	3.9	3.9	3.9	4.0	4.0	0.0	23.4	23.4	23.4	23.4	23.4	23.4
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:	3.9	3.9	3.9	4.0	4.0	0.0	23.4	23.4	23.4	23.4	23.4	23.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	1	1	1	2	2	0	0	0	0	0	0	0

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 Existing PM without closures

Intersection #11: University & Ramona

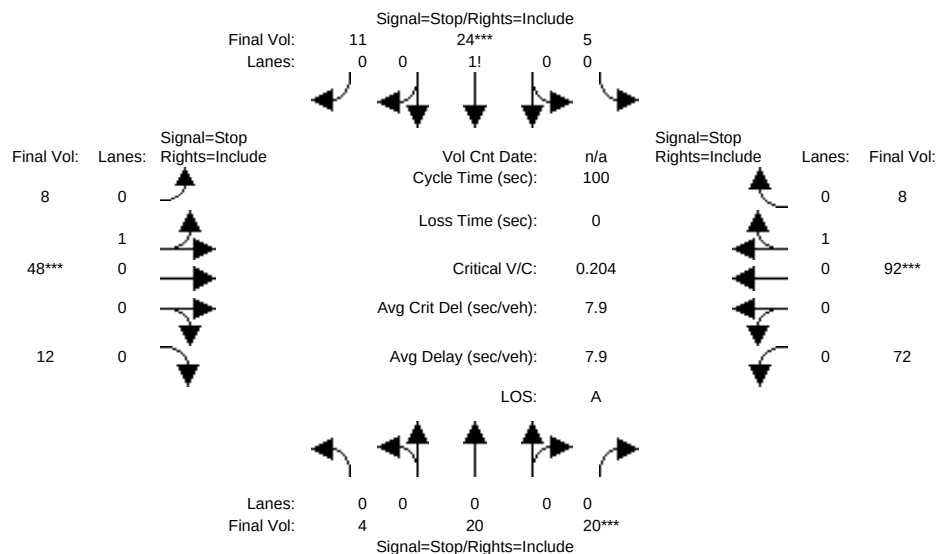


Street Name:				University Ave						Ramona Street													
Approach:				North Bound			South Bound			East Bound			West Bound										
Movement:				L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
-----				-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----						
Min. Green:				7		10		10	7		10		10	7		10		10					
Y+R:				4.0		4.0		4.0	4.0		4.0		4.0	4.0		4.0		4.0					
-----				-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----						
Volume Module:																							
Base Vol:				7		71		9	6		72		2	0		2		3					
Growth Adj:				1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00					
Initial Bse:				7		71		9	6		72		2	0		2		3					
User Adj:				1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00					
PHF Adj:				1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00					
PHF Volume:				7		71		9	6		72		2	0		2		3					
Reduct Vol:				0		0		0	0		0		0	0		0		0					
Reduced Vol:				7		71		9	6		72		2	0		2		3					
PCE Adj:				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					
FinalVolume:				7		71		9	6		72		2	0		2		3					
-----				-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----						
Saturation Flow Module:																							
Sat/Lane:				1900		1900		1900	1900		1900		1900	1900		1900		1900					
Adjustment:				0.92		1.00		0.92	0.92		1.00		0.92	0.92		1.00		0.92					
Lanes:				0.09		0.80		0.11	0.08		0.89		0.03	0.00		0.38		0.62					
Final Sat.:				151		1527		194	141		1695		47	0		723		1084					
-----				-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----						
Capacity Analysis Module:																							
Vol/Sat:				0.05		0.05		0.05	0.04		0.04		0.04	0.00		0.00		0.00					
Crit Moves:				****						****						****							
Green Time:				36.6		36.6		36.6	36.6		36.6		36.6	0.0		16.4		16.4					
Volume/Cap:				0.08		0.08		0.08	0.08		0.08		0.08	0.00		0.01		0.01					
Delay/Veh:				6.5		6.5		6.5	6.5		6.5		6.5	0.0		18.2		18.2					
User DelAdj:				1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00					
AdjDel/Veh:				6.5		6.5		6.5	6.5		6.5		6.5	0.0		18.2		18.2					
LOS by Move:				A		A		A	A		A		A	A		B		B					
HCM2k95thQ:				2		2		2	2		2		2	0		0		0					
Note: Queue reported is the number of cars per lane.																		1		1		1	

Palo Alto Street Closures

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

Intersection #1: Cambridge & Birch



Street Name:	Cambridge Ave						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	4	20	20	5	24	11	8	48	12	72	92	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	20	20	5	24	11	8	48	12	72	92	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	20	20	5	24	11	8	48	12	72	92	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	20	20	5	24	11	8	48	12	72	92	8
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:	4	20	20	5	24	11	8	48	12	72	92	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.46	0.45	0.12	0.60	0.28	0.12	0.70	0.18	0.42	0.53	0.05
Final Sat.:	74	370	370	99	476	218	99	595	149	352	450	39
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.05	0.05	0.05	0.08	0.08	0.08	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	7.4	7.4	7.4	7.5	7.5	7.5	7.5	7.5	7.5	8.3	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	7.4	7.5	7.5	7.5	7.5	7.5	7.5	8.3	8.3	8.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.4			7.5			7.5			8.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			7.5			7.5			8.3		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.2	0.2

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 Cambridge & Birch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
-----------	-------------	--	--	-------------	--	--	------------	--	--	------------	--	--

Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	4		20		20	5		24		11	8		48		12	72		92		8
Major Street Volume:						240														
Minor Approach Volume:						44														
Minor Approach Volume Threshold:						600														

SIGNAL WARRANT DISCLAIMER

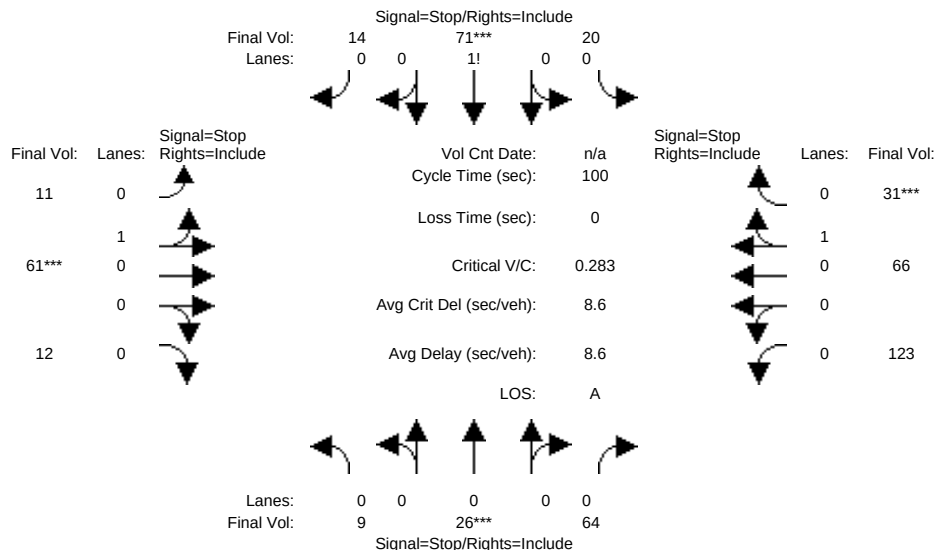
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

Palo Alto Street Closures

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

Intersection #1: Cambridge & Birch



Street Name:	Cambridge Ave						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	9	26	64	20	71	14	11	61	12	123	66	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	26	64	20	71	14	11	61	12	123	66	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	26	64	20	71	14	11	61	12	123	66	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	26	64	20	71	14	11	61	12	123	66	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	26	64	20	71	14	11	61	12	123	66	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.26	0.65	0.19	0.68	0.13	0.13	0.73	0.14	0.56	0.30	0.14
Final Sat.:	71	204	503	139	493	97	99	547	108	434	233	109
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.14	0.14	0.14	0.11	0.11	0.11	0.28	0.28	0.28
Crit Moves:	****			****			****			****		
Delay/Veh:	7.9	7.9	7.9	8.4	8.4	8.4	8.1	8.1	8.1	9.2	9.2	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.9	8.4	8.4	8.4	8.1	8.1	8.1	9.2	9.2	9.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.9			8.4			8.1			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.9			8.4			8.1			9.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.4	0.4	0.4
Note: Queue reported is the number of cars per lane.												

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 Cambridge & Birch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
-----------	-------------	-------------	------------	------------

Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	9		26		64	20		71		14	11		61		12	123		66		31
Major Street Volume:						304														
Minor Approach Volume:						105														
Minor Approach Volume Threshold:						537														

SIGNAL WARRANT DISCLAIMER

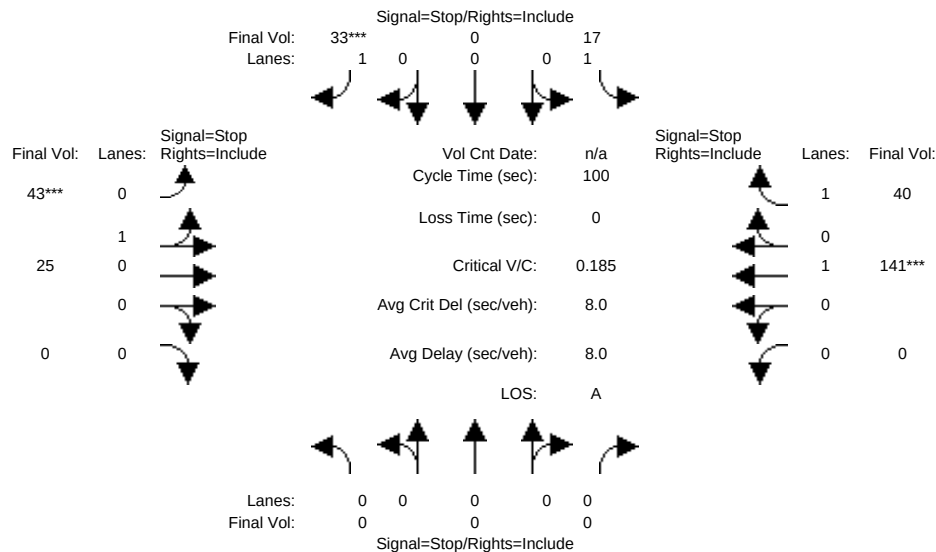
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Palo Alto Street Closures

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

Intersection #2: California & Birch



Street Name:	California Ave						Birch Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0		0		0	0		0		0	0		0		0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	0		0		0	17		0		33	43		25		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	17		0		33	43		25		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	17		0		33	43		25		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	17		0		33	43		25		0
PCE Adj:	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
FinalVolume:	0		0		0	17		0		33	43		25		0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00		0.00		0.00	1.00		0.00		1.00	0.63		0.37		0.00
Final Sat.:	0		0		0	626		0		791	476		277		0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	xxxx		xxxx		xxxx	0.03		xxxx		0.04	0.09		0.09		xxxx
Crit Moves:										****	****				****
Delay/Veh:	0.0		0.0		0.0	8.4		0.0		7.2	8.2		8.2		0.0
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		0.0		0.0	8.4		0.0		7.2	8.2		8.2		0.0
LOS by Move:	*		*		*	A		*		A	A		A		*
ApproachDel:	xxxxxx							7.6					8.2		8.1
Delay Adj:	xxxxxx							1.00					1.00		1.00
ApprAdjDel:	xxxxxx							7.6					8.2		8.1
LOS by Appr:			*					A			A				A
AllWayAvgQ:	0.0		0.0		0.0	0.0		0.0		0.0	0.1		0.1		0.0
Note: Queue reported is the number of cars per lane.															

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 California & Birch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
-----------	-------------	-------------	------------	------------

Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Initial Vol:	0		0		0	17		0		33	43		25		0	0	141		40	
Major Street Volume:						249														
Minor Approach Volume:						50														
Minor Approach Volume Threshold:						972														

SIGNAL WARRANT DISCLAIMER

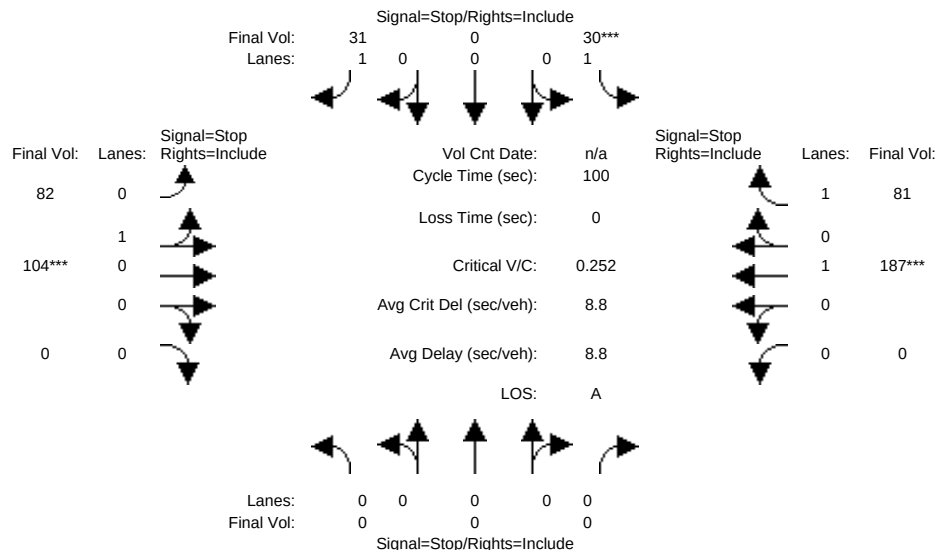
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Palo Alto Street Closures

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

Intersection #2: California & Birch



Street Name:	California Ave						Birch Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0		0		0	0		0		0	0		0		0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	0		0		0	30		0		31	82		104		0
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0		0		0	30		0		31	82		104		0
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0		0		0	30		0		31	82		104		0
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	0		0		0	30		0		31	82		104		0
PCE Adj:	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
FinalVolume:	0		0		0	30		0		31	82		104		0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.00		0.00		0.00	1.00		0.00		1.00	0.44		0.56		0.00
Final Sat.:	0		0		0	569		0		701	326		413		0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	xxxx		xxxx		xxxx	0.05		xxxx		0.04	0.25		0.25		xxxx
Crit Moves:						****							****		
Delay/Veh:	0.0		0.0		0.0	9.0		0.0		7.7	9.4		9.4		0.0
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	0.0		0.0		0.0	9.0		0.0		7.7	9.4		9.4		0.0
LOS by Move:	*		*		*	A		*		A	A		A		*
ApproachDel:	xxxxxx					8.3					9.4				8.5
Delay Adj:	xxxxxx					1.00					1.00				1.00
ApprAdjDel:	xxxxxx					8.3					9.4				8.5
LOS by Appr:			*			A					A				A
AllWayAvgQ:	0.0		0.0		0.0	0.0		0.0		0.0	0.3		0.3		0.0
Note: Queue reported is the number of cars per lane.															

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 California & Birch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
-----------	-------------	-------------	------------	------------

Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Initial Vol:	0		0		0	30		0		31	82		104		0	0		187		81
Major Street Volume:						454														
Minor Approach Volume:						61														
Minor Approach Volume Threshold:						714														

SIGNAL WARRANT DISCLAIMER

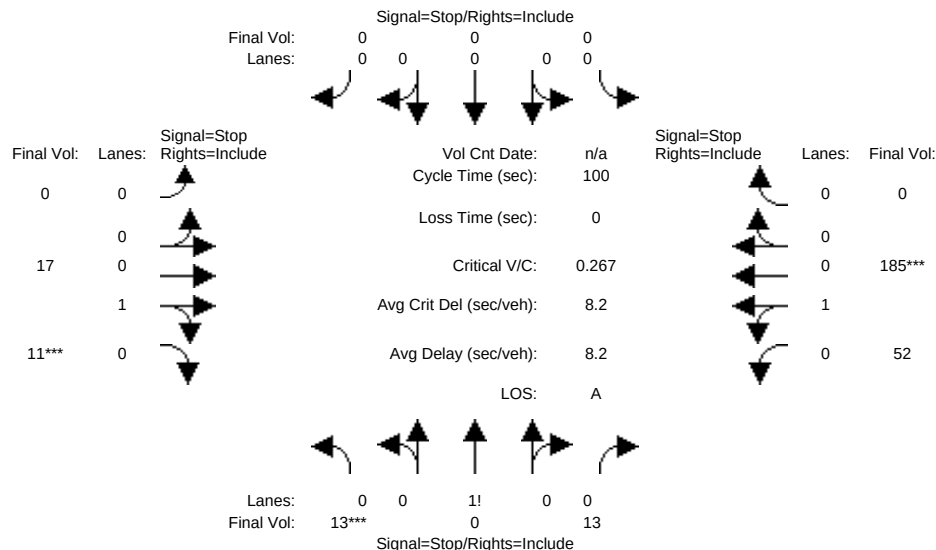
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Palo Alto Street Closures

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

Intersection #3: Sherman & Birch



Street Name:	Sherman Ave						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	13	0	13	0	0	0	0	17	11	52	185	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	0	13	0	0	0	0	17	11	52	185	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	13	0	0	0	0	17	11	52	185	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	13	0	0	0	0	17	11	52	185	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	0	13	0	0	0	0	17	11	52	185	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.61	0.39	0.22	0.78	0.00
Final Sat.:	403	0	403	0	0	0	0	546	353	195	694	0
Capacity Analysis Module:												
Vol/Sat:	0.03	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	0.03	0.03	0.27	0.27	xxxx
Crit Moves:	***								***			
Delay/Veh:	7.4	0.0	7.4	0.0	0.0	0.0	0.0	7.1	7.1	8.5	8.5	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	0.0	7.4	0.0	0.0	0.0	0.0	7.1	7.1	8.5	8.5	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	A	A	*
ApproachDel:	7.4			xxxxxx				7.1			8.5	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	7.4			xxxxxx				7.1			8.5	
LOS by Appr:	A			*				A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.4	0.4
Note: Queue reported is the number of cars per lane.												

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Sherman & Birch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
-----------	-------------	-------------	------------	------------

Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Initial Vol:	13		0		13	0		0		0	0	17		11		52	185		0	
Major Street Volume:						265														
Minor Approach Volume:						26														
Minor Approach Volume Threshold:						574														

SIGNAL WARRANT DISCLAIMER

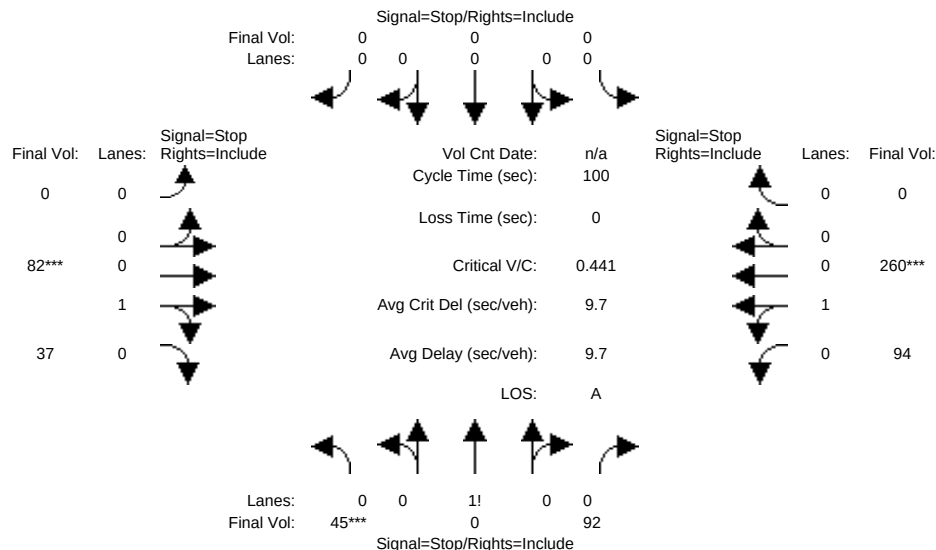
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Palo Alto Street Closures

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

Intersection #3: Sherman & Birch



Street Name:	Sherman Ave						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	45	0	92	0	0	0	0	82	37	94	260	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	0	92	0	0	0	0	82	37	94	260	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	92	0	0	0	0	82	37	94	260	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	92	0	0	0	0	82	37	94	260	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	0	92	0	0	0	0	82	37	94	260	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.00	0.67	0.00	0.00	0.00	0.00	0.69	0.31	0.27	0.73	0.00
Final Sat.:	241	0	492	0	0	0	0	543	245	213	589	0
Capacity Analysis Module:												
Vol/Sat:	0.19	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	0.15	0.15	0.44	0.44	xxxx
Crit Moves:	***							***				
Delay/Veh:	8.5	0.0	8.5	0.0	0.0	0.0	0.0	8.1	8.1	10.7	10.7	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	0.0	8.5	0.0	0.0	0.0	0.0	8.1	8.1	10.7	10.7	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	B	B	*
ApproachDel:	8.5			xxxxxx				8.1			10.7	
Delay Adj:	1.00			xxxxxx				1.00			1.00	
ApprAdjDel:	8.5			xxxxxx				8.1			10.7	
LOS by Appr:	A			*				A			B	
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.2	0.2	0.2	0.7	0.7	0.7
Note: Queue reported is the number of cars per lane.												

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Sherman & Birch

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
-----------	-------------	-------------	------------	------------

Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Initial Vol:	45		0		92	0		0		0	0	82		37		94	260		0	
Major Street Volume:						473														
Minor Approach Volume:						137														
Minor Approach Volume Threshold:						419														

SIGNAL WARRANT DISCLAIMER

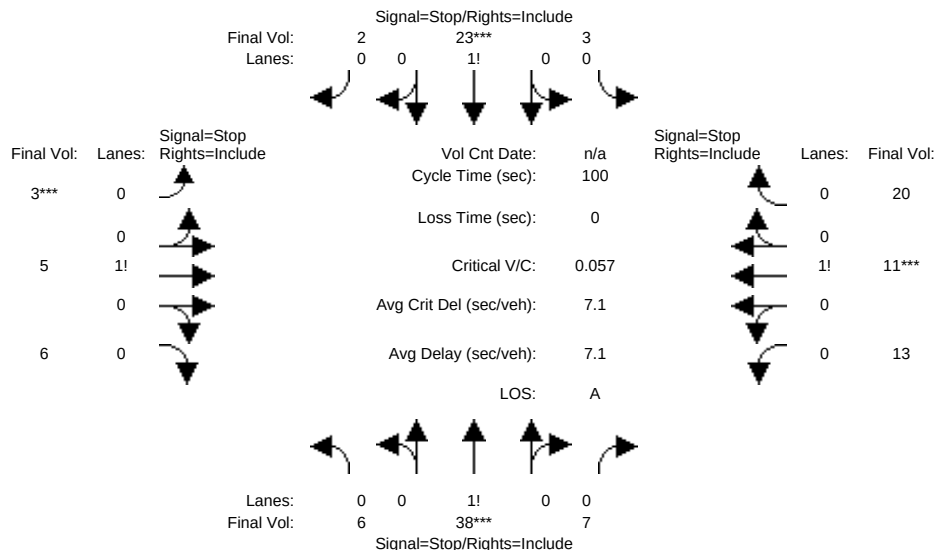
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Palo Alto Street Closures

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

Intersection #4: Sherman & Ash



Street Name:	Sherman Ave						Ash Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0		0		0	0		0		0	0		0		0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	6		38		7	3		23		2	3		5		6
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	6		38		7	3		23		2	3		5		6
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	6		38		7	3		23		2	3		5		6
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	6		38		7	3		23		2	3		5		6
PCE Adj:	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
FinalVolume:	6		38		7	3		23		2	3		5		6
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.12		0.74		0.14	0.11		0.82		0.07	0.21		0.36		0.43
Final Sat.:	105		664		122	94		721		63	194		324		389
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.06		0.06		0.06	0.03		0.03		0.03	0.02		0.02		0.02
Crit Moves:	****				****				****				****		
Delay/Veh:	7.2		7.2		7.2	7.2		7.2		7.2	6.9		6.9		6.9
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	7.2		7.2		7.2	7.2		7.2		7.2	6.9		6.9		6.9
LOS by Move:	A		A		A	A		A		A	A		A		A
ApproachDel:	7.2				7.2				6.9				7.1		
Delay Adj:	1.00				1.00				1.00				1.00		
ApprAdjDel:	7.2				7.2				6.9				7.1		
LOS by Appr:	A				A				A				A		
AllWayAvgQ:	0.1		0.1		0.1	0.0		0.0		0.0	0.0		0.0		0.0
Note: Queue reported is the number of cars per lane.															

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Sherman & Ash

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
-----------	-------------	-------------	------------	------------

Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	6		38		7	3		23		2	3		5		6	13		11		20
Major Street Volume:						79														
Minor Approach Volume:						44														
Minor Approach Volume Threshold:	896																			

SIGNAL WARRANT DISCLAIMER

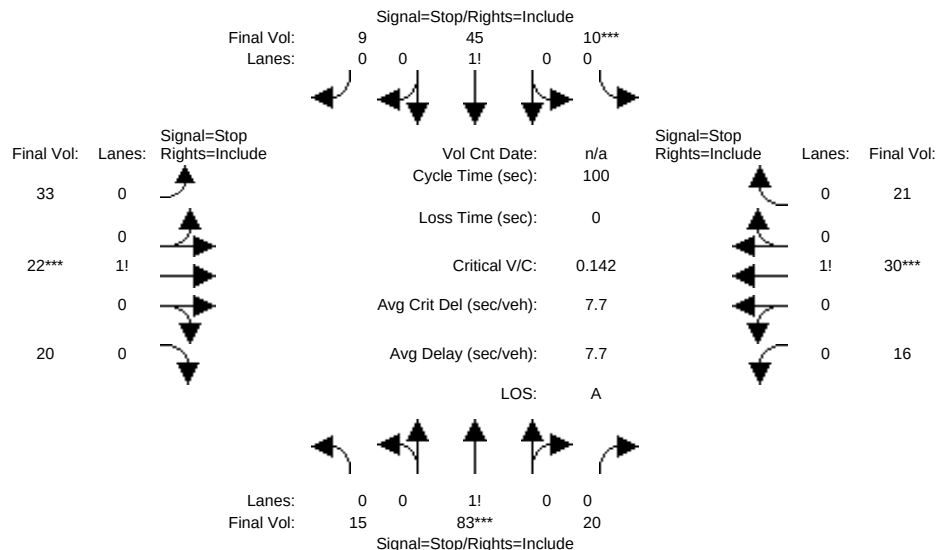
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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Palo Alto Street Closures

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

Intersection #4: Sherman & Ash



Street Name:	Sherman Ave						Ash Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	15	83	20	10	45	9	33	22	20	16	30	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	83	20	10	45	9	33	22	20	16	30	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	83	20	10	45	9	33	22	20	16	30	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	83	20	10	45	9	33	22	20	16	30	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	15	83	20	10	45	9	33	22	20	16	30	21
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.70	0.17	0.16	0.70	0.14	0.44	0.29	0.27	0.24	0.45	0.31
Final Sat.:	106	586	141	127	573	115	355	237	215	196	367	257
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.08	0.08	0.08	0.09	0.09	0.09	0.08	0.08	0.08
Crit Moves:	****			****			****			****		
Delay/Veh:	7.9	7.9	7.9	7.6	7.6	7.6	7.7	7.7	7.7	7.6	7.6	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	7.9	7.9	7.6	7.6	7.6	7.7	7.7	7.7	7.6	7.6	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.9			7.6			7.7			7.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.9			7.6			7.7			7.6		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Note: Queue reported is the number of cars per lane.												

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Sherman & Ash

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
-----------	-------------	-------------	------------	------------

Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	15		83		20	10		45		9	33		22		20	16		30		21
Major Street Volume:						182														
Minor Approach Volume:						75														
Minor Approach Volume Threshold:						674														

SIGNAL WARRANT DISCLAIMER

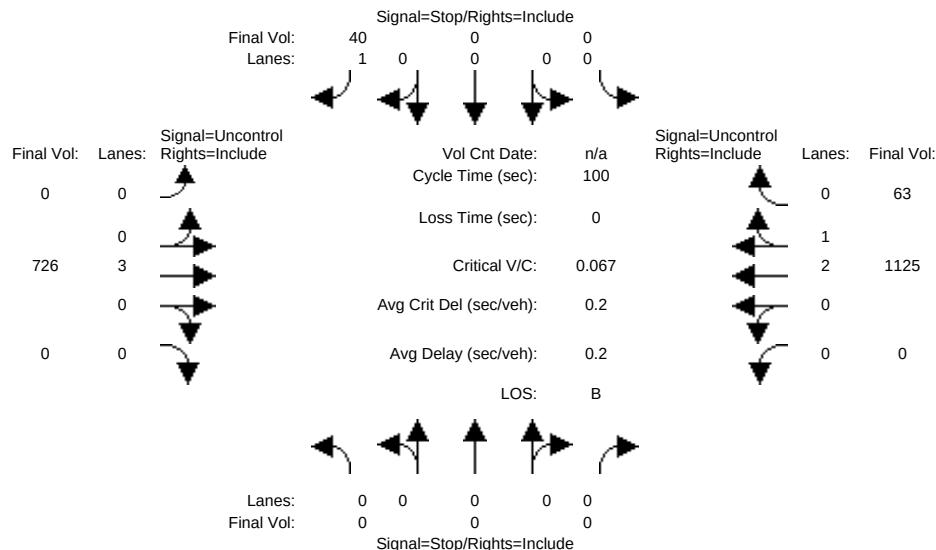
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Palo Alto Street Closures

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

Intersection #5: Sherman & ECR



Street Name: Sherman Ave 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

-----|-----|-----|-----|

Volume Module:

Base Vol:	0	0	0	0	0	40	0	726	0	0	1125	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	40	0	726	0	0	1125	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	40	0	726	0	0	1125	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	40	0	726	0	0	1125	63

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	407	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	600	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	600	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					11.4	xxxxxx					xxxxxx
ApproachLOS:	*					B	*					*

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

Peak Hour Delay Signal Warrant Report

Intersection #5 Sherman & ECR

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

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-----|-----|-----|-----|-----|
Control:      Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Lanes:        0  0  0  0  0    0  0  0  0  1    0  0  3  0  0    0  0  2  1  0
Initial Vol:   0    0    0    0    0  40    0  726    0    0  1125    63
ApproachDel:   xxxxxx          11.4          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
    FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=40]
    FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1954]
    SUCCEED - Total volume greater than or equal to 650 for intersection
               with less than four approaches.

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SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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*****
Intersection #5 Sherman & ECR
*****
Base Volume Alternative: Peak Hour Warrant NOT Met

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-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R      L  -  T  -  R
-----|-----|-----|-----|-----|
Control:        Stop Sign      Stop Sign      Uncontrolled      Uncontrolled
Lanes:          0  0  0  0  0    0  0  0  0  1    0  0  3  0  0    0  0  2  1  0
Initial Vol:     0    0    0    0    0  40    0  726    0    0  1125    63
-----|-----|-----|-----|-----|
Major Street Volume:          1914
Minor Approach Volume:          40
Minor Approach Volume Threshold: 61 [less than minimum of 100]

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SIGNAL WARRANT DISCLAIMER

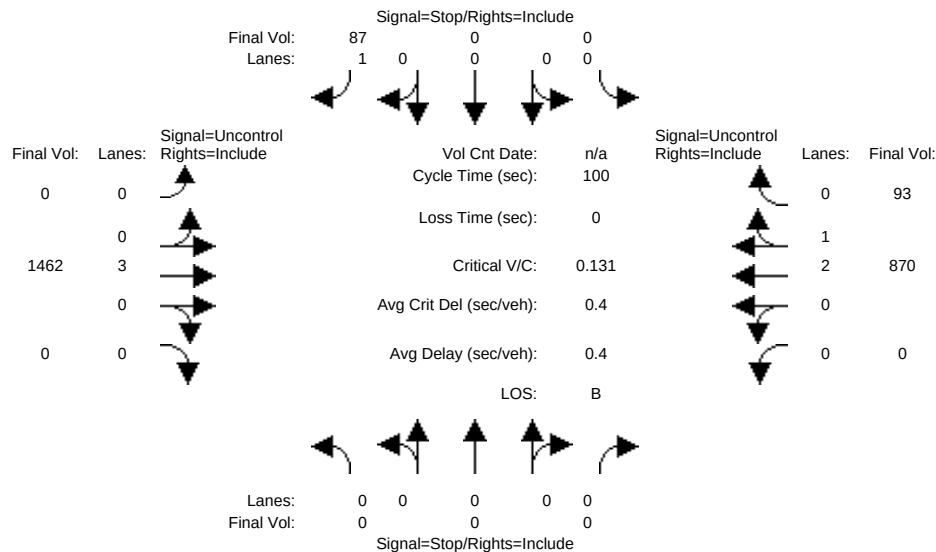
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Palo Alto Street Closures

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

Intersection #5: Sherman & ECR



Street Name: Sherman Ave 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

-----|-----|-----|-----|

Volume Module:

Base Vol:	0	0	0	0	0	87	0	1462	0	0	870	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	87	0	1462	0	0	870	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	87	0	1462	0	0	870	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	87	0	1462	0	0	870	93

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Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	337	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	665	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	665	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					11.2	xxxxxx					xxxxxx
ApproachLOS:	*					B	*					*

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

Peak Hour Delay Signal Warrant Report

Intersection #5 Sherman & ECR

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	2	1	0
Initial Vol:	0	0	0	0	0	0	0	0	87		0	1462	0			0	870	93		
ApproachDel:	xxxxxxx					11.2					xxxxxxx					xxxxxxx				

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

Signal Warrant Rule #1: [vehicle-hours=0.3]

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

Signal Warrant Rule #2: [approach volume=87]

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

Signal Warrant Rule #3: [approach count=3][total volume=2512]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Sherman & ECR

Base Volume Alternative: Peak Hour Warrant NOT Met

	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	2	1	0
Initial Vol:	0	0	0	0	0	0	0	0	87		0	1462	0			0	870	93		

Major Street Volume: 2425

Minor Approach Volume: 87

Minor Approach Volume Threshold: -20 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

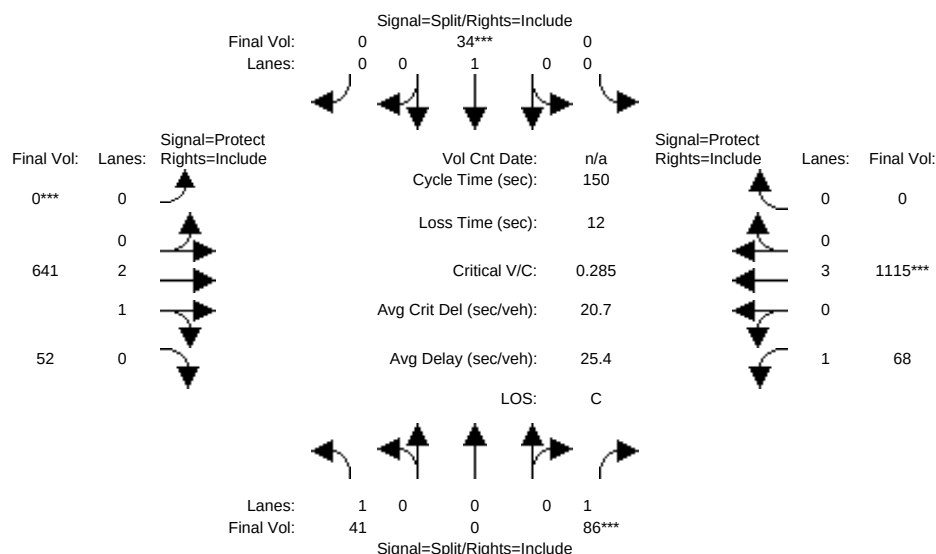
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Palo Alto Street Closures

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

Intersection #6: California & ECR



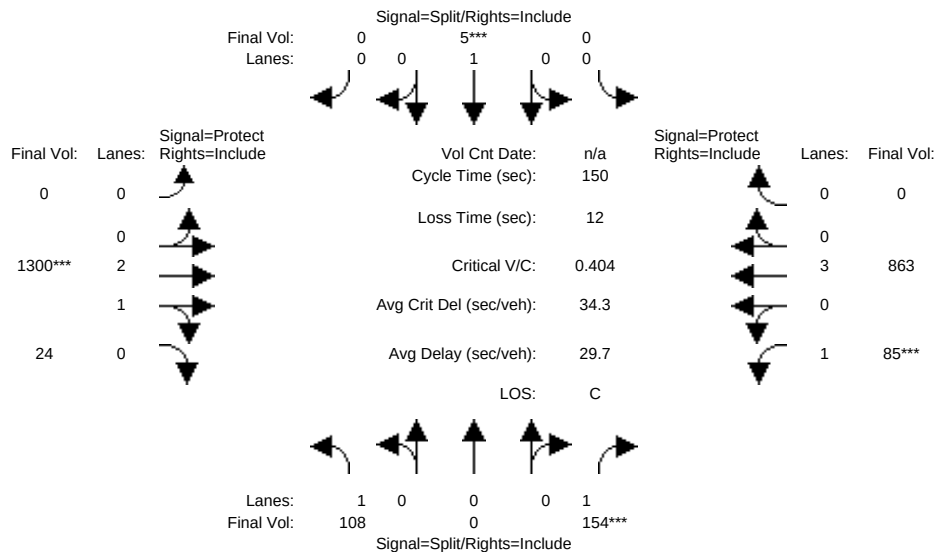
Street Name:	California Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	30	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	41	0	86	0	34	0	0	641	52	68	1115	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	0	86	0	34	0	0	641	52	68	1115	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	0	86	0	34	0	0	641	52	68	1115	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	0	86	0	34	0	0	641	52	68	1115	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	0	86	0	34	0	0	641	52	68	1115	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	2.76	0.24	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	1900	0	0	5239	425	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.02	0.00	0.00	0.12	0.12	0.04	0.20	0.00
Crit Moves:	****			****			****			****		
Green Time:	21.7	0.0	21.7	0.0	30.0	0.0	0.0	62.5	62.5	23.8	86.3	0.0
Volume/Cap:	0.16	0.00	0.34	0.00	0.09	0.00	0.00	0.29	0.29	0.24	0.34	0.00
Delay/Veh:	56.5	0.0	58.5	0.0	49.0	0.0	0.0	29.2	29.2	55.7	16.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	0.0	58.5	0.0	49.0	0.0	0.0	29.2	29.2	55.7	16.9	0.0
LOS by Move:	E	A	E	A	D	A	A	C	C	E	B	A
HCM2k95thQ:	4	0	8	0	3	0	0	13	13	6	16	0

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

Palo Alto Street Closures

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

Intersection #6: California & ECR

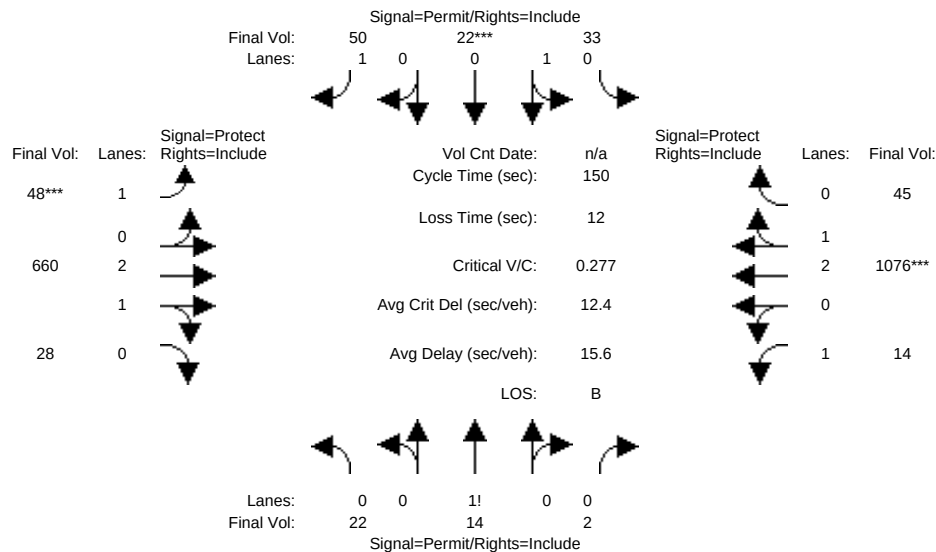


Street Name:	California Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	30	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	0	154	0	5	0	0	1300	24	85	863	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	0	154	0	5	0	0	1300	24	85	863	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	0	154	0	5	0	0	1300	24	85	863	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	0	154	0	5	0	0	1300	24	85	863	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	108	0	154	0	5	0	0	1300	24	85	863	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	2.94	0.06	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	1900	0	0	5588	103	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.09	0.00	0.00	0.00	0.00	0.23	0.23	0.05	0.15	0.00
Crit Moves:			****		****			****		****		
Green Time:	25.7	0.0	25.7	0.0	30.0	0.0	0.0	68.1	68.1	14.2	82.3	0.0
Volume/Cap:	0.36	0.00	0.51	0.00	0.01	0.00	0.00	0.51	0.51	0.51	0.28	0.00
Delay/Veh:	55.6	0.0	57.9	0.0	48.1	0.0	0.0	29.3	29.3	67.3	18.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	0.0	57.9	0.0	48.1	0.0	0.0	29.3	29.3	67.3	18.1	0.0
LOS by Move:	E	A	E	A	D	A	A	C	C	E	B	A
HCM2k95thQ:	10	0	14	0	0	0	0	25	25	9	13	0
Note: Queue reported is the number of cars per lane.												

Palo Alto Street Closures

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

Intersection #7: Cambridge & ECR



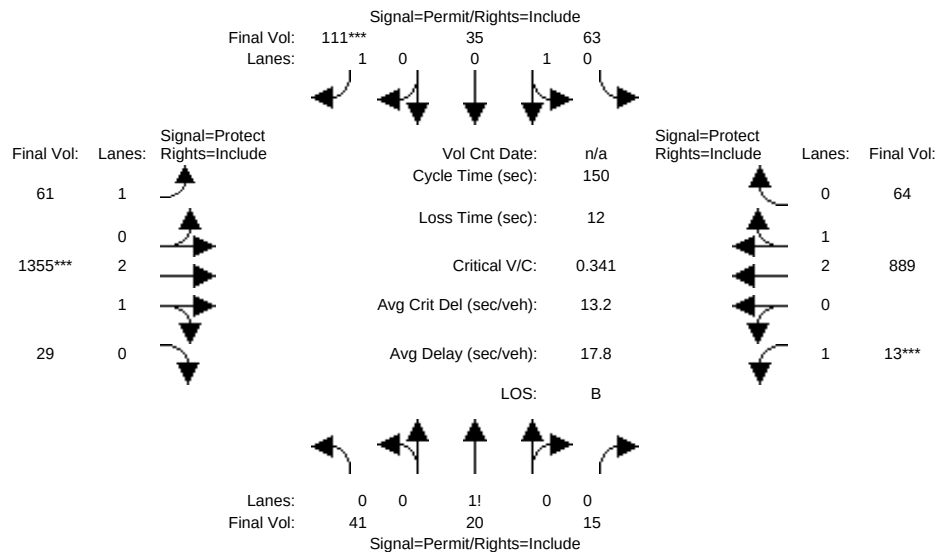
Street Name:	Cambridge Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	14	2	33	22	50	48	660	28	14	1076	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	14	2	33	22	50	48	660	28	14	1076	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	14	2	33	22	50	48	660	28	14	1076	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	14	2	33	22	50	48	660	28	14	1076	45
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:	22	14	2	33	22	50	48	660	28	14	1076	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.60	0.35	0.05	0.62	0.38	1.00	1.00	2.87	0.13	1.00	2.87	0.13
Final Sat.:	1044	664	95	1084	723	1750	1750	5449	231	1750	5452	228
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.03	0.03	0.12	0.12	0.01	0.20	0.20
Crit Moves:				****			****			****		
Green Time:	16.5	16.5	16.5	16.5	16.5	16.5	14.8	87.7	87.7	33.8	107	106.7
Volume/Cap:	0.19	0.19	0.19	0.28	0.28	0.26	0.28	0.21	0.21	0.04	0.28	0.28
Delay/Veh:	61.2	61.2	61.2	62.1	62.1	61.9	63.5	14.7	14.7	45.4	7.8	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.2	61.2	61.2	62.1	62.1	61.9	63.5	14.7	14.7	45.4	7.8	7.8
LOS by Move:	E	E	E	E	E	E	E	B	B	D	A	A
HCM2k95thQ:	4	4	4	5	5	5	5	9	9	1	12	12

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

Palo Alto Street Closures

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

Intersection #7: Cambridge & ECR

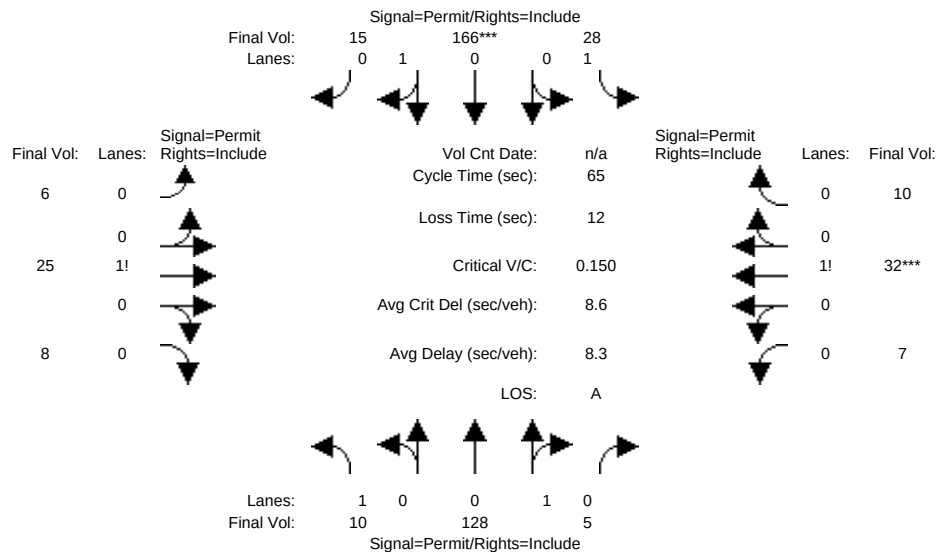


Street Name:	Cambridge Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	41	20	15	63	35	111	61	1355	29	13	889	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	20	15	63	35	111	61	1355	29	13	889	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	20	15	63	35	111	61	1355	29	13	889	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	20	15	63	35	111	61	1355	29	13	889	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	20	15	63	35	111	61	1355	29	13	889	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.55	0.25	0.20	0.66	0.34	1.00	1.00	2.93	0.07	1.00	2.78	0.22
Final Sat.:	964	470	353	1158	643	1750	1750	5571	119	1750	5287	381
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.05	0.05	0.06	0.03	0.24	0.24	0.01	0.17	0.17
Crit Moves:							****			****		
Green Time:	27.1	27.1	27.1	27.1	27.1	27.1	24.1	104	103.9	7.0	86.8	86.8
Volume/Cap:	0.24	0.24	0.24	0.30	0.30	0.35	0.22	0.35	0.35	0.16	0.29	0.29
Delay/Veh:	53.0	53.0	53.0	53.8	53.8	54.4	55.1	9.4	9.4	69.6	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.0	53.0	53.0	53.8	53.8	54.4	55.1	9.4	9.4	69.6	16.0	16.0
LOS by Move:	D	D	D	D	D	D	E	A	A	E	B	B
HCM2k95thQ:	6	6	6	8	8	10	5	16	16	2	14	14
Note: Queue reported is the number of cars per lane.												

Palo Alto Street Closures

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

Intersection #8: Hamilton & Bryant

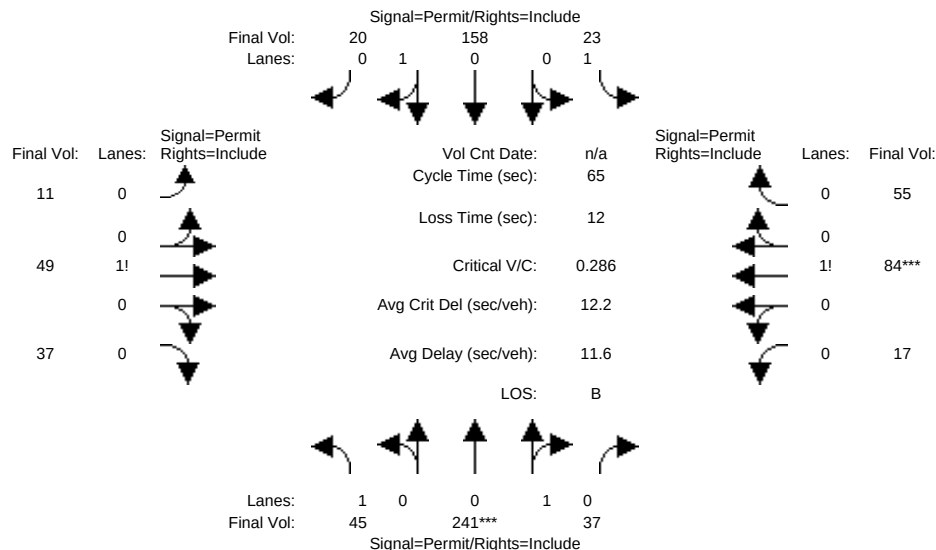


Street Name:	Hamilton Ave						Bryant Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	128	5	28	166	15	6	25	8	7	32	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	128	5	28	166	15	6	25	8	7	32	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	128	5	28	166	15	6	25	8	7	32	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	128	5	28	166	15	6	25	8	7	32	10
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:	10	128	5	28	166	15	6	25	8	7	32	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.91	0.09	0.16	0.62	0.22	0.15	0.63	0.22
Final Sat.:	1750	1823	71	1750	1730	156	284	1182	378	264	1205	377
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.02	0.10	0.10	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****						****					
Green Time:	41.5	41.5	41.5	41.5	41.5	41.5	11.5	11.5	11.5	11.5	11.5	11.5
Volume/Cap:	0.01	0.11	0.11	0.03	0.15	0.15	0.12	0.12	0.12	0.15	0.15	0.15
Delay/Veh:	4.3	4.6	4.6	4.3	4.8	4.8	22.7	22.7	22.7	22.8	22.8	22.8
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:	4.3	4.6	4.6	4.3	4.8	4.8	22.7	22.7	22.7	22.8	22.8	22.8
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	2	2	0	3	3	2	2	2	2	2	2
Note: Queue reported is the number of cars per lane.												

Palo Alto Street Closures

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

Intersection #8: Hamilton & Bryant

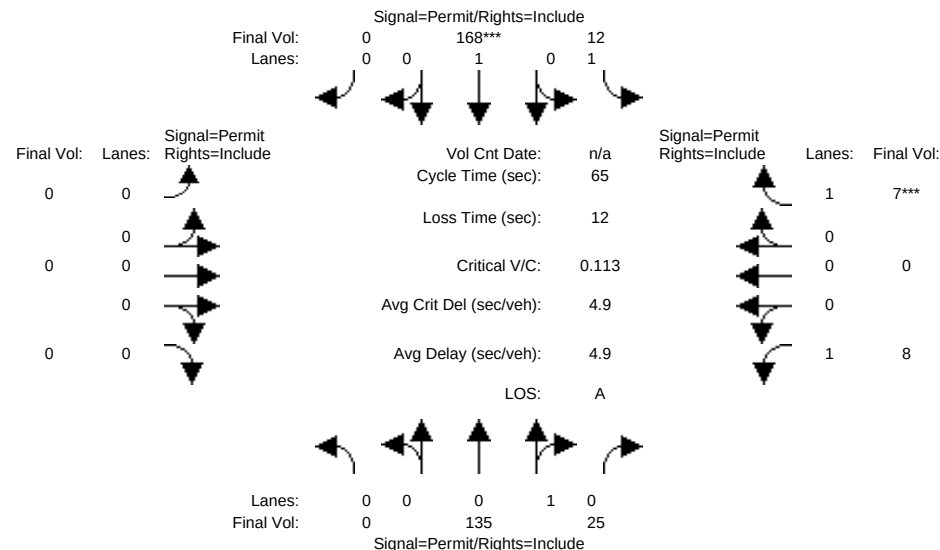


Street Name:	Hamilton Ave						Bryant Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	241	37	23	158	20	11	49	37	17	84	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	241	37	23	158	20	11	49	37	17	84	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	241	37	23	158	20	11	49	37	17	84	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	241	37	23	158	20	11	49	37	17	84	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	241	37	23	158	20	11	49	37	17	84	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.86	0.14	1.00	0.88	0.12	0.12	0.48	0.40	0.11	0.52	0.37
Final Sat.:	1750	1629	250	1750	1670	211	207	921	695	199	984	644
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.01	0.09	0.09	0.05	0.05	0.05	0.09	0.09	0.09
Crit Moves:	****									****		
Green Time:	33.6	33.6	33.6	33.6	33.6	33.6	19.4	19.4	19.4	19.4	19.4	19.4
Volume/Cap:	0.05	0.29	0.29	0.03	0.18	0.18	0.18	0.18	0.18	0.29	0.29	0.29
Delay/Veh:	7.8	9.1	9.1	7.7	8.5	8.5	17.1	17.1	17.1	17.8	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	9.1	9.1	7.7	8.5	8.5	17.1	17.1	17.1	17.8	17.8	17.8
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	1	7	7	1	4	4	3	3	3	5	5	5
Note: Queue reported is the number of cars per lane.												

Palo Alto Street Closures

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

Intersection #9: Hamilton & Ramona

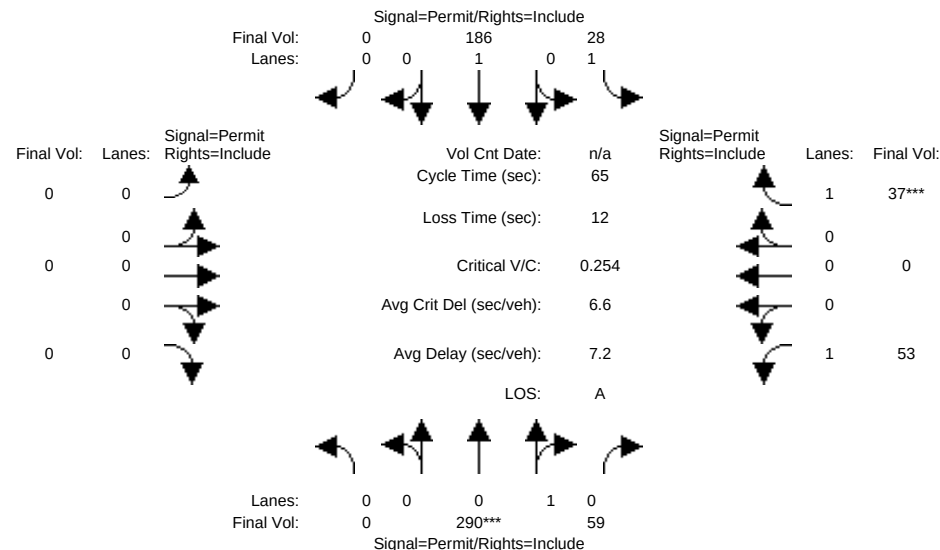


Street Name:	Hamilton Ave						Ramona Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	135	25	12	168	0	0	0	0	8	0	7
Growth Adj:	1.00	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	135	25	12	168	0	0	0	0	8	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	135	25	12	168	0	0	0	0	8	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	135	25	12	168	0	0	0	0	8	0	7
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	135	25	12	168	0	0	0	0	8	0	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.83	0.17	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1582	293	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.01	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	43.0	43.0	43.0	43.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.13	0.13	0.01	0.13	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Delay/Veh:	0.0	4.1	4.1	3.8	4.1	0.0	0.0	0.0	0.0	23.4	0.0	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.1	4.1	3.8	4.1	0.0	0.0	0.0	0.0	23.4	0.0	23.4
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	3	3	0	3	0	0	0	0	0	0	0
Note: Queue reported is the number of cars per lane.												

Palo Alto Street Closures

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

Intersection #9: Hamilton & Ramona



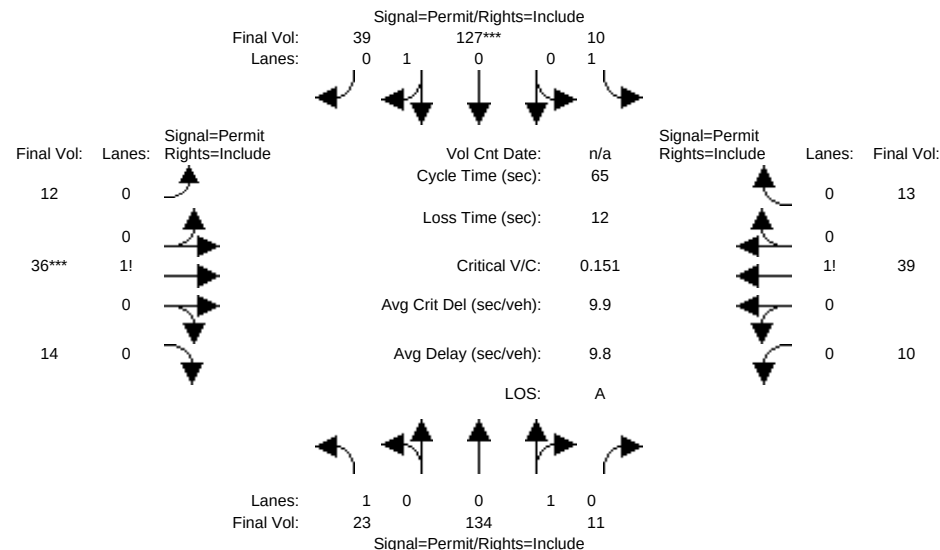
Street Name:	Hamilton Ave						Ramona Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	290	59	28	186	0	0	0	0	53	0	37
Growth Adj:	1.00	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	290	59	28	186	0	0	0	0	53	0	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	290	59	28	186	0	0	0	0	53	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	290	59	28	186	0	0	0	0	53	0	37
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	290	59	28	186	0	0	0	0	53	0	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.82	0.18	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1556	317	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.19	0.02	0.10	0.00	0.00	0.00	0.00	0.03	0.00	0.02
Crit Moves:	****											****
Green Time:	0.0	43.0	43.0	43.0	43.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.28	0.28	0.02	0.15	0.00	0.00	0.00	0.00	0.20	0.00	0.14
Delay/Veh:	0.0	4.7	4.7	3.8	4.2	0.0	0.0	0.0	0.0	24.4	0.0	24.0
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	4.7	4.7	3.8	4.2	0.0	0.0	0.0	0.0	24.4	0.0	24.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	6	6	0	3	0	0	0	0	2	0	2

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

Palo Alto Street Closures

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

Intersection #10: Hamilton & Emerson

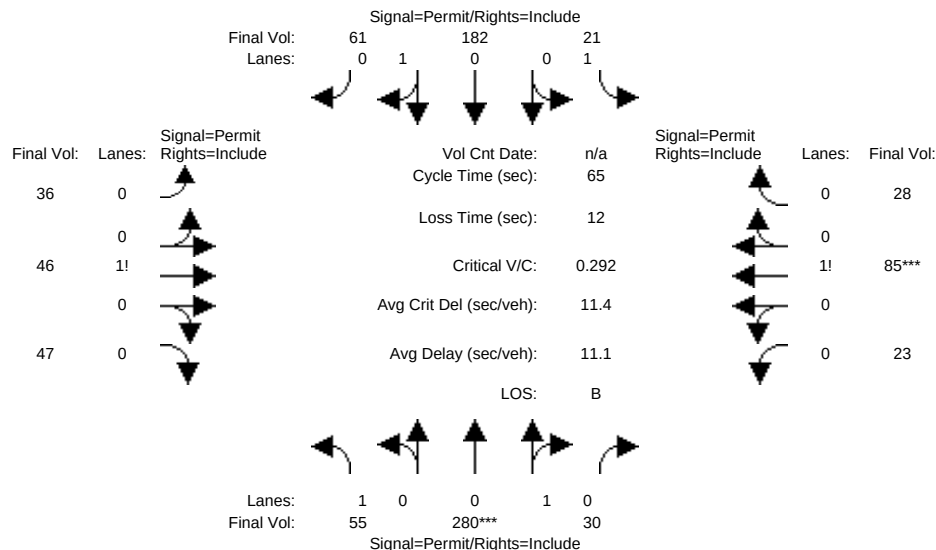


Street Name:	Hamilton Ave						Emerson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	134	11	10	127	39	12	36	14	10	39	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	134	11	10	127	39	12	36	14	10	39	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	134	11	10	127	39	12	36	14	10	39	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	134	11	10	127	39	12	36	14	10	39	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	134	11	10	127	39	12	36	14	10	39	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.92	0.08	1.00	0.75	0.25	0.20	0.56	0.24	0.17	0.61	0.22
Final Sat.:	1750	1745	143	1750	1425	438	355	1065	414	297	1158	386
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.01	0.09	0.09	0.03	0.03	0.03	0.03	0.03	0.03
Crit Moves:				****			****					
Green Time:	38.4	38.4	38.4	38.4	38.4	38.4	14.6	14.6	14.6	14.6	14.6	14.6
Volume/Cap:	0.02	0.13	0.13	0.01	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.15
Delay/Veh:	5.5	5.9	5.9	5.5	6.0	6.0	20.4	20.4	20.4	20.4	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	5.9	5.9	5.5	6.0	6.0	20.4	20.4	20.4	20.4	20.4	20.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	3	3	0	3	3	2	2	2	2	2	2
Note: Queue reported is the number of cars per lane.												

Palo Alto Street Closures

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

Intersection #10: Hamilton & Emerson



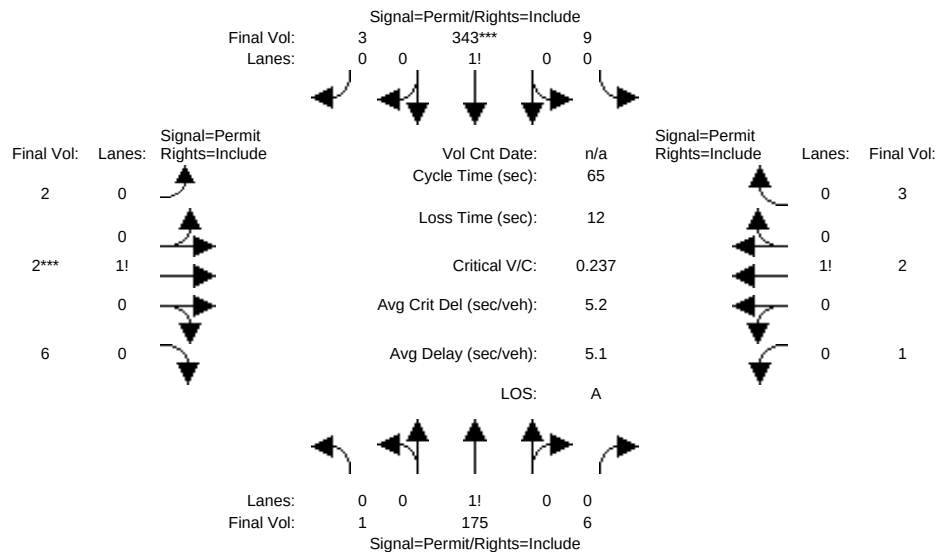
Street Name:	Hamilton Ave						Emerson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	55	280	30	21	182	61	36	46	47	23	85	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	280	30	21	182	61	36	46	47	23	85	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	280	30	21	182	61	36	46	47	23	85	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	280	30	21	182	61	36	46	47	23	85	28
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:	55	280	30	21	182	61	36	46	47	23	85	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.90	0.10	1.00	0.73	0.27	0.29	0.34	0.37	0.18	0.60	0.22
Final Sat.:	1750	1702	182	1750	1393	467	503	642	656	311	1151	379
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.16	0.01	0.13	0.13	0.07	0.07	0.07	0.07	0.07	0.07
Crit Moves:	****						****					
Green Time:	36.6	36.6	36.6	36.6	36.6	36.6	16.4	16.4	16.4	16.4	16.4	16.4
Volume/Cap:	0.06	0.29	0.29	0.02	0.23	0.23	0.28	0.28	0.28	0.29	0.29	0.29
Delay/Veh:	6.4	7.6	7.6	6.3	7.3	7.3	19.9	19.9	19.9	19.9	19.9	19.9
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:	6.4	7.6	7.6	6.3	7.3	7.3	19.9	19.9	19.9	19.9	19.9	19.9
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	1	7	7	0	5	5	5	5	5	5	5	5

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

Palo Alto Street Closures

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

Intersection #11: University & Ramona

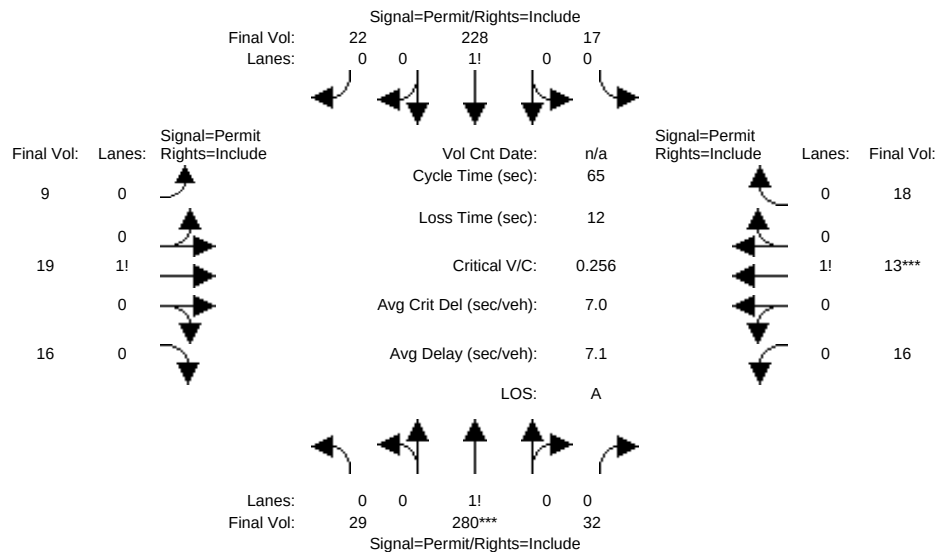


Street Name:	University Ave						Ramona Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	175	6	9	343	3	2	2	6	1	2	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:	1	175	6	9	343	3	2	2	6	1	2	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:	1	175	6	9	343	3	2	2	6	1	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	175	6	9	343	3	2	2	6	1	2	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:	1	175	6	9	343	3	2	2	6	1	2	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	0.96	0.03	0.03	0.96	0.01	0.20	0.19	0.61	0.17	0.32	0.51
Final Sat.:	10	1821	62	48	1830	16	356	356	1067	300	599	899
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.19	0.19	0.19	0.01	0.01	0.01	0.00	0.00	0.00
Crit Moves:				****			****					
Green Time:	43.0	43.0	43.0	43.0	43.0	43.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.15	0.15	0.15	0.28	0.28	0.28	0.04	0.04	0.04	0.02	0.02	0.02
Delay/Veh:	4.2	4.2	4.2	4.7	4.7	4.7	23.5	23.5	23.5	23.4	23.4	23.4
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:	4.2	4.2	4.2	4.7	4.7	4.7	23.5	23.5	23.5	23.4	23.4	23.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	3	3	3	6	6	6	0	0	0	0	0	0
Note: Queue reported is the number of cars per lane.												

Palo Alto Street Closures

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

Intersection #11: University & Ramona



Street Name:	University Ave						Ramona Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	280	32	17	228	22	9	19	16	16	13	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	280	32	17	228	22	9	19	16	16	13	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	280	32	17	228	22	9	19	16	16	13	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	280	32	17	228	22	9	19	16	16	13	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	280	32	17	228	22	9	19	16	16	13	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.81	0.10	0.07	0.84	0.09	0.21	0.41	0.38	0.35	0.26	0.39
Final Sat.:	159	1537	176	119	1602	155	371	782	659	609	495	685
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.14	0.14	0.14	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****						****					
Green Time:	43.0	43.0	43.0	43.0	43.0	43.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.28	0.28	0.28	0.22	0.22	0.22	0.16	0.16	0.16	0.17	0.17	0.17
Delay/Veh:	4.7	4.7	4.7	4.4	4.4	4.4	24.1	24.1	24.1	24.2	24.2	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.7	4.7	4.7	4.4	4.4	4.4	24.1	24.1	24.1	24.2	24.2	24.2
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	6	6	6	4	4	4	2	2	2	2	2	2

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

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	14		56		5	9		38		12	35		16		13	80		398		44
Major Street Volume:	586																			
Minor Approach Volume:	74																			
Minor Approach Volume Threshold:	362																			

SIGNAL WARRANT DISCLAIMER

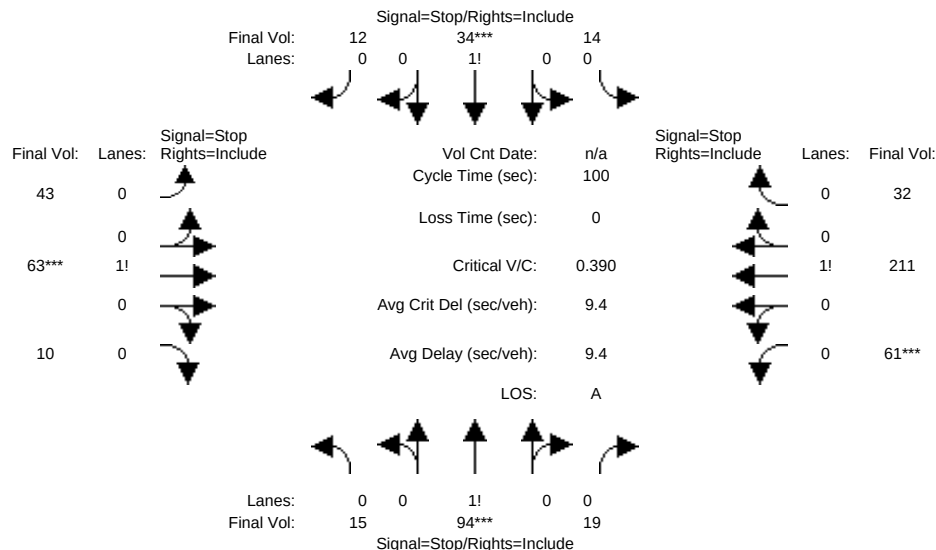
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2030 PM without closures

Intersection #3: Sherman & Birch



Street Name:	Sherman Ave						Birch Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	13	81	16	12	29	10	37	54	9	53	182	28			
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16			
Initial Bse:	15	94	19	14	34	12	43	63	10	61	211	32			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	15	94	19	14	34	12	43	63	10	61	211	32			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	15	94	19	14	34	12	43	63	10	61	211	32			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	15	94	19	14	34	12	43	63	10	61	211	32			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	15	94	19	14	34	12	43	63	10	61	211	32			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.12	0.74	0.14	0.23	0.57	0.20	0.37	0.54	0.09	0.20	0.69	0.11			
Final Sat.:	82	509	101	158	381	131	270	394	66	158	541	83			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.18	0.18	0.18	0.09	0.09	0.09	0.16	0.16	0.16	0.39	0.39	0.39			
Crit Moves:	****			****			****			****					
Delay/Veh:	8.9	8.9	8.9	8.4	8.4	8.4	8.6	8.6	8.6	10.2	10.2	10.2			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	8.9	8.9	8.9	8.4	8.4	8.4	8.6	8.6	8.6	10.2	10.2	10.2			
LOS by Move:	A	A	A	A	A	A	A	A	A	B	B	B			
ApproachDel:	8.9			8.4			8.6			10.2					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	8.9			8.4			8.6			10.2					
LOS by Appr:	A			A			A			B					
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.2	0.2	0.2	0.6	0.6	0.6			
Note: Queue reported is the number of cars per lane.															

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

Peak Hour Volume Signal Warrant Report [Urban]

 Intersection #3 Sherman & Birch

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	15		94		19	14		34		12	43		63		10	61		211		32
Major Street Volume:					421															
Minor Approach Volume:					128															
Minor Approach Volume Threshold:					450															

SIGNAL WARRANT DISCLAIMER

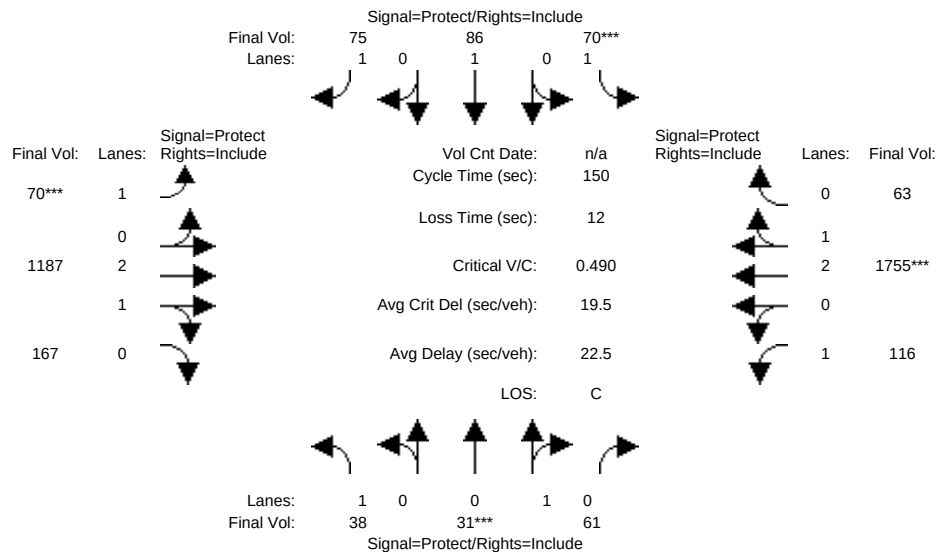
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2030 AM without closures

Intersection #6: California & ECR



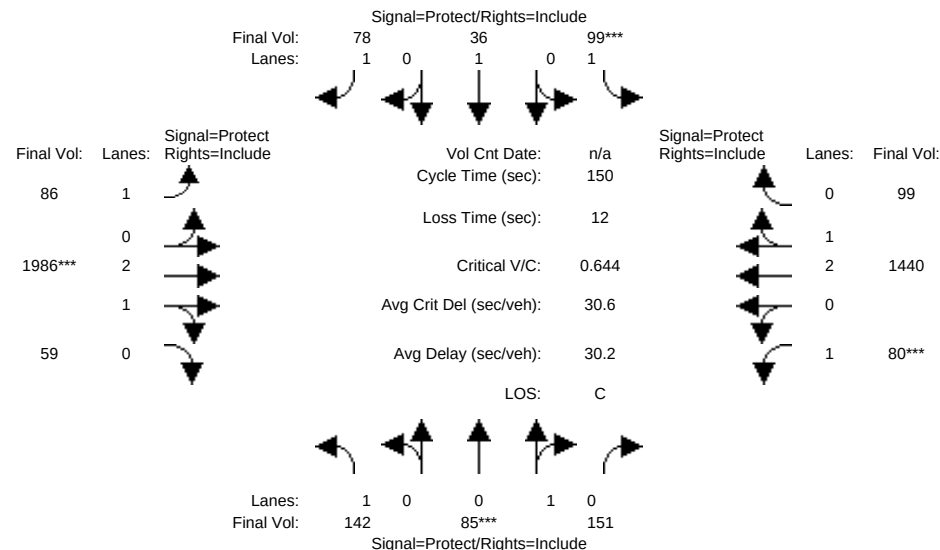
Street Name:	California Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	27	53	60	74	65	60	1023	144	100	1513	54
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	38	31	61	70	86	75	70	1187	167	116	1755	63
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:	38	31	61	70	86	75	70	1187	167	116	1755	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	31	61	70	86	75	70	1187	167	116	1755	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	31	61	70	86	75	70	1187	167	116	1755	63
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:	38	31	61	70	86	75	70	1187	167	116	1755	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.32	0.68	1.00	1.00	1.00	1.00	2.60	0.40	1.00	2.89	0.11
Final Sat.:	1750	607	1191	1750	1900	1750	1750	4944	696	1750	5487	196
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.05	0.04	0.05	0.04	0.04	0.24	0.24	0.07	0.32	0.32
Crit Moves:	****			****			****			****		
Green Time:	11.5	15.8	15.8	12.2	16.4	16.4	12.2	86.2	86.2	23.8	97.9	97.9
Volume/Cap:	0.28	0.49	0.49	0.49	0.41	0.39	0.49	0.42	0.42	0.42	0.49	0.49
Delay/Veh:	66.5	65.3	65.3	68.6	63.6	63.5	68.6	17.9	17.9	57.9	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:	66.5	65.3	65.3	68.6	63.6	63.5	68.6	17.9	17.9	57.9	13.4	13.4
LOS by Move:	E	E	E	E	E	E	E	B	B	E	B	B
HCM2k95thQ:	4	9	9	8	8	8	8	21	21	11	25	25

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2030 PM without closures

Intersection #6: California & ECR



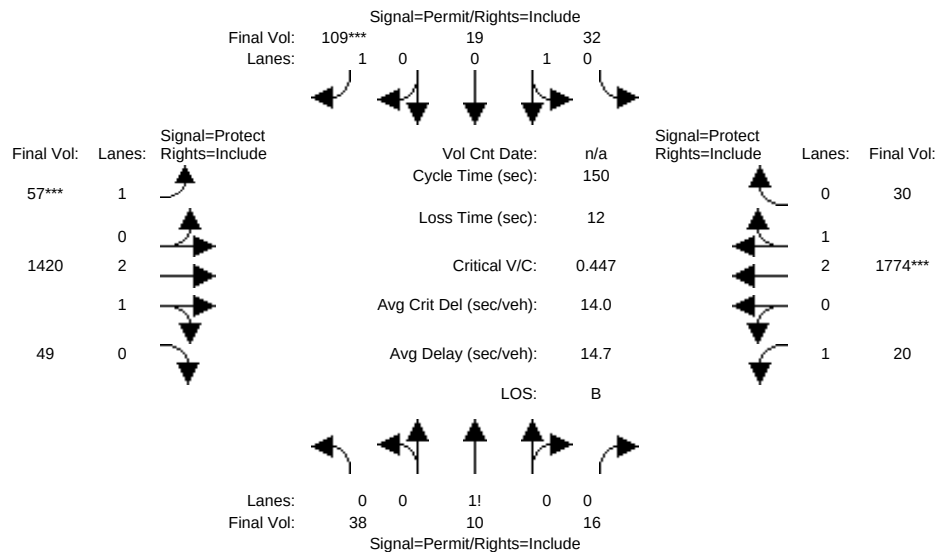
Street Name:	California Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	73	130	85	31	67	74	1712	51	69	1241	85
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	142	85	151	99	36	78	86	1986	59	80	1440	99
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:	142	85	151	99	36	78	86	1986	59	80	1440	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	85	151	99	36	78	86	1986	59	80	1440	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	85	151	99	36	78	86	1986	59	80	1440	99
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:	142	85	151	99	36	78	86	1986	59	80	1440	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.34	0.66	1.00	1.00	1.00	1.00	2.91	0.09	1.00	2.79	0.21
Final Sat.:	1750	648	1153	1750	1900	1750	1750	5521	164	1750	5305	363
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.13	0.06	0.02	0.04	0.05	0.36	0.36	0.05	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	23.9	30.5	30.5	13.1	19.7	19.7	14.5	83.8	83.8	10.7	80.0	80.0
Volume/Cap:	0.51	0.64	0.64	0.64	0.14	0.34	0.51	0.64	0.64	0.64	0.51	0.51
Delay/Veh:	59.2	58.7	58.7	75.2	58.0	60.1	67.0	23.3	23.3	78.9	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.2	58.7	58.7	75.2	58.0	60.1	67.0	23.3	23.3	78.9	22.6	22.6
LOS by Move:	E	E	E	E	E	E	E	C	C	E	C	C
HCM2k95thQ:	13	20	20	11	3	7	9	36	36	10	26	26

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2030 AM without closures

Intersection #7: Cambridge & ECR



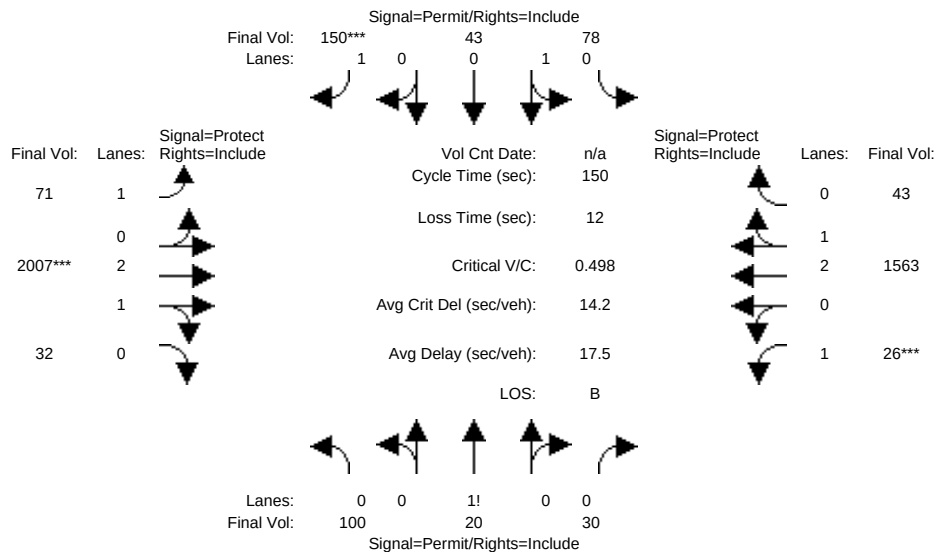
Street Name:	Cambridge Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	33	9	14	28	16	94	49	1224	42	17	1529	26
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	38	10	16	32	19	109	57	1420	49	20	1774	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	10	16	32	19	109	57	1420	49	20	1774	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	10	16	32	19	109	57	1420	49	20	1774	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	10	16	32	19	109	57	1420	49	20	1774	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	10	16	32	19	109	57	1420	49	20	1774	30
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.60	0.15	0.25	0.66	0.34	1.00	1.00	2.89	0.11	1.00	2.95	0.05
Final Sat.:	1045	285	443	1147	655	1750	1750	5495	189	1750	5597	95
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.06	0.03	0.26	0.26	0.01	0.32	0.32
Crit Moves:						****	****				****	
Green Time:	20.9	20.9	20.9	20.9	20.9	20.9	10.9	99.2	99.2	17.9	106	106.2
Volume/Cap:	0.26	0.26	0.26	0.20	0.20	0.45	0.45	0.39	0.39	0.09	0.45	0.45
Delay/Veh:	58.3	58.3	58.3	57.6	57.6	60.6	69.2	11.7	11.7	59.0	9.4	9.4
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:	58.3	58.3	58.3	57.6	57.6	60.6	69.2	11.7	11.7	59.0	9.4	9.4
LOS by Move:	E	E	E	E	E	E	E	B	B	E	A	A
HCM2k95thQ:	6	6	6	5	5	10	6	18	18	2	21	21

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2030 PM without closures

Intersection #7: Cambridge & ECR



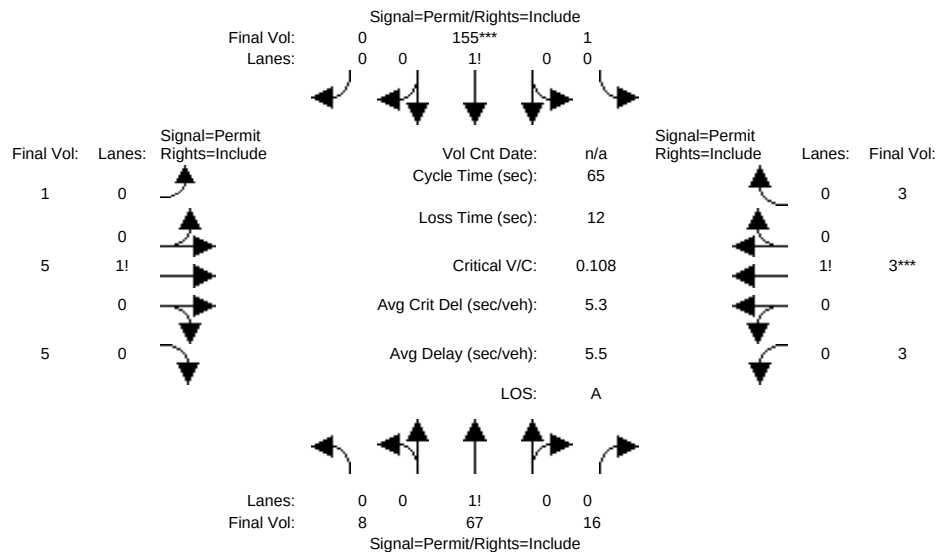
Street Name:	Cambridge Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	86	17	26	67	37	129	61	1730	28	22	1347	37
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	100	20	30	78	43	150	71	2007	32	26	1563	43
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:	100	20	30	78	43	150	71	2007	32	26	1563	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	20	30	78	43	150	71	2007	32	26	1563	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	20	30	78	43	150	71	2007	32	26	1563	43
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:	100	20	30	78	43	150	71	2007	32	26	1563	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.68	0.12	0.20	0.66	0.34	1.00	1.00	2.95	0.05	1.00	2.91	0.09
Final Sat.:	1179	233	356	1160	641	1750	1750	5602	91	1750	5535	152
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.07	0.07	0.09	0.04	0.36	0.36	0.01	0.28	0.28
Crit Moves:						****		****		****		
Green Time:	25.2	25.2	25.2	25.2	25.2	25.2	16.0	106	105.8	7.0	96.8	96.8
Volume/Cap:	0.50	0.50	0.50	0.40	0.40	0.51	0.38	0.51	0.51	0.31	0.44	0.44
Delay/Veh:	58.0	58.0	58.0	56.5	56.5	58.2	63.7	10.3	10.3	71.4	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.0	58.0	58.0	56.5	56.5	58.2	63.7	10.3	10.3	71.4	13.2	13.2
LOS by Move:	E	E	E	E	E	E	E	B	B	E	B	B
HCM2k95thQ:	13	13	13	10	10	14	7	25	25	3	21	21

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2030 AM without closures

Intersection #11: University & Ramona



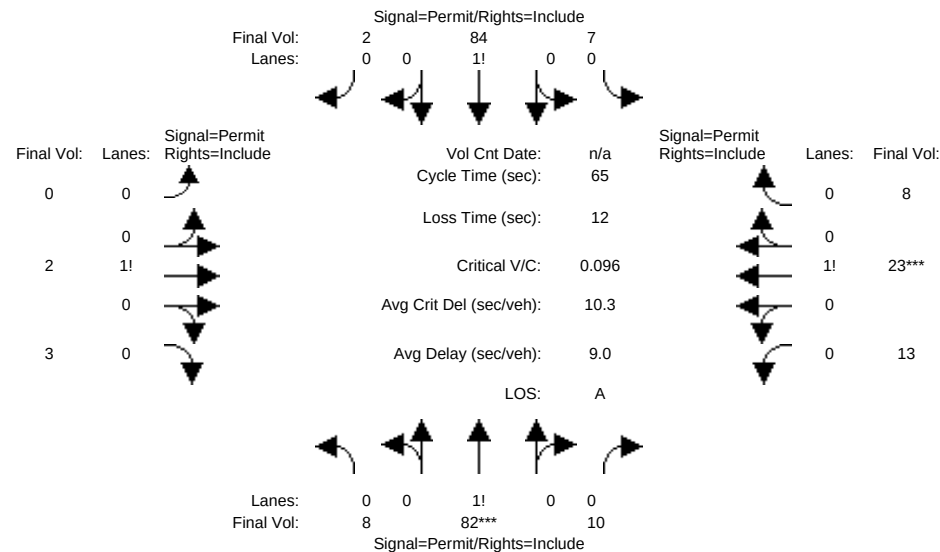
Street Name:	University Ave						Ramona Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	58	14	1	134	0	1	4	4	3	3	3
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	8	67	16	1	155	0	1	5	5	3	3	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:	8	67	16	1	155	0	1	5	5	3	3	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:	8	67	16	1	155	0	1	5	5	3	3	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	67	16	1	155	0	1	5	5	3	3	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:	8	67	16	1	155	0	1	5	5	3	3	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.72	0.19	0.01	0.99	0.00	0.12	0.42	0.46	0.34	0.32	0.34
Final Sat.:	165	1364	329	14	1885	0	202	806	806	599	599	599
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.08	0.08	0.00	0.01	0.01	0.01	0.01	0.01	0.01
Crit Moves:	****											
Green Time:	43.0	43.0	43.0	43.0	43.0	0.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.07	0.07	0.07	0.12	0.12	0.00	0.04	0.04	0.04	0.04	0.04	0.04
Delay/Veh:	3.9	3.9	3.9	4.1	4.1	0.0	23.5	23.5	23.5	23.5	23.5	23.5
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:	3.9	3.9	3.9	4.1	4.1	0.0	23.5	23.5	23.5	23.5	23.5	23.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	1	1	1	2	2	0	0	0	0	0	0	0

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2030 PM without closures

Intersection #11: University & Ramona



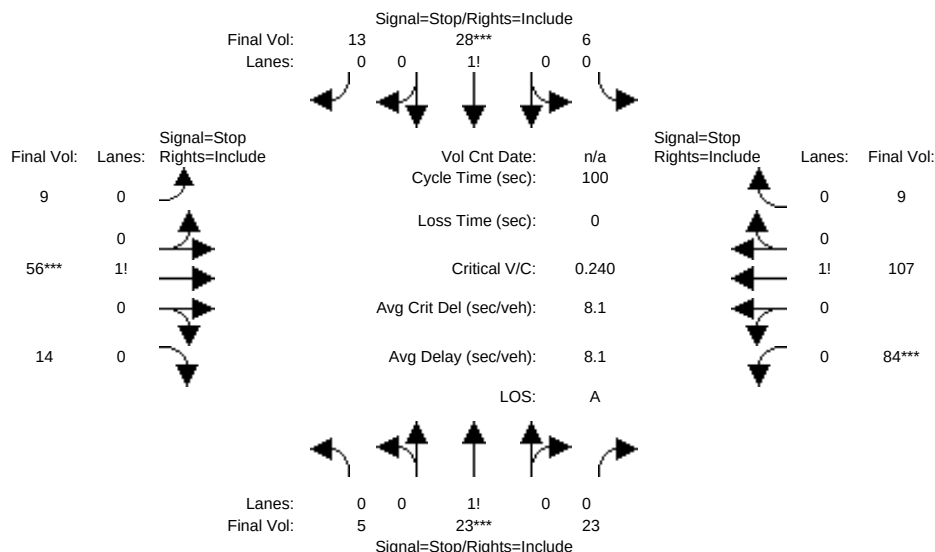
Street Name:	University Ave						Ramona Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	71	9	6	72	2	0	2	3	11	20	7
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	8	82	10	7	84	2	0	2	3	13	23	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	82	10	7	84	2	0	2	3	13	23	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	82	10	7	84	2	0	2	3	13	23	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	82	10	7	84	2	0	2	3	13	23	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	82	10	7	84	2	0	2	3	13	23	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.80	0.11	0.08	0.89	0.03	0.00	0.38	0.62	0.30	0.51	0.19
Final Sat.:	151	1527	194	141	1695	47	0	723	1084	529	961	336
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.05	0.05	0.05	0.00	0.00	0.00	0.02	0.02	0.02
Crit Moves:	****									****		
Green Time:	36.6	36.6	36.6	36.6	36.6	36.6	0.0	16.4	16.4	16.4	16.4	16.4
Volume/Cap:	0.10	0.10	0.10	0.09	0.09	0.09	0.00	0.01	0.01	0.10	0.10	0.10
Delay/Veh:	6.6	6.6	6.6	6.6	6.6	6.6	0.0	18.3	18.3	18.7	18.7	18.7
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:	6.6	6.6	6.6	6.6	6.6	6.6	0.0	18.3	18.3	18.7	18.7	18.7
LOS by Move:	A	A	A	A	A	A	A	B	B	B	B	B
HCM2k95thQ:	2	2	2	2	2	2	0	0	0	2	2	2

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2030 AM with closure

Intersection #1: Cambridge & Birch



Street Name:	Cambridge Ave						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	4	20	20	5	24	11	8	48	12	72	92	8
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	5	23	23	6	28	13	9	56	14	84	107	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	23	23	6	28	13	9	56	14	84	107	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	23	23	6	28	13	9	56	14	84	107	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	23	23	6	28	13	9	56	14	84	107	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	23	23	6	28	13	9	56	14	84	107	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.46	0.45	0.12	0.60	0.28	0.12	0.70	0.18	0.42	0.53	0.05
Final Sat.:	72	360	360	96	462	212	97	584	146	348	445	39
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.06	0.06	0.06	0.10	0.10	0.10	0.24	0.24	0.24
Crit Moves:	****			****			****			****		
Delay/Veh:	7.6	7.6	7.6	7.7	7.7	7.7	7.7	7.7	7.7	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	7.6	7.7	7.7	7.7	7.7	7.7	7.7	8.6	8.6	8.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		7.6			7.7			7.7			8.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		7.6			7.7			7.7			8.6	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.3	0.3	0.3
Note:	Queue reported is the number of cars per lane.											

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 Cambridge & Birch

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	5		23		23	6		28		13	9		56		14	84		107		9
Major Street Volume:					278															
Minor Approach Volume:					51															
Minor Approach Volume Threshold:					560															

SIGNAL WARRANT DISCLAIMER

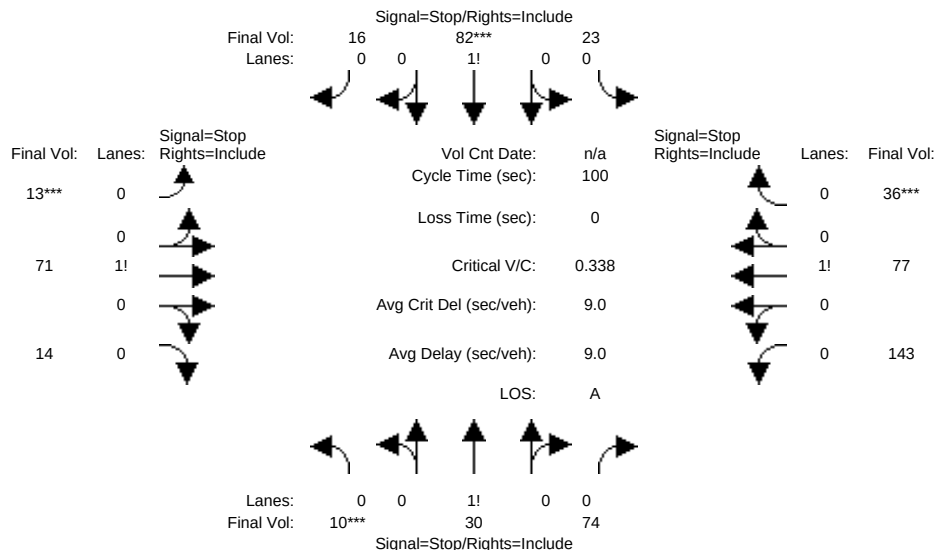
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software,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

Palo Alto Street Closures

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 PM with closure

Intersection #1: Cambridge & Birch



Street Name:	Cambridge Ave						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	9	26	64	20	71	14	11	61	12	123	66	31
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	10	30	74	23	82	16	13	71	14	143	77	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	30	74	23	82	16	13	71	14	143	77	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	30	74	23	82	16	13	71	14	143	77	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	74	23	82	16	13	71	14	143	77	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	30	74	23	82	16	13	71	14	143	77	36
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.26	0.65	0.19	0.68	0.13	0.13	0.73	0.14	0.56	0.30	0.14
Final Sat.:	68	196	483	134	475	94	95	528	104	422	227	106
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.15	0.17	0.17	0.17	0.13	0.13	0.13	0.34	0.34	0.34
Crit Moves:	****			****			****					****
Delay/Veh:	8.2	8.2	8.2	8.7	8.7	8.7	8.4	8.4	8.4	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.2	8.2	8.2	8.7	8.7	8.7	8.4	8.4	8.4	9.8	9.8	9.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.2			8.7			8.4			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.2			8.7			8.4			9.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1	0.5	0.5	0.5

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #1 Cambridge & Birch

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	10		30		74	23		82		16	13		71		14	143		77		36
Major Street Volume:					353															
Minor Approach Volume:					122															
Minor Approach Volume Threshold:					497															

SIGNAL WARRANT DISCLAIMER

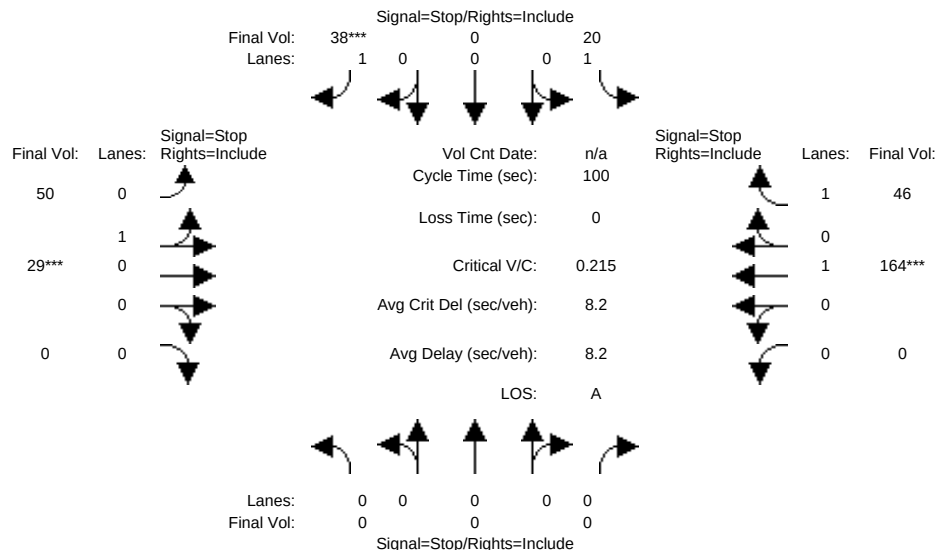
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Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2030 AM with closure

Intersection #2: California & Birch



Street Name:	California Ave						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	17	0	33	43	25	0	0	141	40
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	20	0	38	50	29	0	0	164	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	20	0	38	50	29	0	0	164	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	20	0	38	50	29	0	0	164	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	20	0	38	50	29	0	0	164	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	20	0	38	50	29	0	0	164	46
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.63	0.37	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	614	0	771	470	273	0	0	759	889
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.03	xxxx	0.05	0.11	0.11	xxxx	xxxx	0.22	0.05
Crit Moves:						****			****		****	
Delay/Veh:	0.0	0.0	0.0	8.5	0.0	7.4	8.3	8.3	0.0	0.0	8.7	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.5	0.0	7.4	8.3	8.3	0.0	0.0	8.7	6.9
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx					7.7		8.3			8.3	
Delay Adj:	xxxxxx					1.00		1.00			1.00	
ApprAdjDel:	xxxxxx					7.7		8.3			8.3	
LOS by Appr:	*					A		A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.3	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 California & Birch

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Initial Vol:	0		0		0	20		0		38	50		29		0	0		164		46
Major Street Volume:	289																			
Minor Approach Volume:	58																			
Minor Approach Volume Threshold:	908																			

SIGNAL WARRANT DISCLAIMER

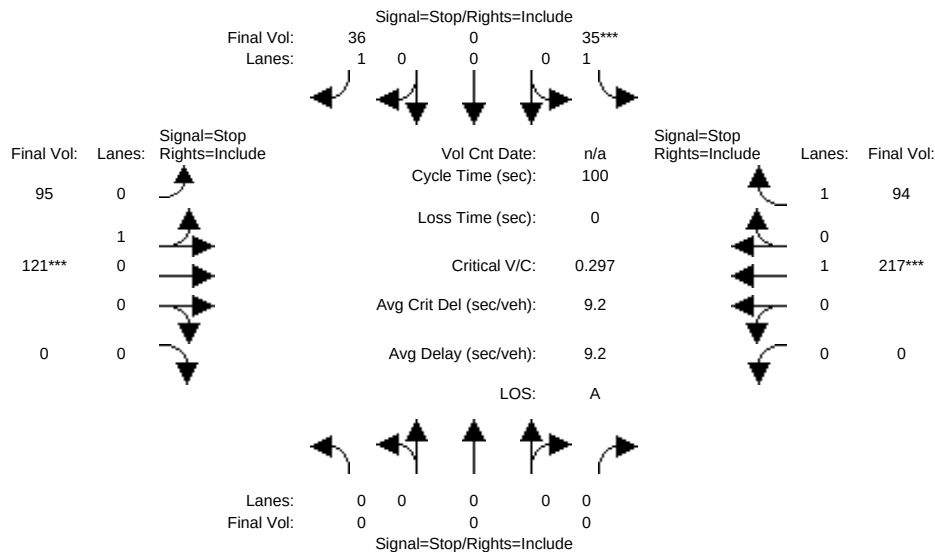
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Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2030 PM with closure

Intersection #2: California & Birch



Street Name:	California Ave						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	30	0	31	82	104	0	0	187	81
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	35	0	36	95	121	0	0	217	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	35	0	36	95	121	0	0	217	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	35	0	36	95	121	0	0	217	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	0	36	95	121	0	0	217	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	35	0	36	95	121	0	0	217	94
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.44	0.56	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	552	0	676	320	406	0	0	732	852
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.06	xxxx	0.05	0.30	0.30	xxxx	xxxx	0.30	0.11
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	9.2	0.0	7.9	9.9	9.9	0.0	0.0	9.6	7.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	9.2	0.0	7.9	9.9	9.9	0.0	0.0	9.6	7.4
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			8.5			9.9			8.9		
Delay Adj:	xxxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.5			9.9			8.9		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.0	0.4	0.4	0.4	0.0	0.4	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #2 California & Birch

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Initial Vol:	0		0		0	35		0		36	95	121			0	0		217		94
Major Street Volume:						527														
Minor Approach Volume:						71														
Minor Approach Volume Threshold:	650																			

SIGNAL WARRANT DISCLAIMER

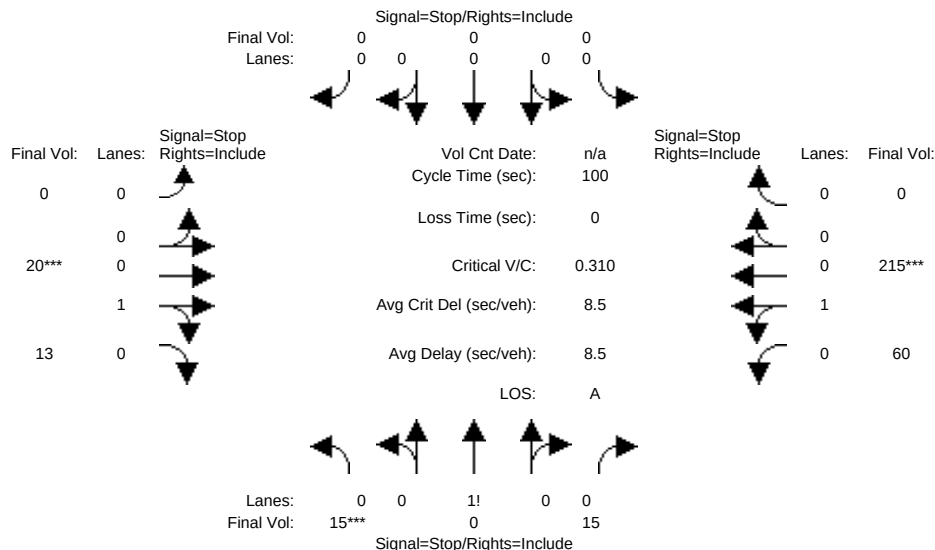
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Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2030 AM with closure

Intersection #3: Sherman & Birch



Street Name:				Sherman Ave				Birch Street							
Approach:	North Bound				South Bound			East Bound			West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	0		0		0	0		0		0	0		0		0
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	13		0		13	0		0		0	0		17		11
Growth Adj:	1.16	1.16		1.16	1.16	1.16		1.16	1.16		1.16	1.16		1.16	1.16
Initial Bse:	15		0		15	0		0		0	0		20		13
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	15		0		15	0		0		0	0		20		13
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	15		0		15	0		0		0	0		20		13
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	15		0		15	0		0		0	0		20		13
PCE Adj:	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
FinalVolume:	15		0		15	0		0		0	0		20		13
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	0.50	0.00		0.50	0.00	0.00		0.00	0.61		0.39	0.22		0.78	0.00
Final Sat.:	392		0		392	0		0		0	539		349		194
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.04	xxxx		0.04	xxxx	xxxx		xxxx	0.04		0.04	0.31		0.31	xxxx
Crit Moves:	****								****					****	
Delay/Veh:	7.5		0.0		7.5	0.0		0.0		7.1		7.1		8.8	0.0
Delay Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:	7.5		0.0		7.5	0.0		0.0		7.1		7.1		8.8	0.0
LOS by Move:	A		*		A	*		*		A		A		A	*
ApproachDel:		7.5				xxxxxx				7.1				8.8	
Delay Adj:		1.00				xxxxxx				1.00				1.00	
ApprAdjDel:		7.5				xxxxxx				7.1				8.8	
LOS by Appr:		A				*				A				A	
AllWayAvgQ:	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	0.4		0.4	0.4
Note: Queue reported is the number of cars per lane.															

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Sherman & Birch

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Initial Vol:	15		0		15	0		0		0	0		20		13	60		215		0
Major Street Volume:					307															
Minor Approach Volume:					30															
Minor Approach Volume Threshold:					534															

SIGNAL WARRANT DISCLAIMER

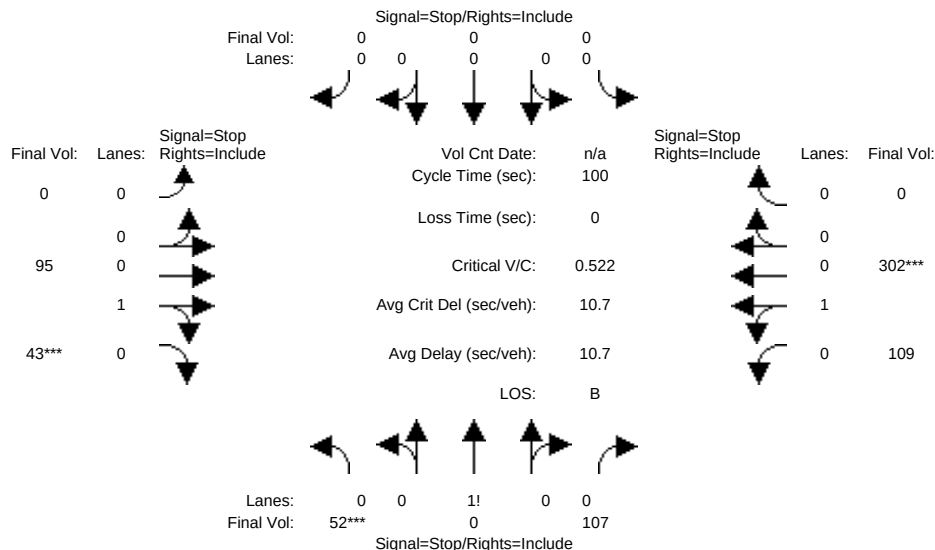
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Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2030 PM with closure

Intersection #3: Sherman & Birch



Street Name:	Sherman Ave						Birch Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	45	0	92	0	0	0	0	82	37	94	260	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	52	0	107	0	0	0	0	95	43	109	302	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	0	107	0	0	0	0	95	43	109	302	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	0	107	0	0	0	0	95	43	109	302	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	107	0	0	0	0	95	43	109	302	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	0	107	0	0	0	0	95	43	109	302	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.00	0.67	0.00	0.00	0.00	0.00	0.69	0.31	0.27	0.73	0.00
Final Sat.:	231	0	472	0	0	0	0	524	236	209	578	0
Capacity Analysis Module:												
Vol/Sat:	0.23	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	0.18	0.18	0.52	0.52	xxxx
Crit Moves:	****								****		****	
Delay/Veh:	9.0	0.0	9.0	0.0	0.0	0.0	0.0	8.5	8.5	12.1	12.1	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.0	0.0	9.0	0.0	0.0	0.0	0.0	8.5	8.5	12.1	12.1	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	B	B	*
ApproachDel:	9.0			xxxxxx				8.5		12.1		
Delay Adj:	1.00			xxxxxx				1.00		1.00		
ApprAdjDel:	9.0			xxxxxx				8.5		12.1		
LOS by Appr:	A			*				A		B		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.2	0.2	0.2	1.0	1.0	1.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Sherman & Birch

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
Initial Vol:	52		0		107	0		0		0	0		95		43	109		302		0
Major Street Volume:					549															
Minor Approach Volume:					159															
Minor Approach Volume Threshold:					379															

SIGNAL WARRANT DISCLAIMER

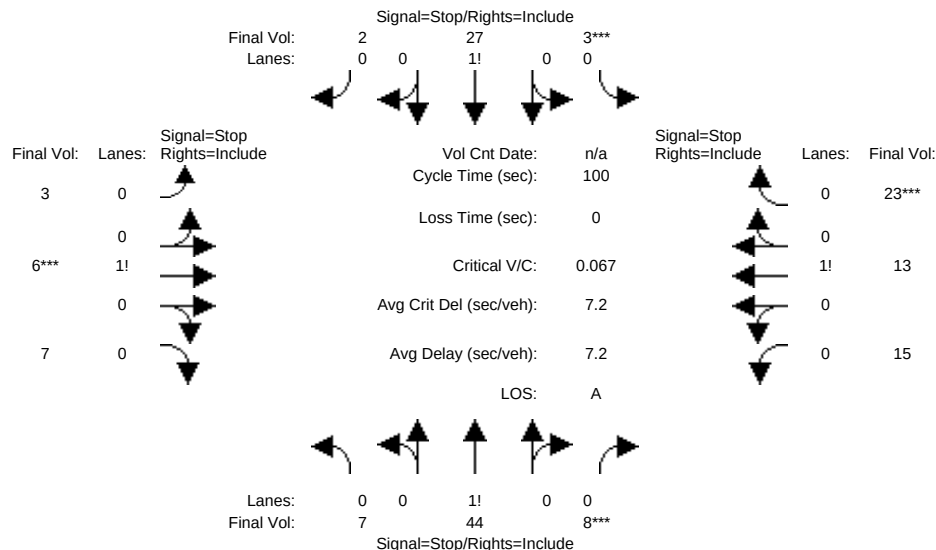
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Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2030 AM with closure

Intersection #4: Sherman & Ash



Street Name:	Sherman Ave						Ash Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	0		0		0	0		0		0	0		0		0
Volume Module:															
Base Vol:	6		38		7	3		23		2	3		5		6
Growth Adj:	1.16		1.16		1.16	1.16		1.16		1.16	1.16		1.16		1.16
Initial Bse:	7		44		8	3		27		2	3		6		7
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	7		44		8	3		27		2	3		6		7
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	7		44		8	3		27		2	3		6		7
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	7		44		8	3		27		2	3		6		7
PCE Adj:	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
FinalVolume:	7		44		8	3		27		2	3		6		7
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	0.12		0.74		0.14	0.11		0.82		0.07	0.21		0.36		0.43
Final Sat.:	104		659		121	93		715		62	192		321		385
Capacity Analysis Module:															
Vol/Sat:	0.07		0.07		0.07	0.04		0.04		0.04	0.02		0.02		0.02
Crit Moves:					****	****					****				****
Delay/Veh:	7.3		7.3		7.3	7.2		7.2		7.2	7.0		7.0		7.0
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	7.3		7.3		7.3	7.2		7.2		7.2	7.0		7.0		7.0
LOS by Move:	A		A		A	A		A		A	A		A		A
ApproachDel:			7.3					7.2					7.0		
Delay Adj:			1.00					1.00					1.00		
ApprAdjDel:			7.3					7.2					7.0		
LOS by Appr:			A					A					A		
AllWayAvgQ:	0.1		0.1		0.1	0.0		0.0		0.0	0.0		0.0		0.1
Note: Queue reported is the number of cars per lane.															

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Sherman & Ash

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	7		44		8	3		27		2	3		6		7	15		13		23
Major Street Volume:											92									
Minor Approach Volume:											51									
Minor Approach Volume Threshold:	857																			

SIGNAL WARRANT DISCLAIMER

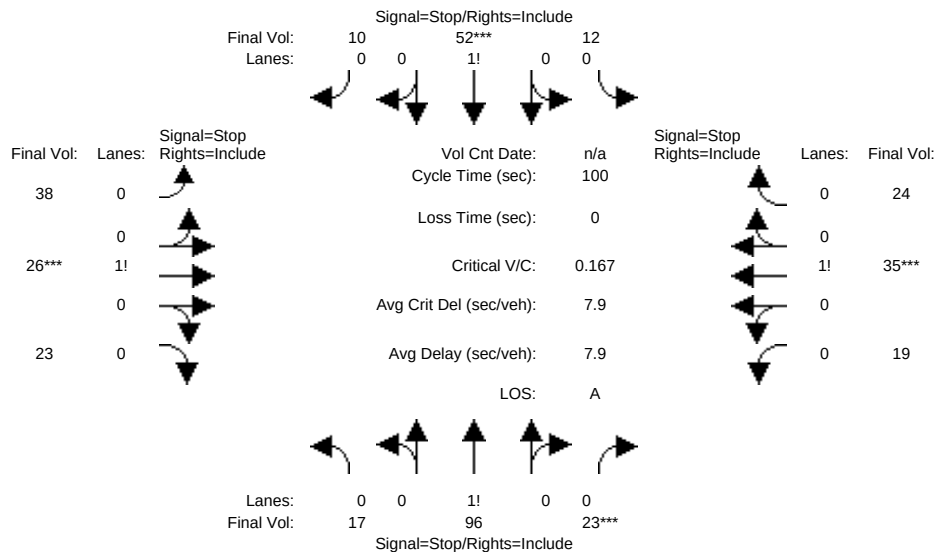
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Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 2030 PM with closure

Intersection #4: Sherman & Ash



Street Name:	Sherman Ave						Ash Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	15	83	20	10	45	9	33	22	20	16	30	21
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	17	96	23	12	52	10	38	26	23	19	35	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	96	23	12	52	10	38	26	23	19	35	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	96	23	12	52	10	38	26	23	19	35	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	96	23	12	52	10	38	26	23	19	35	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	96	23	12	52	10	38	26	23	19	35	24
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.70	0.17	0.16	0.70	0.14	0.44	0.29	0.27	0.24	0.45	0.31
Final Sat.:	104	575	139	124	560	112	347	231	210	190	357	250
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.09	0.09	0.09	0.11	0.11	0.11	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	8.1	8.1	8.1	7.8	7.8	7.8	7.9	7.9	7.9	7.7	7.7	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.1	8.1	8.1	7.8	7.8	7.8	7.9	7.9	7.9	7.7	7.7	7.7
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.1			7.8			7.9			7.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.1			7.8			7.9			7.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.2	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Sherman & Ash

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	17		96		23	12		52		10	38		26		23	19		35		24
Major Street Volume:					211															
Minor Approach Volume:					87															
Minor Approach Volume Threshold:					634															

SIGNAL WARRANT DISCLAIMER

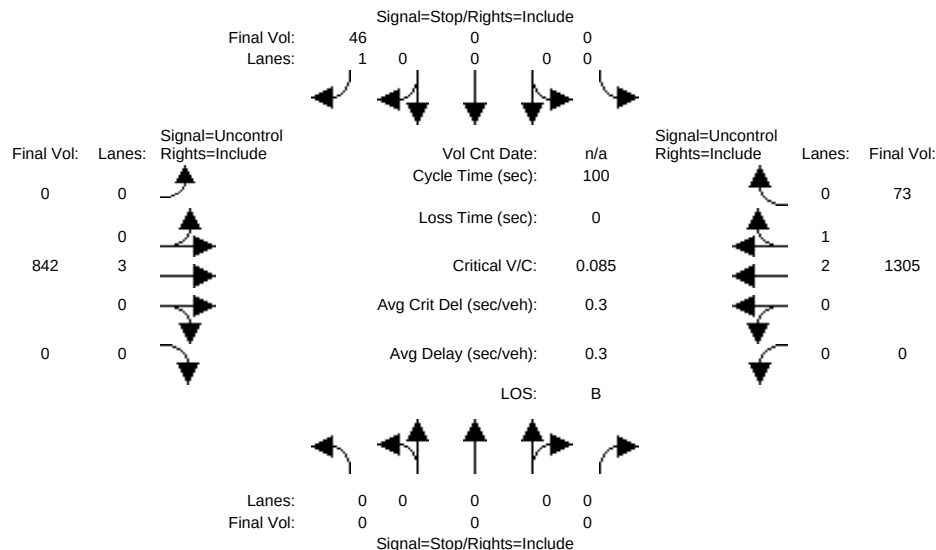
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Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2030 AM with closure

Intersection #5: Sherman & ECR



Street Name:	Sherman Ave						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
Volume Module:												
Base Vol:	0	0	0	0	0	40	0	726	0	0	1125	63
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	0	0	46	0	842	0	0	1305	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	46	0	842	0	0	1305	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	46	0	842	0	0	1305	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	46	0	842	0	0	1305	73
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	472	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	544	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	544	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					12.2	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #5 Sherman & ECR

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 0 0 0      0 0 0 0 1      0 0 3 0 0      0 0 2 1 0
Initial Vol:    0 0 0 0      0 0 0 46      0 842 0      0 1305 73
ApproachDel:    xxxxxx          12.2          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

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

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

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

Signal Warrant Rule #2: [approach volume=46]

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

Signal Warrant Rule #3: [approach count=3][total volume=2267]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Sherman & ECR

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 0 0 0      0 0 0 0 1      0 0 3 0 0      0 0 2 1 0
Initial Vol:    0 0 0 0      0 0 0 46      0 842 0      0 1305 73
-----|-----|-----|-----|-----|

```

Major Street Volume: 2220

Minor Approach Volume: 46

Minor Approach Volume Threshold: 10 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

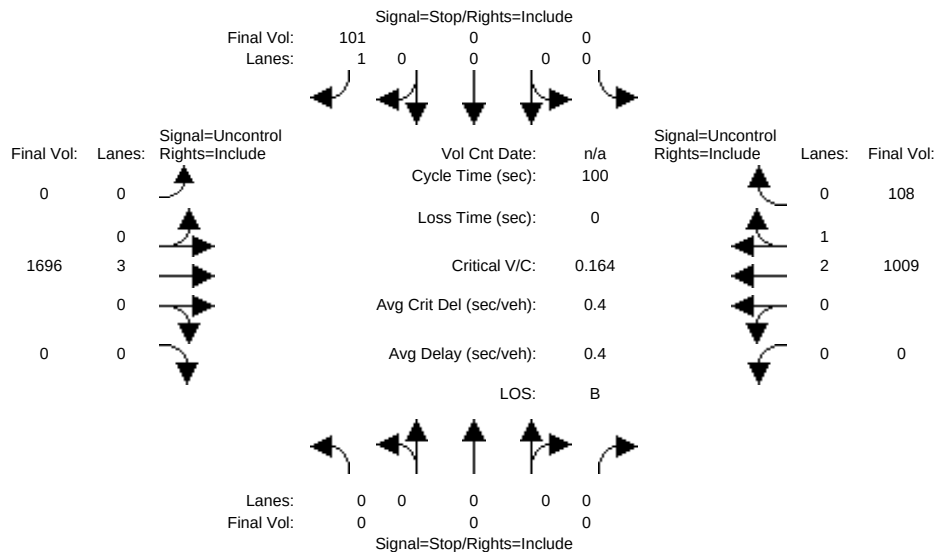
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 2030 PM with closure

Intersection #5: Sherman & ECR



Street Name: Sherman Ave 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

Volume Module:

Base Vol:	0	0	0	0	0	87	0	1462	0	0	870	93
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	0	0	0	0	101	0	1696	0	0	1009	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	101	0	1696	0	0	1009	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	101	0	1696	0	0	1009	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	101	0	1696	0	0	1009	108

Critical Gap Module:

Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	390	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	614	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	614	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.16	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	12.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx					12.0	xxxxxxx					xxxxxxx
ApproachLOS:	*					B	*					*

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

Peak Hour Delay Signal Warrant Report

Intersection #5 Sherman & ECR

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	2	1	0
Initial Vol:	0	0	0	0	0	0	0	0	101		0	1696	0			0	1009	108		
ApproachDel:	xxxxxx				12.0				xxxxxx				xxxxxx							

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

Signal Warrant Rule #1: [vehicle-hours=0.3]

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

Signal Warrant Rule #2: [approach volume=101]

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

Signal Warrant Rule #3: [approach count=3][total volume=2914]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #5 Sherman & ECR

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	0	0	0	0	0	0	0	1	0	0	3	0	0	0	0	2	1	0
Initial Vol:	0	0	0	0	0	0	0	0	101		0	1696	0			0	1009	108		

Major Street Volume: 2813

Minor Approach Volume: 101

Minor Approach Volume Threshold: -71 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

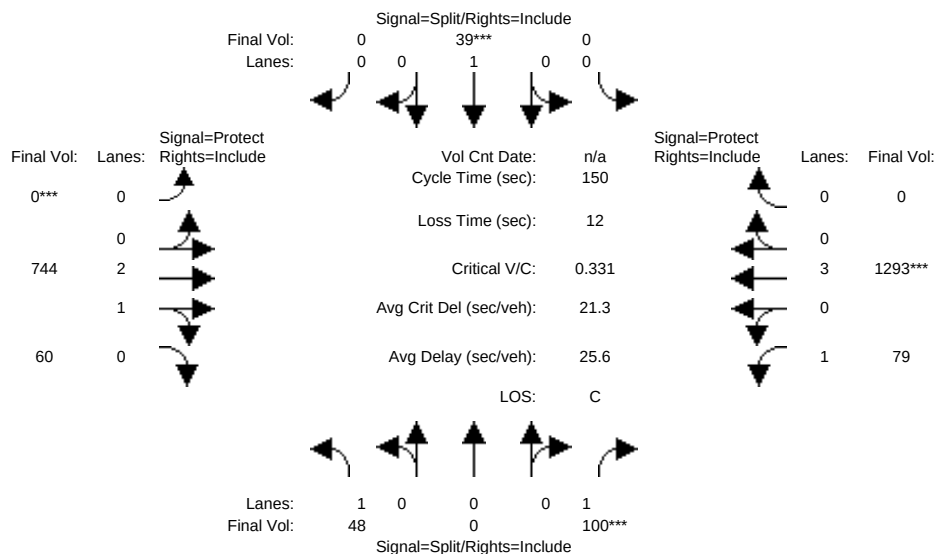
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Operations (Base Volume Alternative)
 2030 AM with closure

Intersection #6: California & ECR



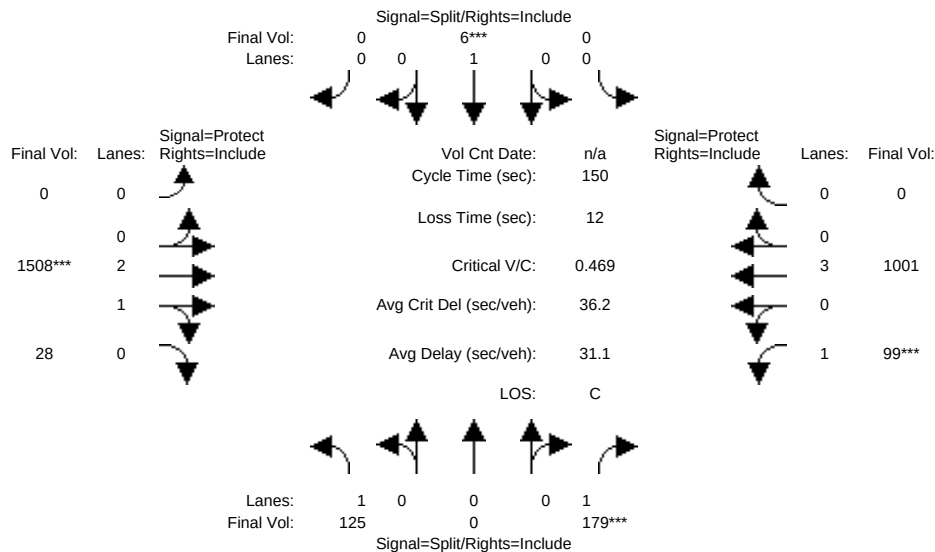
Street Name:	California Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	30	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	41	0	86	0	34	0	0	641	52	68	1115	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	48	0	100	0	39	0	0	744	60	79	1293	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	0	100	0	39	0	0	744	60	79	1293	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	100	0	39	0	0	744	60	79	1293	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	0	100	0	39	0	0	744	60	79	1293	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	2.76	0.24	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	1900	0	0	5239	425	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.06	0.00	0.02	0.00	0.00	0.14	0.14	0.05	0.23	0.00
Crit Moves:	****			****			****			****		
Green Time:	21.7	0.0	21.7	0.0	30.0	0.0	0.0	65.0	65.0	21.4	86.3	0.0
Volume/Cap:	0.19	0.00	0.39	0.00	0.10	0.00	0.00	0.33	0.33	0.32	0.39	0.00
Delay/Veh:	56.8	0.0	59.2	0.0	49.1	0.0	0.0	28.2	28.2	58.5	17.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	0.0	59.2	0.0	49.1	0.0	0.0	28.2	28.2	58.5	17.6	0.0
LOS by Move:	E	A	E	A	D	A	A	C	C	E	B	A
HCM2k95thQ:	4	0	9	0	3	0	0	15	15	7	19	0

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

Palo Alto Street Closures

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
2030 PM with closure

Intersection #6: California & ECR

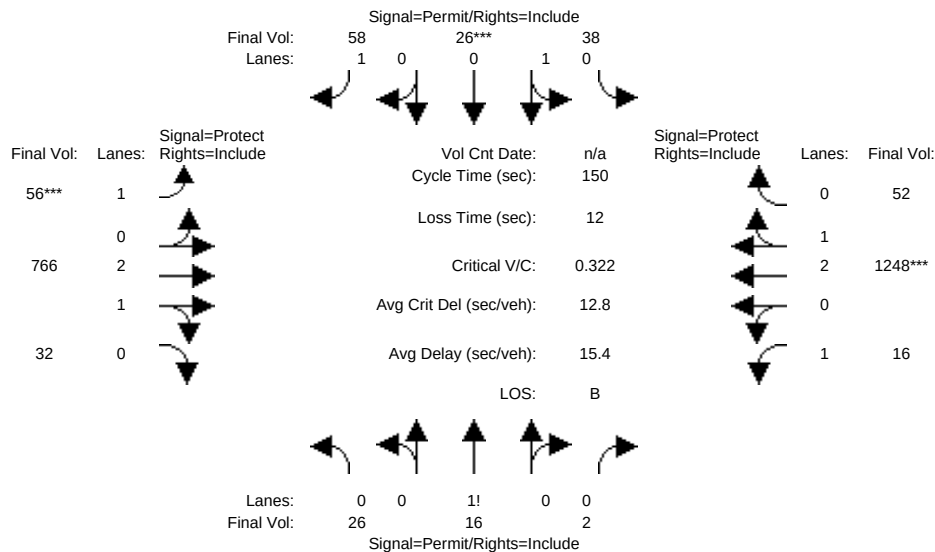


Street Name:	California Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	0	30	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	108	0	154	0	5	0	0	1300	24	85	863	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	125	0	179	0	6	0	0	1508	28	99	1001	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	0	179	0	6	0	0	1508	28	99	1001	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	0	179	0	6	0	0	1508	28	99	1001	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	0	179	0	6	0	0	1508	28	99	1001	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	0.00	0.00	2.94	0.06	1.00	3.00	0.00
Final Sat.:	1750	0	1750	0	1900	0	0	5588	103	1750	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.10	0.00	0.00	0.00	0.00	0.27	0.27	0.06	0.18	0.00
Crit Moves:	****			****			****			****		
Green Time:	25.7	0.0	25.7	0.0	30.0	0.0	0.0	68.1	68.1	14.2	82.3	0.0
Volume/Cap:	0.42	0.00	0.59	0.00	0.02	0.00	0.00	0.59	0.59	0.59	0.32	0.00
Delay/Veh:	56.4	0.0	60.5	0.0	48.2	0.0	0.0	31.0	31.0	70.9	18.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	0.0	60.5	0.0	48.2	0.0	0.0	31.0	31.0	70.9	18.6	0.0
LOS by Move:	E	A	E	A	D	A	A	C	C	E	B	A
HCM2k95thQ:	11	0	16	0	0	0	0	30	30	11	15	0
Note: Queue reported is the number of cars per lane.												

Palo Alto Street Closures

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM with closure

Intersection #7: Cambridge & ECR



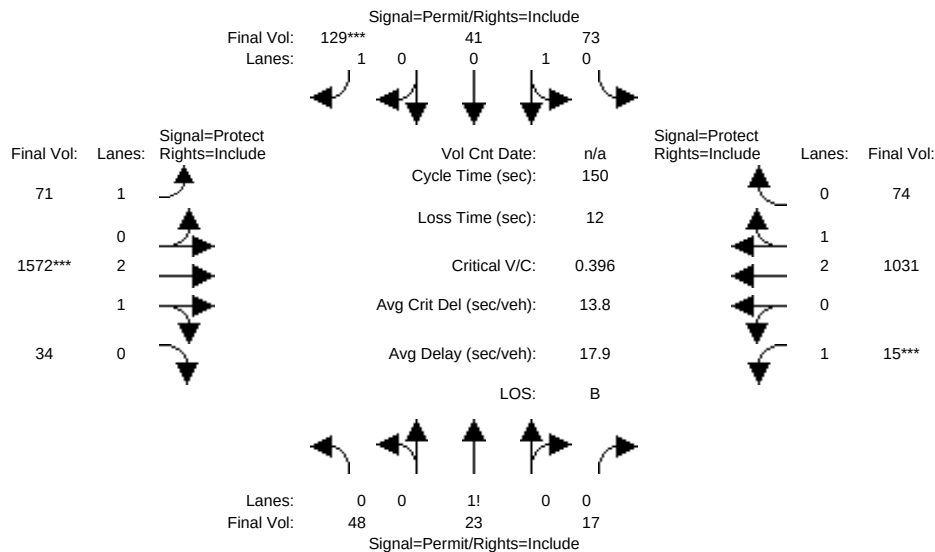
Street Name:	Cambridge Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	14	2	33	22	50	48	660	28	14	1076	45
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	26	16	2	38	26	58	56	766	32	16	1248	52
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:	26	16	2	38	26	58	56	766	32	16	1248	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	16	2	38	26	58	56	766	32	16	1248	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	16	2	38	26	58	56	766	32	16	1248	52
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:	26	16	2	38	26	58	56	766	32	16	1248	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.60	0.35	0.05	0.62	0.38	1.00	1.00	2.87	0.13	1.00	2.87	0.13
Final Sat.:	1044	664	95	1084	723	1750	1750	5449	231	1750	5452	228
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.03	0.03	0.14	0.14	0.01	0.23	0.23
Crit Moves:	****											
Green Time:	16.5	16.5	16.5	16.5	16.5	16.5	14.8	91.2	91.2	30.3	107	106.7
Volume/Cap:	0.22	0.22	0.22	0.32	0.32	0.30	0.32	0.23	0.23	0.05	0.32	0.32
Delay/Veh:	61.5	61.5	61.5	62.6	62.6	62.4	64.0	13.4	13.4	48.3	8.1	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.5	61.5	61.5	62.6	62.6	62.4	64.0	13.4	13.4	48.3	8.1	8.1
LOS by Move:	E	E	E	E	E	E	E	B	B	D	A	A
HCM2k95thQ:	4	4	4	6	6	6	6	10	10	1	14	14

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

Palo Alto Street Closures

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 PM with closure

Intersection #7: Cambridge & ECR



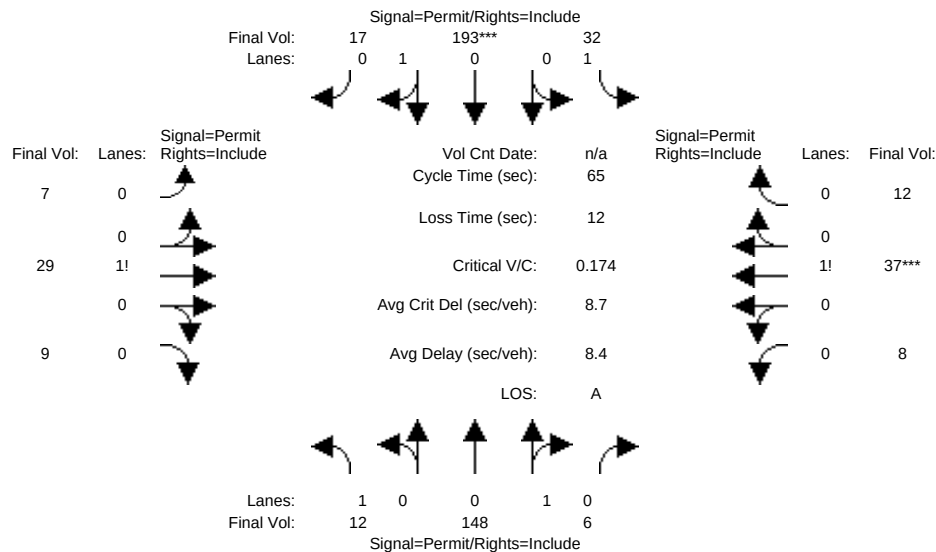
Street Name:	Cambridge Ave						El Camino Real					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	41	20	15	63	35	111	61	1355	29	13	889	64
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	48	23	17	73	41	129	71	1572	34	15	1031	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	23	17	73	41	129	71	1572	34	15	1031	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	23	17	73	41	129	71	1572	34	15	1031	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	23	17	73	41	129	71	1572	34	15	1031	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	23	17	73	41	129	71	1572	34	15	1031	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.55	0.25	0.20	0.66	0.34	1.00	1.00	2.93	0.07	1.00	2.78	0.22
Final Sat.:	964	470	353	1158	643	1750	1750	5571	119	1750	5287	381
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.06	0.06	0.07	0.04	0.28	0.28	0.01	0.20	0.20
Crit Moves:						****		****		****		
Green Time:	27.1	27.1	27.1	27.1	27.1	27.1	21.4	104	103.9	7.0	89.5	89.5
Volume/Cap:	0.27	0.27	0.27	0.35	0.35	0.41	0.28	0.41	0.41	0.18	0.33	0.33
Delay/Veh:	53.4	53.4	53.4	54.4	54.4	55.2	58.1	9.9	9.9	69.9	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	53.4	53.4	54.4	54.4	55.2	58.1	9.9	9.9	69.9	15.2	15.2
LOS by Move:	D	D	D	D	D	E	E	A	A	E	B	B
HCM2k95thQ:	7	7	7	10	10	11	7	19	19	2	15	15

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

Palo Alto Street Closures

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM with closure

Intersection #8: Hamilton & Bryant



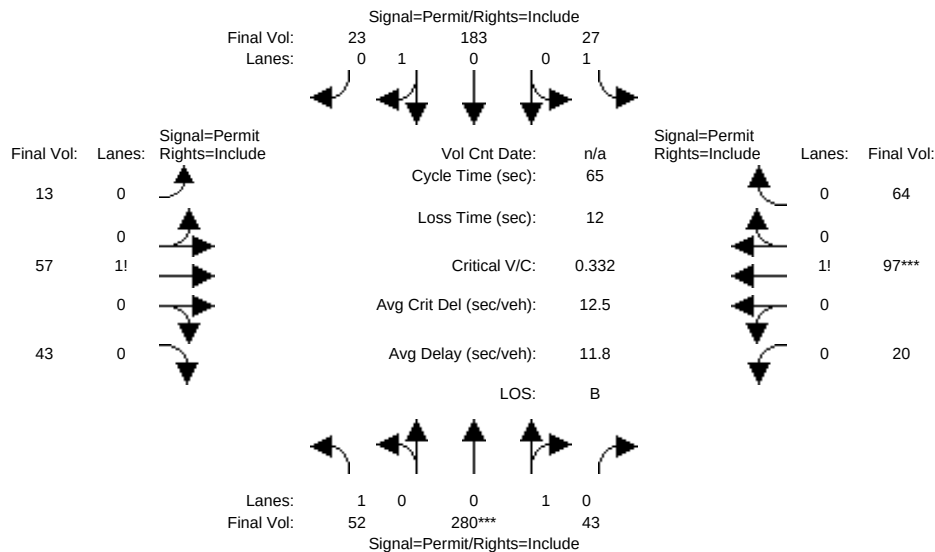
Street Name:	Hamilton Ave						Bryant Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	128	5	28	166	15	6	25	8	7	32	10
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	12	148	6	32	193	17	7	29	9	8	37	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:	12	148	6	32	193	17	7	29	9	8	37	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:	12	148	6	32	193	17	7	29	9	8	37	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	148	6	32	193	17	7	29	9	8	37	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:	12	148	6	32	193	17	7	29	9	8	37	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.96	0.04	1.00	0.91	0.09	0.16	0.62	0.22	0.15	0.63	0.22
Final Sat.:	1750	1823	71	1750	1730	156	284	1182	378	264	1205	377
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.02	0.11	0.11	0.02	0.02	0.02	0.03	0.03	0.03
Crit Moves:	****											
Green Time:	41.5	41.5	41.5	41.5	41.5	41.5	11.5	11.5	11.5	11.5	11.5	11.5
Volume/Cap:	0.01	0.13	0.13	0.03	0.17	0.17	0.14	0.14	0.14	0.17	0.17	0.17
Delay/Veh:	4.3	4.7	4.7	4.3	4.8	4.8	22.8	22.8	22.8	23.0	23.0	23.0
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:	4.3	4.7	4.7	4.3	4.8	4.8	22.8	22.8	22.8	23.0	23.0	23.0
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	0	3	3	1	4	4	2	2	2	2	2	2

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

Palo Alto Street Closures

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 PM with closure

Intersection #8: Hamilton & Bryant



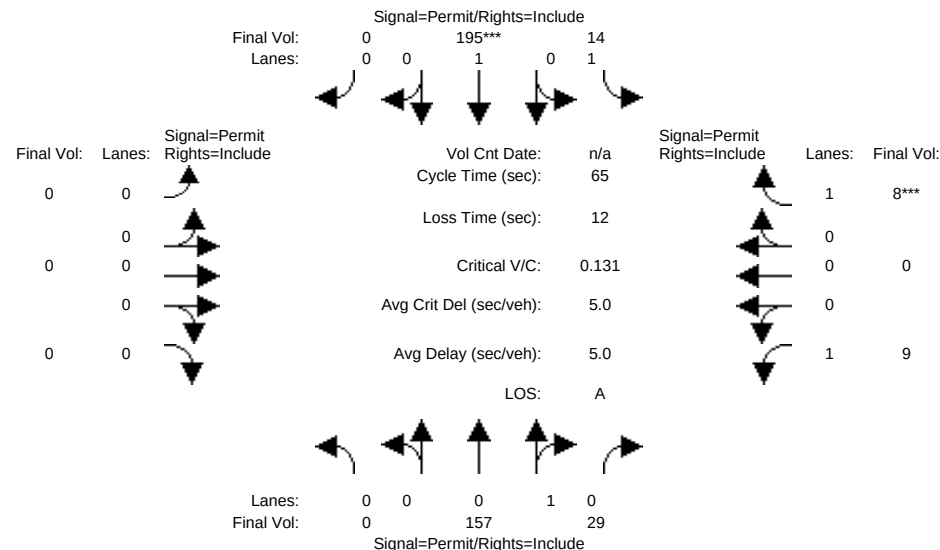
Street Name:	Hamilton Ave						Bryant Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	241	37	23	158	20	11	49	37	17	84	55
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	52	280	43	27	183	23	13	57	43	20	97	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	280	43	27	183	23	13	57	43	20	97	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	280	43	27	183	23	13	57	43	20	97	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	280	43	27	183	23	13	57	43	20	97	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	280	43	27	183	23	13	57	43	20	97	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.86	0.14	1.00	0.88	0.12	0.12	0.48	0.40	0.11	0.52	0.37
Final Sat.:	1750	1629	250	1750	1670	211	207	921	695	199	984	644
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.02	0.11	0.11	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:	****									****		
Green Time:	33.6	33.6	33.6	33.6	33.6	33.6	19.4	19.4	19.4	19.4	19.4	19.4
Volume/Cap:	0.06	0.33	0.33	0.03	0.21	0.21	0.21	0.21	0.21	0.33	0.33	0.33
Delay/Veh:	7.8	9.4	9.4	7.7	8.6	8.6	17.2	17.2	17.2	18.1	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.8	9.4	9.4	7.7	8.6	8.6	17.2	17.2	17.2	18.1	18.1	18.1
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2k95thQ:	1	8	8	1	5	5	4	4	4	6	6	6

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2030 AM with closure

Intersection #9: Hamilton & Ramona



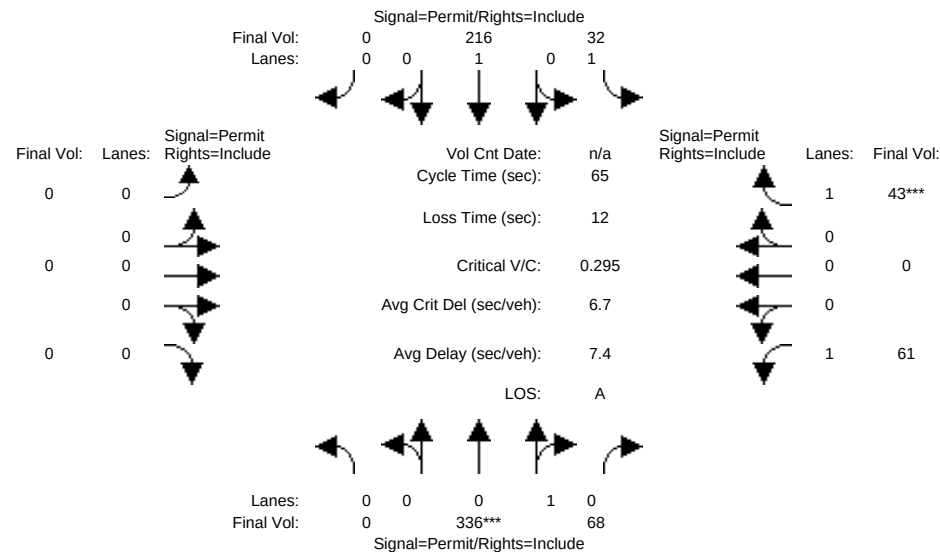
Street Name:	Hamilton Ave						Ramona Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	135	25	12	168	0	0	0	0	8	0	7
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	157	29	14	195	0	0	0	0	9	0	8
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	157	29	14	195	0	0	0	0	9	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	157	29	14	195	0	0	0	0	9	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	157	29	14	195	0	0	0	0	9	0	8
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	157	29	14	195	0	0	0	0	9	0	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.83	0.17	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1582	293	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.01	0.10	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	43.0	43.0	43.0	43.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.15	0.15	0.01	0.16	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Delay/Veh:	0.0	4.2	4.2	3.8	4.2	0.0	0.0	0.0	0.0	23.4	0.0	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.2	4.2	3.8	4.2	0.0	0.0	0.0	0.0	23.4	0.0	23.4
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	3	3	0	3	0	0	0	0	0	0	0

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2030 PM with closure

Intersection #9: Hamilton & Ramona



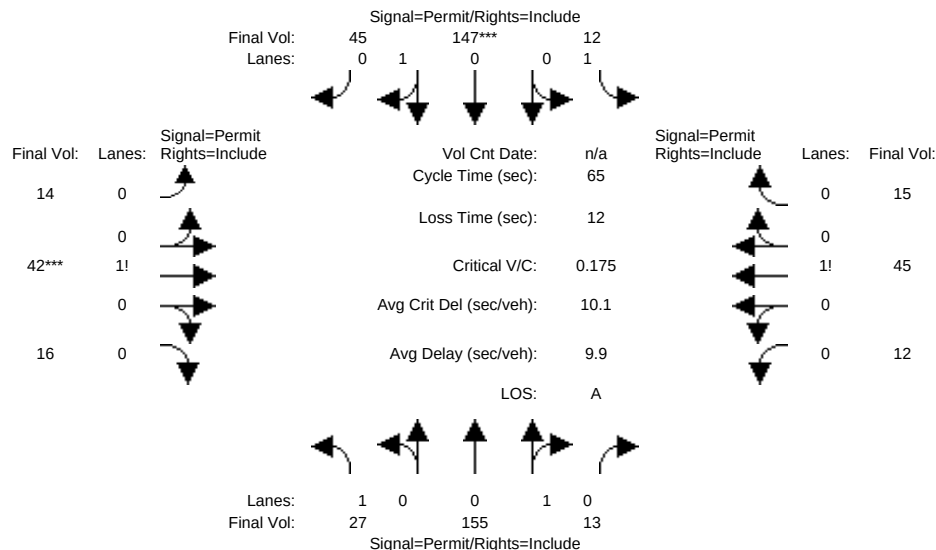
Street Name:	Hamilton Ave						Ramona Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	290	59	28	186	0	0	0	0	53	0	37
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	336	68	32	216	0	0	0	0	61	0	43
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	336	68	32	216	0	0	0	0	61	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	336	68	32	216	0	0	0	0	61	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	336	68	32	216	0	0	0	0	61	0	43
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	336	68	32	216	0	0	0	0	61	0	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.82	0.18	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1556	317	1750	1900	0	0	0	0	1750	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.02	0.11	0.00	0.00	0.00	0.00	0.04	0.00	0.02
Crit Moves:	****											
Green Time:	0.0	43.0	43.0	43.0	43.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.33	0.33	0.03	0.17	0.00	0.00	0.00	0.00	0.23	0.00	0.16
Delay/Veh:	0.0	4.9	4.9	3.8	4.3	0.0	0.0	0.0	0.0	24.6	0.0	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.9	4.9	3.8	4.3	0.0	0.0	0.0	0.0	24.6	0.0	24.1
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	7	7	1	3	0	0	0	0	3	0	2

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

Palo Alto Street Closures

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 AM with closure

Intersection #10: Hamilton & Emerson



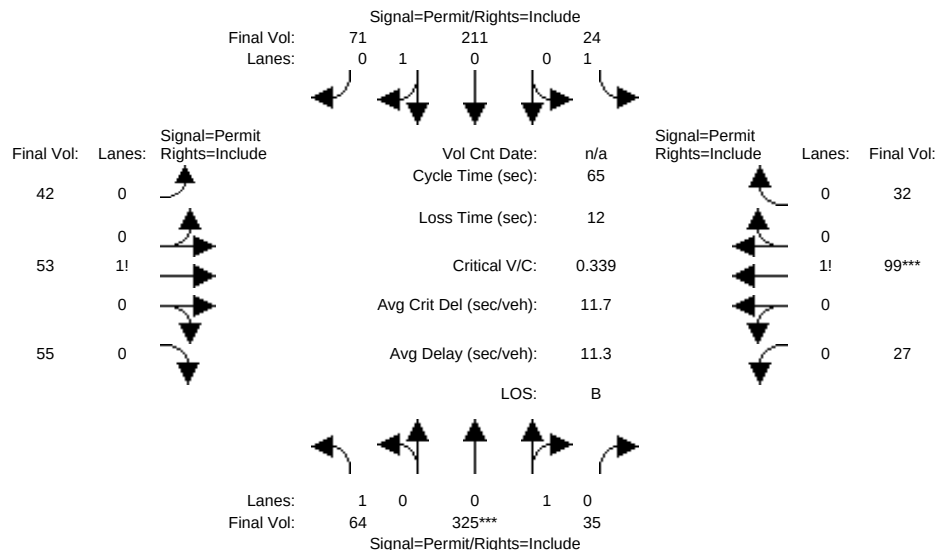
Street Name:	Hamilton Ave						Emerson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	134	11	10	127	39	12	36	14	10	39	13
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	27	155	13	12	147	45	14	42	16	12	45	15
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:	27	155	13	12	147	45	14	42	16	12	45	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	155	13	12	147	45	14	42	16	12	45	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	155	13	12	147	45	14	42	16	12	45	15
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:	27	155	13	12	147	45	14	42	16	12	45	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.92	0.08	1.00	0.75	0.25	0.20	0.56	0.24	0.17	0.61	0.22
Final Sat.:	1750	1745	143	1750	1425	438	355	1065	414	297	1158	386
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.01	0.10	0.10	0.04	0.04	0.04	0.04	0.04	0.04
Crit Moves:	****											
Green Time:	38.4	38.4	38.4	38.4	38.4	38.4	14.6	14.6	14.6	14.6	14.6	14.6
Volume/Cap:	0.03	0.15	0.15	0.01	0.17	0.17	0.17	0.17	0.17	0.17	0.17	0.17
Delay/Veh:	5.5	6.0	6.0	5.5	6.1	6.1	20.6	20.6	20.6	20.6	20.6	20.6
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:	5.5	6.0	6.0	5.5	6.1	6.1	20.6	20.6	20.6	20.6	20.6	20.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	1	3	3	0	4	4	3	3	3	3	3	3

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

Palo Alto Street Closures

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 PM with closure

Intersection #10: Hamilton & Emerson



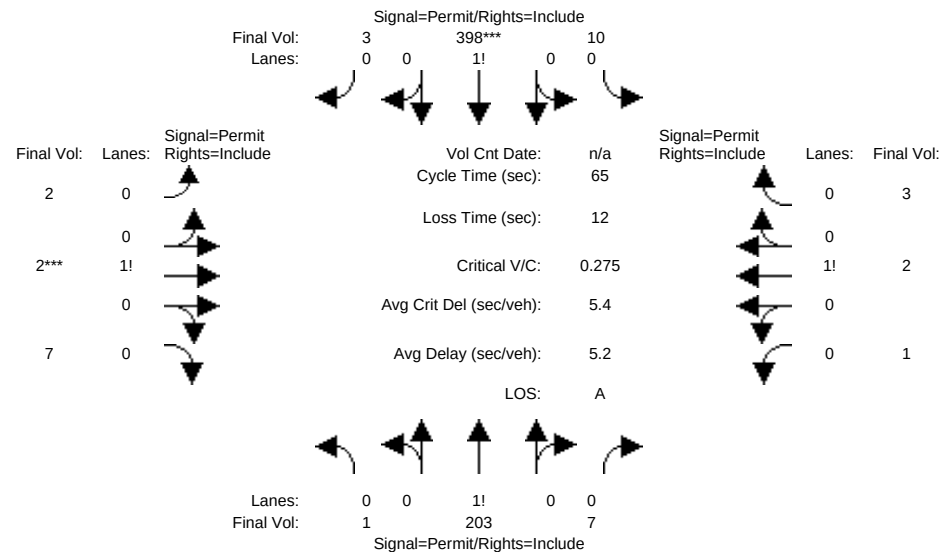
Street Name:	Hamilton Ave						Emerson Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	55	280	30	21	182	61	36	46	47	23	85	28
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	64	325	35	24	211	71	42	53	55	27	99	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	325	35	24	211	71	42	53	55	27	99	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	325	35	24	211	71	42	53	55	27	99	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	325	35	24	211	71	42	53	55	27	99	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	325	35	24	211	71	42	53	55	27	99	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.90	0.10	1.00	0.73	0.27	0.29	0.34	0.37	0.18	0.60	0.22
Final Sat.:	1750	1702	182	1750	1393	467	503	642	656	311	1151	379
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.01	0.15	0.15	0.08	0.08	0.08	0.09	0.09	0.09
Crit Moves:	****									****		
Green Time:	36.6	36.6	36.6	36.6	36.6	36.6	16.4	16.4	16.4	16.4	16.4	16.4
Volume/Cap:	0.06	0.34	0.34	0.02	0.27	0.27	0.33	0.33	0.33	0.34	0.34	0.34
Delay/Veh:	6.5	7.9	7.9	6.3	7.5	7.5	20.2	20.2	20.2	20.3	20.3	20.3
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:	6.5	7.9	7.9	6.3	7.5	7.5	20.2	20.2	20.2	20.3	20.3	20.3
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	1	8	8	0	6	6	6	6	6	6	6	6

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2030 AM with closure

Intersection #11: University & Ramona



Street Name:	University Ave						Ramona Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1	175	6	9	343	3	2	2	6	1	2	3
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	1	203	7	10	398	3	2	2	7	1	2	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:	1	203	7	10	398	3	2	2	7	1	2	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:	1	203	7	10	398	3	2	2	7	1	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	203	7	10	398	3	2	2	7	1	2	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:	1	203	7	10	398	3	2	2	7	1	2	3

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	0.96	0.03	0.03	0.96	0.01	0.20	0.19	0.61	0.17	0.32	0.51
Final Sat.:	10	1821	62	48	1830	16	356	356	1067	300	599	899

Capacity Analysis Module:

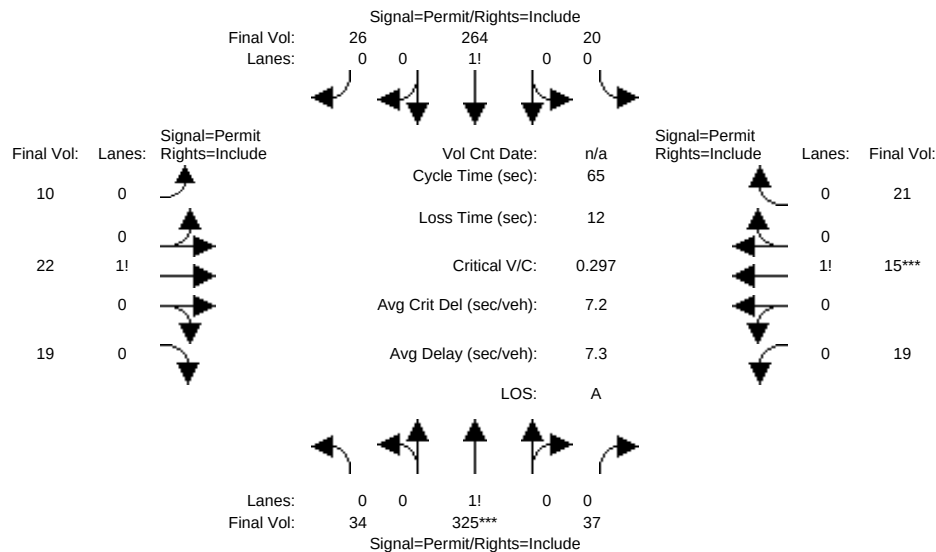
Vol/Sat:	0.11	0.11	0.11	0.22	0.22	0.22	0.01	0.01	0.01	0.00	0.00	0.00
Crit Moves:					****			****				
Green Time:	43.0	43.0	43.0	43.0	43.0	43.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.17	0.17	0.17	0.33	0.33	0.33	0.04	0.04	0.04	0.03	0.03	0.03
Delay/Veh:	4.3	4.3	4.3	4.9	4.9	4.9	23.5	23.5	23.5	23.4	23.4	23.4
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:	4.3	4.3	4.3	4.9	4.9	4.9	23.5	23.5	23.5	23.4	23.4	23.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	3	3	3	7	7	7	0	0	0	0	0	0

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

Palo Alto Street Closures

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 2030 PM with closure

Intersection #11: University & Ramona



Street Name:	University Ave						Ramona Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	280	32	17	228	22	9	19	16	16	13	18
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	34	325	37	20	264	26	10	22	19	19	15	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	325	37	20	264	26	10	22	19	19	15	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	325	37	20	264	26	10	22	19	19	15	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	325	37	20	264	26	10	22	19	19	15	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	325	37	20	264	26	10	22	19	19	15	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.09	0.81	0.10	0.07	0.84	0.09	0.21	0.41	0.38	0.35	0.26	0.39
Final Sat.:	159	1537	176	119	1602	155	371	782	659	609	495	685
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.17	0.17	0.17	0.03	0.03	0.03	0.03	0.03	0.03
Crit Moves:	****									****		
Green Time:	43.0	43.0	43.0	43.0	43.0	43.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.32	0.32	0.32	0.25	0.25	0.25	0.18	0.18	0.18	0.20	0.20	0.20
Delay/Veh:	4.9	4.9	4.9	4.6	4.6	4.6	24.3	24.3	24.3	24.4	24.4	24.4
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:	4.9	4.9	4.9	4.6	4.6	4.6	24.3	24.3	24.3	24.4	24.4	24.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2k95thQ:	7	7	7	5	5	5	2	2	2	2	2	2

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