HEXAGON TRANSPORTATION CONSULTANTS, INC.

885 S. El Camino Real Development Project

Traffic Study Report

Prepared for:

City of San Mateo

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Table of Contents

Executive Summary ii
1. Introduction 5
2. Existing Conditions 10
3. Existing Plus Project Conditions 19
4. Background Conditions 25
5. Background Plus Project Conditions 28
6. Other Transportation Issues 32
7. Cumulative Conditions 38
8. Conclusions 41

Appendices

Appendix A: Traffic Counts
Appendix B: Volume Spread Sheets
Appendix B: Level of Service Calculation Sheets

List of Tables

Table ES-1 Intersection Level of Service Summary iv

Table 1 Signalized Intersection Level of Service Definitions Based on Control Delay 8
Table 2 Existing Conditions Intersection Levels of Service Summary 15
Table 3 Project Trip Generation Estimates 20
Table 4 Existing plus Project Conditions Intersection Levels of Service Summary 24
Table 5 Background Conditions Intersection Levels of Service Summary 27
Table 6 Background plus Project Conditions Intersection Levels of Service Summary 31
Table 7 Queuing Analysis Results 36
Table 8 Cumulative Conditions Intersection Levels of Service Summary 40

List of Figures

Figure 1 Site Location and Study Intersections 6
Figure 2 Existing Bicycle Facilities 13
Figure 3 Existing Transit Services 14
Figure 4 Existing Intersection Lane Configurations 17
Figure 5 Existing Traffic Volumes 18
Figure 6 Project Trip Distribution Patterns 21
Figure 7 Project Trip Assignments 22
Figure 8 Existing Plus Project Traffic Volumes 23
Figure 9 Background No Project Traffic Volumes 26
Figure 10 Background Plus Project Traffic Volumes 30
Figure 11 Site Plan 34
Figure 12 Cumulative Conditions Traffic Volumes 39

Executive Summary

This report presents the results of the traffic study prepared for the proposed development at 885 S. El Camino Real at the northeast corner of the 9th Avenue & El Camino Real intersection in San Mateo, California. The 1.84 acre site is adjacent to Central Park and is sometimes referred to as Central Park South. The project would replace the existing buildings on four parcels along 9th Avenue with an office building of 33,544 square feet and a residential building with 60 apartments.

The traffic study was conducted for the purpose of identifying potential traffic impacts related to the proposed development and to recommend improvements, if necessary. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Mateo. Non-auto project impacts, such as bicycle and transit impacts, were determined on the basis of engineering judgment. The study determined the traffic impacts of the proposed development on eight signalized study intersections and one unsignalized intersection during the weekday AM and PM peak periods of traffic. None of the study intersections is part of the CMP roadway network.

Project Trip Generation

Trip generation estimates were based on rates obtained from the Institute of Transportation Engineers (ITE) published Trip Generation Manual, *Ninth Edition*, 2012for a general apartment building and general office space. Trips from the existing buildings on the site were subtracted, based on a trip generation survey that Hexagon conducted at the project site on December 4, 2013. After subtracting the trips from the existing buildings, the proposed project is expected to generate a total of 1,060 daily trips with 55 trips (42 inbound and 13 outbound) during the AM peak hour and 137 trips (39 inbound and 98 outbound) during the PM peak hour.

Intersection Level of Service Analysis

The results of the intersection level of service analysis show that all study intersections are expected to continue to operate at an acceptable level (LOS C or better) under all study scenarios. Table ES-1 presents a summary of the intersection levels of service with and without the proposed project. The intersection levels of service calculation sheets for all scenarios are all included in Appendix B.

Other Transportation Issues

Bicycles, Pedestrians and Transit

The proposed project would not have an adverse effect on the existing transit, pedestrian, or bicycle facilities in the study area under existing, background, project, or cumulative conditions. Site access for bicycles, pedestrians, and transit riders is adequate.

Site Access and On-Site Circulation

The proposed site access and on-site circulation for vehicles, trucks, pedestrians, and bicycles is adequate.

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. Generally, the proposed plan would provide adequate connectivity through the parking areas for vehicles, bicycles, and pedestrians. According to the site plan, the project proposes two levels of below ground parking for the apartment building, and one at-grade and one below ground parking level for the office building.

> **Recommendation:** The drive aisle widths and garage ramp design are not shown on the conceptual plan. Prior to final design, the drive aisle widths should be reviewed for compliance with City standards. In addition, an analysis of the adequacy of onsite circulation for trucks should be conducted. Loading zones should be provided for each building.

Queuing Analysis

Hexagon performed a queuing analysis for the intersection of El Camino Real/9th Avenue and determined the 95th percentile queues for the westbound and southbound left turns during the AM and PM peak hours. The southbound left turn storage during the peak hours would be sufficient. The westbound left turn storage would not be sufficient for either the AM or PM peak hours.

> **Recommendation:** The existing Keep Clear zone marked on 9th Avenue in front of the bank driveway should be moved to align with the proposed office driveway. The Keep Clear zone would allow the driveway to function even when the queues on 9th Avenue extend past the site.

Table ES-1
Intersection Level of Service Summary

#	Intersection	Count Date	Peak Hour	Existing Avg Delay	Existing LOS	Existing + Project Avg Delay	Existing + Project LOS	Background Avg Delay	Background LOS	Background + Project Avg Delay	Background + Project LOS	2030 Cumulative Avg Delay	2030 Cumulative LOS
#1	El Camino Real and 3rd Avenue	4/29/2014	AM	15.9	B	15.9	B	15.8	B	15.8	B	27.0	C
		4/29/2014	PM	17.7	B	17.9	B	17.6	B	17.8	B	27.3	C
#2	El Camino Real and 4th Avenue	4/29/2014	AM	16.4	B	16.4	B	17.2	B	17.2	B	16.0	B
		4/29/2014	PM	20.1	C	20.0	B	19.6	B	19.5	B	37.0	D
#3	El Camino Real and 5th Avenue	4/29/2014	AM	18.3	B	18.3	B	18.2	B	18.2	B	19.6	B
		4/29/2014	PM	20.2	C	20.1	C	20.2	C	20.2	C	23.4	C
#4	El Camin Real and 9th Avenue	4/29/2014	AM	11.7	B	12.0	B	11.7	B	11.9	B	12.8	B
		4/29/2014	PM	8.6	A	9.6	A	8.7	A	9.7	A	12.7	B
#5	Palm Ave and 9th Avenue	6/4/2014	AM	4.4	A	4.6	A	4.4	A	4.6	A	5.7	B
	(Unsignalized)	6/4/2014	PM	4.9	A	5.2	B	4.9	A	5.3	B	11.2	C
#6	B St. and 9th Avenue	12/4/2013	AM	16.3	B	16.3	B	16.3	B	16.3	B	18.8	B
		12/4/2013	PM	16.7	B	16.8	B	16.8	B	16.8	B	23.4	C
#7	El Camino Real and 12th Avenue	6/4/2014	AM	5.7	A	5.7	A	5.6	A	5.6	A	5.4	A
		6/4/2014	PM	3.6	A	3.6	A	3.6	A	3.6	A	3.8	A
#8	El Camino Real and Barneson Avenue	6/4/2014	AM	8.2	A	8.1	A	8.1	A	8.1	A	8.8	A
		6/4/2014	PM	6.7	A	6.7	A	5.3	A	5.3	A	7.0	A
#9	El Camino Real and 17th Avenue/Bovet Road	6/4/2014	AM	22.9	C	22.9	C	22.4	C	22.3	C	20.4	C
		6/4/2014	PM	25.9	C	26.1	C	24.1	C	24.2	C	20.2	C

1. Introduction

This report presents the results of the traffic study prepared for the proposed development at 885 S. El Camino Real at the northeast corner of the 9th Avenue & El Camino Real intersection in San Mateo, California. The 1.84 acre site is adjacent to Central Park and is sometimes referred to as Central Park South. The project would replace the existing buildings on four parcels along 9th Avenue with an office building of 33,544 square feet and a residential building with 60 apartments.

The location of the project site and the surrounding study area are shown on Figure 1.

Scope of Study

The purpose of the study is to identify any transportation impacts of the proposed project and to recommend improvements, if necessary. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Mateo. The traffic study includes an analysis of AM and PM peak hour traffic conditions during weekdays on the following eight signalized study intersections and one unsignalized intersection in the vicinity of the project site.

- El Camino Real and 3rd Avenue
- El Camino Real and 4th Avenue
- El Camino Real & 5th Avenue
- El Camino Real & 9th Avenue
- Palm Avenue & 9th Avenue (Unsignalized)
- B Street & 9th Avenue
- El Camino Real & 12th Avenue
- El Camino Real & Barneson Avenue
- El Camino Real & 17th Avenue/Bovet Road

Traffic conditions at the intersections were analyzed for the weekday AM and PM peak hours of traffic. The AM peak hour of traffic occurs between 7:00 and 9:00 AM, and the PM peak hour occurs between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average day. The study also includes an evaluation of transit, bicycle, and pedestrian access to the site.

Figure 1
Site Location and Study Intersections

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing traffic volumes are based on new traffic counts conducted in 2014, while all nearby schools were in session.

Scenario 2: *Background Conditions.* Background conditions traffic volumes were estimated by adding to existing peak hour volumes the projected volumes from approved but not yet constructed developments in the study area.

Scenario 3: *Existing Plus Project Conditions*. Existing plus project traffic volumes were estimated by adding to existing traffic volumes the trips associated with the proposed project.

Scenario 4: *Background Plus Project Conditions.* Background plus project traffic volumes were estimated by adding to background traffic volumes the trips associated with the proposed project.

Scenario 5: *2030 Cumulative Conditions.* 2030 Cumulative conditions represent future traffic volumes on the future transportation network in accordance with the San Mateo General Plan. The 2030 level of service results from the San Mateo General Plan, which includes the proposed project, were used to describe operating conditions at the study intersections under cumulative conditions. For study intersections not included in the General Plan report, traffic volumes were interpolated.

Methodology

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

Data Requirements

The data required for the analysis were obtained from new traffic counts, the City of San Mateo, and field observations. The following data were collected from these sources:

- Existing traffic, bicycle, and pedestrian volumes
- Existing intersection lane configurations
- Existing signal timing and phasing
- Approved but not yet completed projects

Analysis Methodologies and Level of Service Standards

Traffic conditions were evaluated using level of service (LOS). *Level of Service* is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or forced-flow conditions with extreme delays. General descriptions of levels of service (LOS) for signalized intersections are provided in Table 1.

Signalized Intersections

Level of service at signalized intersections in the City of San Mateo is evaluated based on the average control delay for all movements at the intersection. The average control delay is calculated using the methodology from the *2000 Highway Capacity Manual* for signalized intersections. The City of San Mateo level of service standard is mid-LOS D (delay of 45 seconds) or better for all of the signalized study intersections.

Unsignalized Intersections

For the unsignalized intersections, an assessment was made of the need for signalization. This assessment was made based on the Peak-Hour Volume Signal Warrant described in the *California Manual on Uniform Traffic Control Devices* (MUTCD). This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. Additional analysis may include unsignalized level of service analysis and/or operational analysis such as evaluating vehicle queuing and delay. Other types of traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

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

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

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p10-16.

Significant Impact Criteria

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

City of San Mateo Definition of Significant Intersection Impacts

Per the City's General Plan Policy C 2.7, all projects are required, at a minimum, to pay a transportation mitigation fee. The transportation mitigation fee is used to fund planned transportation improvements that are identified in the City of San Mateo Traffic Mitigation Program.

In addition to paying the transportation impact fee, a development project may be required to fund off-site circulation improvements which are needed as a result of project generated traffic if:

a) The acceptable level of service at the intersection (mid-level LOS D, with an average delay of more than 45 seconds) is exceeded by 4 seconds or more when the project traffic is added, and

b) The intersection is subject to an increase in delay of 4 or more seconds, and

c) The needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program from the date of application approval.

The cost of the off-site improvements may be reimbursed by the City if a reimbursement program is established throughout the timeframe of the City of San Mateo's current Traffic Mitigation Program or at the time when the improvement was initially scheduled.

Report Organization

This report has a total of eight chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, bicycle and pedestrian facilities. Chapter 3 presents existing plus project conditions including descriptions of the method used to estimate project traffic. Chapter 3 presents the traffic conditions in the study area under background conditions. Background Plus Project conditions are presented in Chapter 5. Chapter 6 provides an evaluation of other transportation-related issues, such as vehicle queuing, site access, and on-site circulation. The cumulative conditions are presented in Chapter 7. Chapter 8 presents the study conclusions including a summary of any proposed mitigation measures and recommended improvements.

2. Existing Conditions

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

Existing Roadway Network

Regional access to the project study area is provided by US 101 and SR 92. These facilities are described below.

US 101 is an eight-lane north-south freeway in the vicinity of the site. US 101 extends northward through San Francisco and southward through San Jose. Access to and from the project study area is provided via its interchanges at 3rd/4thAvenue.

SR 92 is a four- to six- lane east-west freeway extending from Half Moon Bay, in west San Mateo County, to Hayward in Alameda County. SR 92 has a full interchange at El Camino Real, which serves the project site.

Local access to the project site is provided via El Camino Real (SR 82), Palm Avenue, 3rd Avenue, 4th Avenue, 5th Avenue, 9th Avenue, South B Street, and Delaware Street.

El Camino Real (SR 82) is a six-lane north-south major arterial and serves as the western boundary for the project site. El Camino Real (SR 82) extends from Santa Clara County through San Mateo County. El Camino Real (SR 82) provides direct access to the project site.

3rd Avenue is a two-lane east-west arterial within the vicinity of the site. 3rd Avenue receives traffic from the US 101 through the interchange at 3rd/4th Avenue. E. 3rd Avenue provides vehicular access to the project site via its intersections with El Camino Real (SR 82) and S. B Street.

4th Avenue is a four-lane east-west arterial within the vicinity of the site. E. 4th Avenue feeds traffic onto the US 101 through the interchange at 3rd/4th Avenue. 4th Avenue provides vehicular access to the project site via its intersections with El Camino Real (SR 82) and S. B Street.

5th Avenue is a two-lane east-west collector street within the vicinity of the site. 5th Avenue provides vehicular access to the project site via its intersection with El Camino Real (SR 82) and S. B Street.

9th Avenue is a two-lane east-west collector street and serves as the southern boundary. 9th Avenue provides direct access to the project site.

South B Street is a two-lane north-south collector street within the vicinity of the site. S. B Street provides access to the project site via its intersection with 9th Avenue.

Delaware Street is a two-lane north-south arterial within the vicinity of the site. Delaware Street connects south to SR 92 and north to Peninsula Avenue. Delaware Street provides access to the project site via its intersection with 9th Avenue.

Palm Avenue is a two-lane north-south collector street within the vicinity of the site. Palm Avenue provides access to the project site via its intersection with 9th Avenue.

Existing Bicycle Facilities

Within the vicinity of the project site, bicycle lanes exist on Laurel Avenue from 5th Avenue to 9th Avenue, Delaware Street south of 5th Avenue, 9th Avenue east of South B Street, Palm Avenue south of 9th Avenue, and 3rd Avenue west of Dartmouth Road. However, these bicycle facilities are not connected, and do not provide immediate access to the project site. Existing bicycle facilities are shown on Figure 3.

Hexagon has conducted bicycle counts at the study intersections, and determined that bicycle volumes at all study intersections are consistently low. During the entire AM peak period (7 AM to 9 AM), the westbound leg at the intersection of Palm/9th had the highest volume with fourteen bicycles in the two hour period. During the entire PM peak period (4 PM to 6 PM), the eastbound leg at the intersection of El Camino Real/17th had the highest volume with thirteen bicycles in the two hour period. At most other study intersections, the bicycle volumes at each leg were around five to ten bicycles during both the AM and PM peak periods. All bicycle counts are included in Appendix A.

Existing Pedestrian Facilities

Sidewalks are present on all roadway segments within the study area, and crosswalks are present at all study intersections with pedestrian signal heads on all approaches for signalized intersections. Hexagon conducted pedestrian counts at the study intersections, which are included in Appendix A.

Existing Transit Services

Existing transit services in the study area are provided by the San Mateo County Transit District (Samtrans). The transit services are described below and shown on Figure 4.

- The 55 line operates on El Camino Real (SR 82) within the project area, providing service between Borel Middle School and Poplar/El Camino Real. The line operates only on weekdays, with one bus in the southbound direction arriving at El Camino Real (SR 82)/ 4th Avenue at 7:46 AM. This line does not operate during the PM commute peak period.
- The 59 line operates on E. 4th Avenue within the project area, providing service between Norfold/Hillsdale and Aragon High School. The line operates only on weekdays, with two buses in the westbound direction arriving at El Camino Real/ 4th Avenue between 7:30 and 7:45 AM. This line does not operate during the PM commute peak period.
- The 250 line operates on El Camino Real (SR 82), 5th Avenue, San Mateo Drive, and Delaware Street within the project area, providing service between College of San Mateo and the intersection at El Camino Real/5th. The line operates with a 30-minute headway during the AM and PM peak periods.
- The 252 line operates on 4th Avenue and El Camino Real (SR 82) within the project area, providing a loop service between downtown San Mateo, the San Mateo Caltrain Station, North Shoreview Elementary School, and the San Mateo County Court. The line operates with a 60-minute headway during the AM and PM peak periods.

- The 292 line operates on Delaware Street within the project area, providing service between San Francisco and Hillsdale Mall. The line is categorized as an express line, operating between 4:00 AM and 2:00 AM (next day) with 20- to 30-minute headways during the AM and PM peak periods.
- The 295 line operates on 4th Avenue within the project area, providing service between the San Mateo Caltrain Station and the San Carlos Caltrain Station, with limited service to the Redwood City Transit Center. This line operates with a 30- to 55-minute headway during both the AM and PM commute peak periods.
- The 397 line operates on El Camino Real (SR 82) within the project area, providing service between Downtown San Francisco to the Palo Alto Caltrain Station. This bus line operates only in the early morning period, and provides no service during the peak commute periods.
- Route ECR operates on El Camino Real (SR 82) within the project area, providing service between the Palo Alto Transit Center and the Daly City BART Station. This line operates with a 20-minute headway during both the AM and PM commute peak periods.

The nearest bus stop to the site is directly in front on El Camino Real at 9th Avenue. There is also a bus stop on El Camino Real at 4th Avenue, which is within 1,000 feet of the project site. Combined, these bus stops provide access to all transit services described above.

Caltrain Service

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The project site is located about three-quarters of a mile south of the San Mateo Caltrain station, which is about a 15-minute walk. Caltrain provides service with approximately 20- to 30-minute headways during the weekday AM and PM commute hours and 60 minute headways midday, at nights and on weekends. Sidewalks exist on most of the routes between the project site and the Caltrain station. Bus lines 59, 292, and 295 also provide connection between the project site and the Caltrain station.

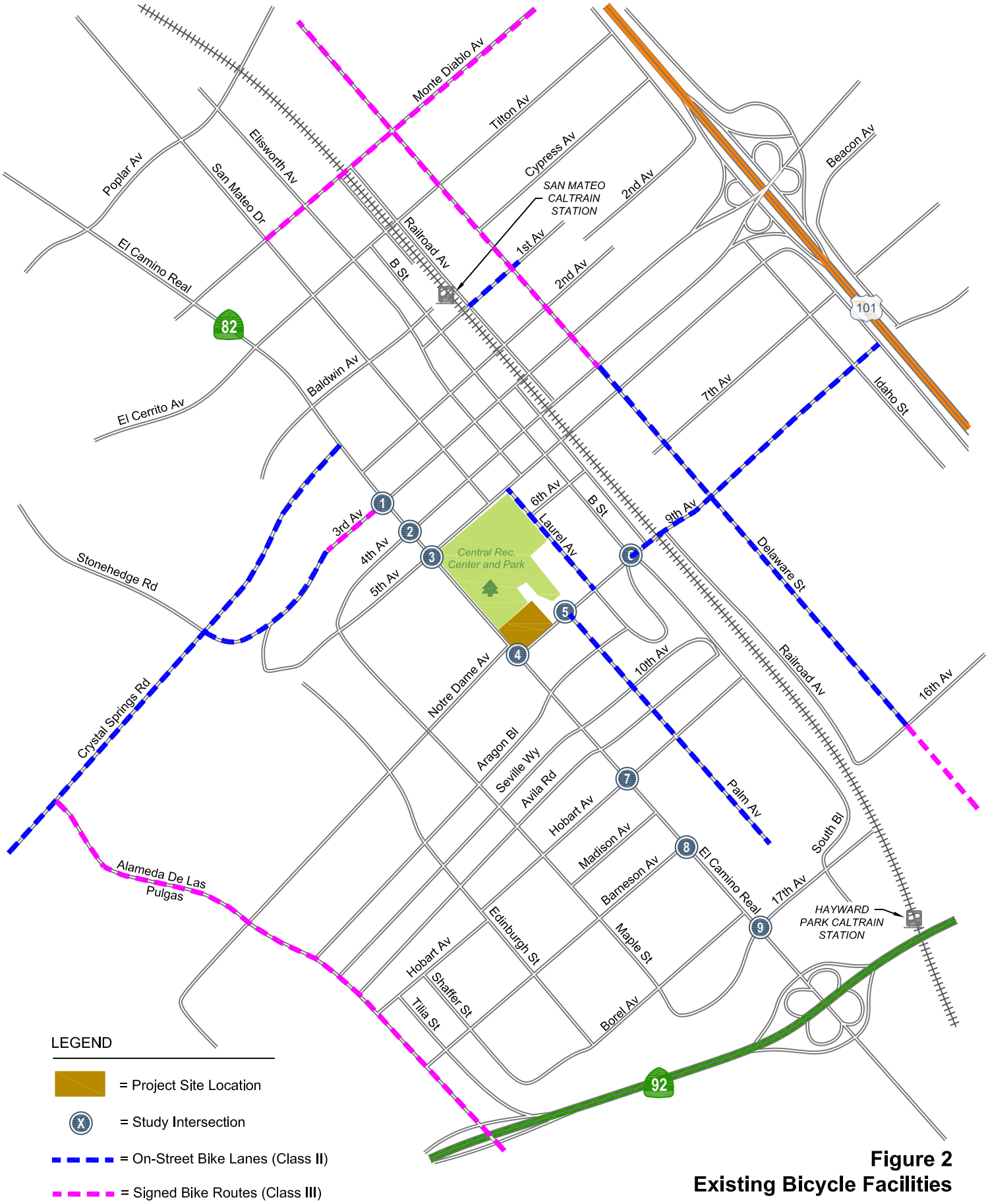


Figure 2
Existing Bicycle Facilities

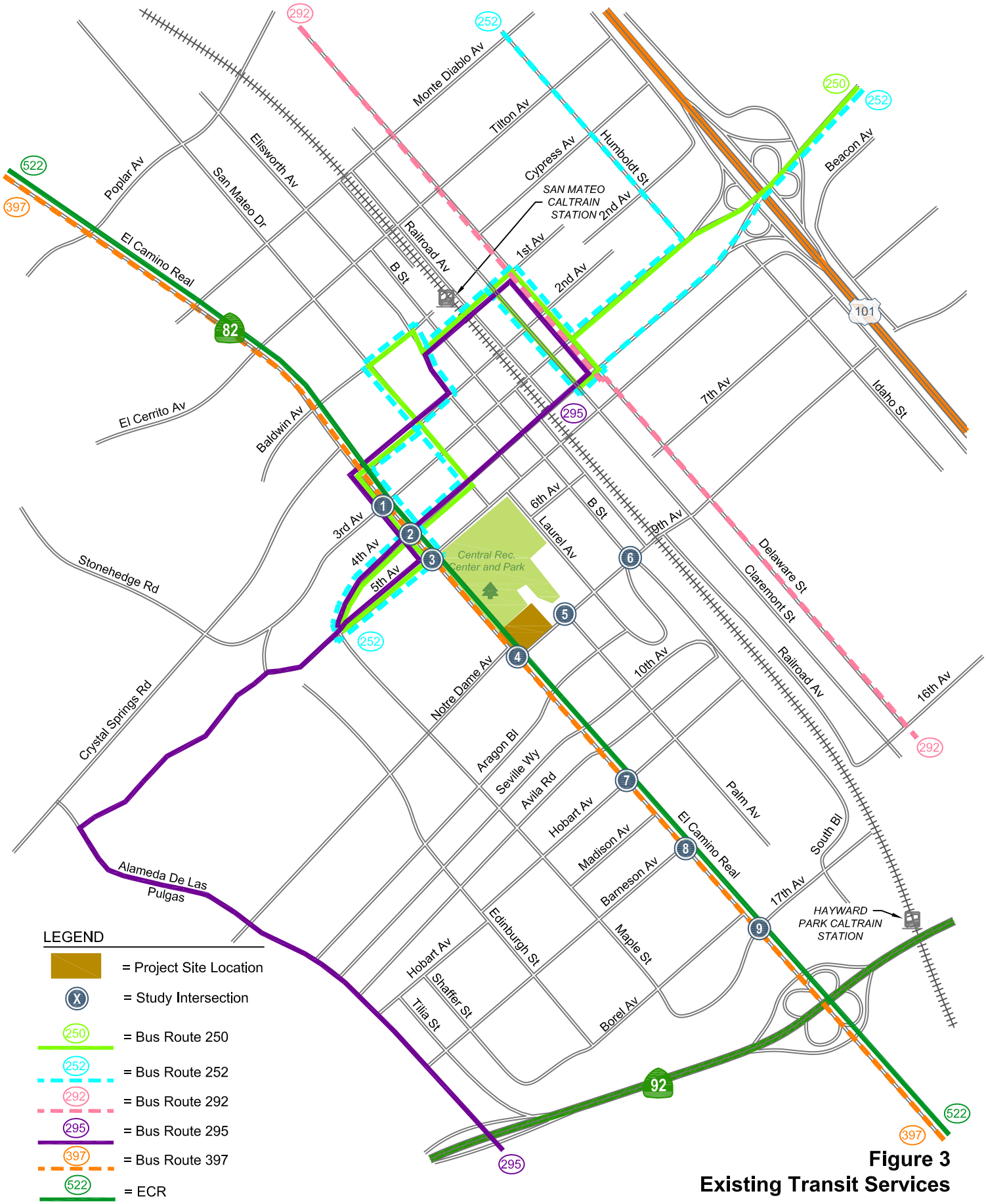


Figure 3
Existing Transit Services

NORTH
Not to Scale

Existing Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from field observations (see Figure 4). Existing traffic volumes were obtained from new manual peak-hour turning-movement counts conducted in June 2014 (see Figure 5). These counts were conducted while nearby schools were in session. The traffic count data (including pedestrian and bicycle count data) are included in Appendix A.

Existing Intersection Levels of Service

The results of the intersection level-of-service analysis under existing conditions are summarized in Table 2. The results show that all study intersections are operating at an acceptable LOS C or better.

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

Table 2
Existing Conditions Intersection Levels of Service Summary

Study Number	Intersection	Peak Hour	Count Date	Avg Delay	LOS
#1	El Camino Real and 3rd Avenue	AM	04/29/14	15.9	B
		PM	04/29/14	17.7	B
#2	El Camino Real and 4th Avenue	AM	04/29/14	16.4	B
		PM	04/29/14	20.1	C
#3	El Camino Real and 5th Avenue	AM	04/29/14	18.3	B
		PM	04/29/14	20.2	C
#4	El Camin Real and 9th Avenue	AM	04/29/14	11.7	B
		PM	04/29/14	8.6	A
#5	Palm Ave and 9th Avenue	AM	06/04/14	4.4	A
	(Unsignalized)	PM	06/04/14	4.9	A
#6	B St. and 9th Avenue	AM	12/04/13	16.3	B
		PM	12/04/13	16.7	B
#7	El Camino Real and 12th Avenue	AM	06/04/14	5.7	A
		PM	06/04/14	3.6	A
#8	El Camino Real and Barneson Avenue	AM	06/04/14	8.2	A
		PM	06/04/14	6.7	A
#9	El Camino Real and 17th Avenue/Bovet Ro	AM	06/04/14	22.9	C
		PM	06/04/14	25.9	C

Observed Traffic Conditions

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

Intersection Operational Issues during AM and PM Peak Hours

No significant intersection operational deficiencies were observed in the AM and PM peak hours. The analyzed level-of-service results reflect actual intersection operational conditions. Hexagon observed existing queue lengths on the westbound and southbound legs of the intersection at El Camino Real (SR 82) and 9th Avenue. During AM and PM peak hours, the queues were moderately short in length and moderately short duration. The westbound queue in the PM peak hour was slightly longer. During all cycles that were observed in both periods,

all vehicles cleared from the queue during the green time. On one cycle observed during the PM period of observation, there was one westbound right-turning vehicle near the end of the queue that was unable to get to the right lane during the red phase. This vehicle was the 5th in the queue of approximately 6 vehicles long.

Figure 4
Existing Lane Configurations

Figure 5
Existing Traffic Volumes

3. Existing Plus Project Conditions

This chapter describes existing plus project traffic conditions, including the method by which project traffic is estimated. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area.

Transportation Network under Existing Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions, including roadways and intersection lane configurations, would be the same as that described under existing conditions.

Project Description

The project site is currently occupied by Pacific Western Bank, O'Toole Center, and two residential buildings along 9thAvenue. The proposed project would remove the existing development and build an office building along El Camino Real with 33,544 square feet and an apartment building along 9thAvenue with 60 apartments. There are three driveways on 9th Avenue at the Pacific Western Bank site, which would be reduced to one driveway serving the office building. There are three driveways that serve the three parcels that make up the apartment building site. These would be reduced to two driveways to serve the apartment building.

Project Trip Estimates

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

Trip Generation

Daily and peak-hour trip generation estimates for the proposed project were based on trip rates published in the ITE *Trip Generation Manual, 9th Edition* for a general apartment and office building. Hexagon conducted a trip generation count of the existing buildings at the project site on December 4, 2013. The existing trip generation will be subtracted.

The project is located fairly far away from the San Mateo downtown area as well as to Caltrain Stations. Therefore, no trip reduction was applied to this project. The proposed project is expected to generate a total of 1,060 daily trips with 55 trips (42 in and 13 out) during the AM peak hour and 137 trips (39 in and 98 out) during the PM peak hour (see Table 5).

Table 3
Project Trip Generation Estimates

					AM Peak Hour				PM Peak Hour			
			Daily	Daily	Pk-Hr	Trips			Pk-Hr	Trips		
Land Use	Size		Trip Rates	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Existing Use												
Mixed-use [1]	n/a		n/a	n/a	n/a	35	23	58	n/a	14	16	30
Proposed Uses												
Apartments [2]	60	units	8.12	487	0.55	7	26	33	0.84	33	18	51
Office [3]	33,544	s.f.	17.06	572	2.38	70	10	80	3.46	20	96	116
Proposed Total				**1,060**		**77**	**36**	**113**		**53**	**114**	**167**
Net Project Trips (Proposed - Existing)						**42**	**13**	**55**		**39**	**98**	**137**

Notes:
[1] Based on a trip generation survey that Hexagon conducted at the project site on December 4, 2013.
[2] Rates base on ITE Land Use Code 220 (Apartment), fitted curve equation used.
[3] Rates base on ITE Land Use Code 710 (General Office), fitted curve equation used.
Source: ITE Trip Generation, 9th Edition 2012.

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway system and the locations of complementary land uses. The project trip distribution pattern is shown on Figure 6. The project trips were assigned to the roadway network based on the directions of approach and departure, the roadway network connections, and the location of project driveways. The project trip assignment is shown on Figure 7.

Existing Plus Project Traffic Volumes

Traffic volumes under existing plus project conditions were estimated by adding to existing traffic volumes the trips generated by the proposed project. The resulting traffic volumes are shown on Figure 8.

Figure 6
Project Trip Distribution Patterns

Figure 7
Project Trip Assignments

Figure 8
Existing Plus Project Traffic Volumes

Existing Plus Project Intersection Levels of Service

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 4. The results show that all study intersections would continue to operate at LOS C or better. Based on the level-of-service results, the proposed project would not have significant impacts on any study intersections.

Table 4
Existing plus Project Conditions Intersection Levels of Service Summary

			Existing		Existing + Project	
Study Number	Intersection	Peak Hour	Avg Delay	LOS	Avg Delay	LOS
#1	El Camino Real and 3rd Avenue	AM	15.9	B	15.9	B
		PM	17.7	B	17.9	B
#2	El Camino Real and 4th Avenue	AM	16.4	B	16.4	B
		PM	20.1	C	20.0	B
#3	El Camino Real and 5th Avenue	AM	18.3	B	18.3	B
		PM	20.2	C	20.1	C
#4	El Camin Real and 9th Avenue	AM	11.7	B	12.0	B
		PM	8.6	A	9.6	A
#5	Palm Ave and 9th Avenue	AM	4.4	A	4.6	A
	(Unsignalized)	PM	4.9	A	5.2	B
#6	B St. and 9th Avenue	AM	16.3	B	16.3	B
		PM	16.7	B	16.8	B
#7	El Camino Real and 12th Avenue	AM	5.7	A	5.7	A
		PM	3.6	A	3.6	A
#8	El Camino Real and Barneson Avenue	AM	8.2	A	8.1	A
		PM	6.7	A	6.7	A
#9	El Camino Real and 17th Avenue/Bovet Road	AM	22.9	C	22.9	C
		PM	25.9	C	26.1	C

4. Background Conditions

This chapter describes background traffic conditions without the project. Included in this chapter is a description of the transportation system under background conditions, the procedure used to obtain background traffic volumes, and a summary of background traffic conditions.

Transportation Network under Background Conditions

It is assumed in this analysis that the transportation network under background conditions, including roadways and intersection lane configurations, would be the same as that described under existing conditions at all study intersections.

Background Traffic Volumes

Background traffic volumes were forecast by estimating trip generation for a list of approved but not-constructed projects as provided by the Planning Department. Following is the list of approved projects within the vicinity of the proposed project that are included in the background scenario:

1. 2600 S. Delaware – Bay Meadows II (This project proposes site development to include office, commercial, and residential buildings.
2. 220 West 20th Avenue and 1950 Elkhorn Court – Elkhorn Court (This project proposes a mixed-use development with 197 apartment units and 125,978 square feet of office building.
3. 16 Baldwin Avenue – St. Matthew's Episcopal School Expansion (This project proposes to enroll an additional 144 students along with 10 staff.
4. 234 7th Avenue – Nazareth Terrace SPAR (This project includes demolition of an existing 4-unit apartment building and the construction of a new mixed-use building, 3,010 square feet of ground floor retail, 7,273 square feet of second floor office area, and 11 residential units.

These approved trips are tabulated in the Volume Summary Tables in Appendix B. Background traffic volumes are obtained by adding these traffic generated by approved projects to existing traffic volumes. Background conditions traffic volumes are shown on Figure 9.

Figure 9
Background Baseline Traffic Volumes

Background Intersection Levels of Service

The results of the intersection level of service analysis under background conditions are summarized in Table 5. The results show that all intersections would continue to operate at LOS C or better.

Table 5
Background Conditions Intersection Levels of Service Summary

Study Number	Intersection	Peak Hour	Existing Avg Delay	Existing LOS	Background Avg Delay	Background LOS
#1	El Camino Real and 3rd Avenue	AM	15.9	B	15.8	B
		PM	17.7	B	17.6	B
#2	El Camino Real and 4th Avenue	AM	16.4	B	17.2	B
		PM	20.1	C	19.6	B
#3	El Camino Real and 5th Avenue	AM	18.3	B	18.2	B
		PM	20.2	C	20.2	C
#4	El Camin Real and 9th Avenue	AM	11.7	B	11.7	B
		PM	8.6	A	8.7	A
#5	Palm Ave and 9th Avenue	AM	4.4	A	4.4	A
	(Unsignalized)	PM	4.9	A	4.9	A
#6	B St. and 9th Avenue	AM	16.3	B	16.3	B
		PM	16.7	B	16.8	B
#7	El Camino Real and 12th Avenue	AM	5.7	A	5.6	A
		PM	3.6	A	3.6	A
#8	El Camino Real and Barneson Avenue	AM	8.2	A	8.1	A
		PM	6.7	A	5.3	A
#9	El Camino Real and 17th Avenue/Bovet Road	AM	22.9	C	22.4	C
		PM	25.9	C	24.1	C

5. Background Plus Project Conditions

This chapter describes near-term traffic conditions that most likely would occur when the project is complete. It includes a description of the significance criteria used to establish what constitutes a project impact, the method by which project traffic is estimated, and any impacts caused by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts. This traffic scenario represents a more congested traffic condition than the existing plus project scenario, since it includes traffic generated by approved but not yet built projects in the area.

Significant Impact Criteria

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

City of San Mateo Definition of Significant Intersection Impacts

Per the City's General Plan Policy C 2.7, all projects are required, at a minimum, to pay a transportation mitigation fee. The transportation mitigation fee is used to fund planned transportation improvements that are identified in the City of San Mateo Traffic Mitigation Program.

In addition to paying the transportation impact fee, a development project may be required to fund off-site circulation improvements which are needed as a result of project generated traffic if:

a) The acceptable level of service at the intersection (mid-level LOS D, with an average delay of more than 45 seconds) is exceeded by 4 seconds or more when the project traffic is added, <u>and</u>

b) The intersection is subject to an increase in delay of 4 or more seconds, <u>and</u>

c) The needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program from the date of application approval.

The cost of the off-site improvements may be reimbursed by the City if a reimbursement program is established throughout the timeframe of the City of San Mateo's current Traffic Mitigation Program or at the time when the improvement was initially scheduled.

Transportation Network under Background Plus Project Conditions

It is assumed in this analysis that the transportation network under background plus project conditions, including roadways and intersection lane configurations, would be the same as that described under existing conditions.

Project Trip Estimates

As previously described in Chapter 3 (see Table 3), the project is estimated to generate xxx net daily trips, with 55 net trips (42 in and 13 out) during the AM peak hour and 137 net trips (39 in and 98 out) during the PM peak hour (see Table 5).

Background Plus Project Traffic Volumes

The peak hour net trips generated by the project were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 10). The project trips were assigned to the roadway system in accordance with the trip distribution pattern discussed in Chapter 3. Traffic volumes for all components of traffic are tabulated in Appendix C.

Figure 10
Background Plus Project Traffic Volumes

Background Plus Project Intersection Levels of Service

The results of the intersection level-of-service analysis under background plus project conditions are summarized in Table 6. The results show that all intersections would continue to operate at LOS C or better. The proposed project would not have significant impacts on any study intersections.

Table 6
Background plus Project Conditions Intersection Levels of Service Summary

			Background		Background + Project	
Study Number	Intersection	Peak Hour	Avg Delay	LOS	Avg Delay	LOS
#1	El Camino Real and 3rd Avenue	AM	15.8	B	15.8	B
		PM	17.6	B	17.8	B
#2	El Camino Real and 4th Avenue	AM	17.2	B	17.2	B
		PM	19.6	B	19.5	B
#3	El Camino Real and 5th Avenue	AM	18.2	B	18.2	B
		PM	20.2	C	20.2	C
#4	El Camin Real and 9th Avenue	AM	11.7	B	11.9	B
		PM	8.7	A	9.7	A
#5	Palm Ave and 9th Avenue	AM	4.4	A	4.6	A
	(Unsignalized)	PM	4.9	A	5.3	B
#6	B St. and 9th Avenue	AM	16.3	B	16.3	B
		PM	16.8	B	16.8	B
#7	El Camino Real and 12th Avenue	AM	5.6	A	5.6	A
		PM	3.6	A	3.6	A
#8	El Camino Real and Barneson Avenue	AM	8.1	A	8.1	A
		PM	5.3	A	5.3	A
#9	El Camino Real and 17th Avenue/Bovet Road	AM	22.4	C	22.3	C
		PM	24.1	C	24.2	C

6. Other Transportation Issues

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

- Site access and on-site circulation
- Vehicle queuing

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

Site Access and Circulation

A review of the project site plan was performed to determine whether adequate site access and circulation would be provided. This review was based on the site plan prepared by DES Architects Engineers Inc. dated July 5, 2013, shown on Figure 11.

Site Access

Vehicular access to the project site would be provided via two driveways on 9th Avenue for the apartment building and one driveway on 9th Avenue for the office building. The office driveway on 9th Avenue is at the location of an existing driveway. The proposed apartment building would provide two new curb cut driveways on 9th Avenue and remove three existing driveways.

Pedestrian Access

The project site is adequately served by existing pedestrian facilities. Within the vicinity of the project site, all roadways currently have pedestrian sidewalks on both sides of the road. All signalized intersections except for the intersection at El Camino Real and Barneson Avenue currently have crosswalks on all approaches. At El Camino Real/Barneson Avenue, crosswalks are available on the south and west approaches only. The signalized intersection of 9th Avenue & B Street has crosswalks on all approaches. The unsignalized intersection of 9th Avenue & Palm Avenue has crosswalks on the south and west approaches.

The site plan proposes paved walkways around the project to connect entrances and staircases to existing sidewalks. The staircase on the northeast side of the apartment building connects from the basement to the fourth floor. The staircase on north side of the apartment building connects from the first floor to the fourth floor. The site plan has also indicated an additional staircase on the northwest side of the apartment building that provides basement to first floor access. The office building site plan proposes three staircases that connect the basement to at-grade parking, the basement to the fourth floor, and the first floor to the fourth floor.

Bicycle Access

Within the vicinity of the project site, the existing bicycle facilities are not connected, and do not provide immediate access to the project site. For immediate access to the project site, bicycle riders would share the road with vehicles. Bicycle riders could access the project via Palm Avenue and 9th Avenue for northbound access, and via Laurel Avenue and 9th Avenue for southbound access.

The *City of San Mateo Bicycle Master Plan* has identified the City's proposed bike network within the downtown area. According to the Bicycle Master Plan, within the vicinity of the project site, 5th Avenue from Virginia Avenue to Humboldt Street, San Mateo Drive from 9th Avenue to Peninsula Avenue, and B Street from 9th Avenue to First Avenue are all proposed for Class III Signed Bicycle Routes. Under the Bicycle Master Plan build-out scenario, the project site would have improved bicycle access.

On-Site Circulation

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. Generally, the proposed plan would provide adequate connectivity through the parking areas for vehicles, bicycles, and pedestrians. According to the site plan, the project proposes two levels of below ground parking for the apartment building, and one at-grade and one below ground parking level for the office building.

Both the office and apartment parking layouts have dead end aisles. In all cases turn-around space has been provided so vehicles would not need to back out of the aisles. Therefore, the dead-end aisles would not cause any circulation issues.

An analysis was conducted to determine the adequacy of drive aisle widths and radii for passenger cars in the underground garage. Based on the analysis, vehicles would need to use the opposite lanes and make three-point turns in order to access some of the parking spaces. Therefore, Hexagon recommends the installation of mirrors in key locations to help drivers make turns safely.

The proposed site plan shows that the ramps to the basement garage for both the office building and the apartment building would be 24 feet in width from curb to curb and 28 feet in width from wall to wall , which would meet the City's standard for below ground parking facilities (City Zoning Code Section 17.64.130). The two-way drive aisles are shown to be 24 feet wide throughout the surface parking and underground garages for both the office and apartment buildings, which would meet the City's standard and would be adequate to provide two-way circulation.

The site plan proposes a trash room at the northwest corner of the office building site. A truck would be able to access the trash and recycling room without operational issues. On the apartment building site, the proposed site plan shows a trash/recycling room inside the building and a trash staging area at the curb on 9th Avenue. It is assumed that the trash bins would be picked up from the office driveway.

The project proposes to provide separate loading zones for the office building and apartment building, which would meet the City's requirements for loading zones.

The project would construct sidewalks consistent with City standards along the project frontage. The project would provide pedestrian connections between the office building entrance and the street sidewalks along El Camino Real and 9th Avenue. On the apartment site, there would be a paved walkway around the apartment building and connections between the walkway and the sidewalks along 9th Avenue. All the proposed pedestrian paths on site are along desired lines. Pedestrian scale lighting should be provided and the width of all the pedestrian paths should be checked to comply with City standards.

Figure 11
Project Site Plan

NORTH
Not to Scale

Intersection Queuing Analysis

The analysis of intersection level of service was supplemented with an analysis of traffic operations for intersections where the project would add left turns. The operations analysis is based on vehicle queuing for high demand left-turn movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = Avg. # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at signalized intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Or, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length." The vehicle queue estimates and a tabulated summary of the findings are provided in Table 7.

El Camino Real and 9th Avenue

Southbound Left Turns: The southbound leg at this intersection has three through lanes and one left turn lane. The queuing results indicate that the 95th percentile left turn queues would fit within the existing storage pocket length under all conditions during both AM and PM peak hours.

Westbound Left Turns: The office driveway is proposed to be approximately 150 feet east of the El Camino Real/9th Avenue intersection. A queue length of more than 150 feet would block the driveway. The westbound leg at this intersection has two lanes: one exclusive left-turn lane, and one exclusive right-turn lane. As the queuing results indicate, the 95th percentile left turn queue would block the driveway during both AM and PM peak hours.

Field observations confirm that the driveway would be blocked during the AM and PM peak hours. During all cycles that were observed in both time periods, all vehicles cleared from the queue during the green time. On one cycle observed during the PM peak period of observation, there was one right-turning vehicle near the end of the queue that was unable to get to the right lane during the red phase. This vehicle was the 5th in the queue of approximately 6 vehicles long.

The queuing analysis shows that the project would increase the maximum queue length by only one vehicle during the PM peak hour. Despite the relatively modest increase in queuing, the office driveway blockage would be a problem and needs to be addressed. There is an existing "Keep Clear" zone painted on 9th Avenue in the location of the existing bank driveway. This Keep Clear zone should be moved to the location of the proposed office driveway.

Table 7
Queuing Analysis Results

Measurement	El Camino Real & 9th Avenue WBL[3] AM	El Camino Real & 9th Avenue WBL PM	El Camino Real & 9th SBL AM	El Camino Real & 9th SBL PM
Existing				
Cycle/Delay[1] (sec)	60	90	90	90
Volume (vphpl)	225	154	68	96
Avg. Queue (veh/ln.)	3.8	3.9	1.7	2.4
Avg. Queue[2] (ft./ln)	94	96	43	60
95th %. Queue (veh/ln.)	7	7	4	5
95th %. Queue (ft./ln)	175	175	100	125
Storage (ft./ ln.)	113	113	150	150
Adequate (Y/N)	**N**	**N**	Y	Y
Existing Plus Project				
Cycle/Delay[1] (sec)	60	90	90	90
Volume (vphpl)	228	179	80	108
Avg. Queue (veh/ln.)	3.8	4.5	2.0	2.7
Avg. Queue[2] (ft./ln)	95	112	50	68
95th %. Queue (veh/ln.)	7	8	5	6
95th %. Queue (ft./ln)	175	200	125	150
Storage (ft./ ln.)	150	150	150	150
Adequate (Y/N)	**N**	**N**	Y	Y
Background				
Cycle/Delay[1] (sec)	60	90	90	90
Volume (vphpl)	226	156	68	96
Avg. Queue (veh/ln.)	3.8	3.9	1.7	2.4
Avg. Queue[2] (ft./ln)	94	98	43	60
95th %. Queue (veh/ln.)	7	7	4	5
95th %. Queue (ft./ln)	175	175	100	125
Storage (ft./ ln.)	150	150	150	150
Adequate (Y/N)	**N**	**N**	Y	Y
Background + Project				
Cycle/Delay[1] (sec)	60	90	90	90
Volume (vphpl)	229	181	80	108
Avg. Queue (veh/ln.)	3.8	4.5	2.0	2.7
Avg. Queue[2] (ft./ln)	95	113	50	68
95th %. Queue (veh/ln.)	7	8	5	6
95th %. Queue (ft./ln)	175	200	125	150
Storage (ft./ ln.)	150	150	150	150
Adequate (Y/N)	**N**	**N**	Y	Y

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 Feet Per Vehicle Queued.
[3] Cycle length adjusted based on observed conditions in the field

Parking

The required parking supply is determined using the parking rates specified in the City Zoning Code. Section 27.64.160. For an apartment development, the City Zoning Code requires that 1.6 parking spaces should be provided for each one-bedroom apartment and 1.8 spaces per two-bedroom apartment plus 0.2 visitor spaces per unit. Based on the site plan, the project would include 45 one-bedroom apartments, 1 one-bedroom with study, and 14 two-bedroom apartments, which requires a total 112 spaces (100 spaces for tenants and 12 spaces for visitors) for the proposed residential development. The proposed site plan shows 98 assigned standard parking spaces and 2 accessible spaces for tenants and11 standard parking spaces plus one accessible space for visitors, which will meet the city's parking requirement.

For the office building, the City Zoning Codes requires 2.6 spaces per 1,000 square feet of office space for development located within the Downtown Specific Planning Area. The proposed project includes 33,544 s.f. office development, which requires 87 parking spaces. The site plan shows that there would be 88 parking spaces being provided for the office development, which includes 58 standard parking spaces, 12 tandem spaces and 4 accessible spaces. The City Zoning Code does not talk about whether tandem parking spaces would be allowed for office use. For the proposed office development, Hexagon recommends that all the parking spaces be assigned parking. Assuming assigned spaces, Hexagon does not see a problem with tandem spaces for an office building. .

The proposed project is located inside the Downtown area based on the City Zoning Code Section 27.64.262. For a development inside the downtown area, the City's municipal code requires one short-term bike parking space per 20,000 square feet and one long-term bike parking space per 10,000 square feet for office use. This yields a minimum requirement of 2 short-term parking spaces and 3 long-term parking spaces. The proposed project would provide 2 short-term bike parking spaces and 5 long-term bike parking spaces per 2013 California Green Building Standards Code. The proposed bike parking spaces for the office building would comply with the City's standards.

For the proposed apartment building, the City Zoning Code (Section 27.64.262) requires 0.05 of short-term bike spaces per one-bedroom unit and 0.10 short-term parking spaces per two-bedroom unit. The proposed project would include 45 one-bedroom apartments, 1 one-bedroom with study, and 14 two-bedroom apartments, which requires a total of 4 short-term bike parking spaces. For the long-term bike parking spaces, the City requires 1 space per one-bedroom unit and 1.25 spaces per two-bedroom unit. This yields a minimum of 64 long-term bike parking spaces. The current site plan shows that 4 short-term bike parking spaces and 64 long-term bike parking spaces would be provided for the apartment building. Therefore, this would meet the City's minimum bike parking requirement.

7. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions (year 2030). It is assumed in this analysis that the transportation network under cumulative conditions would be the same as described under existing conditions.

Cumulative Condition Traffic Volumes

Cumulative 2030 traffic conditions were evaluated for the AM and PM peak hours. The 2030 AM and PM peak hour traffic volumes at the following four study intersections were obtained from the City of San Mateo General Plan 2030 model.

- El Camino Real and 3rd Avenue
- El Camino Real and 4th Avenue
- El Camino Real & Barneson Avenue
- El Camino Real & 17th Avenue/Bovet Road

2030 volumes for other study intersections were estimated based on the 2030 forecast volumes at nearby intersections. The proposed project is included in the 2030 General Plan forecasts. Cumulative conditions traffic volumes with the project are shown on Figure 12.

Figure 12
Cumulative Conditions Traffic Volumes

Intersection Levels of Service Under 2030 Cumulative Conditions

The intersection levels of service under 2030 Cumulative Conditions are summarized in Table 8. The level-of-service calculation sheets are included in Appendix C. The results show that all of the study intersections would operate at mid-level of service D or better under 2030 conditions. Since the proposed project is included in the existing 2030 forecasts, and all intersections are forecasted to operate at acceptable levels of service, the proposed project would not have significant impacts on any study intersections.

Table 8
Cumulative Conditions Intersection Levels of Service Summary

			Existing		Cumulative	
Study Number	Intersection	Peak Hour	Avg Delay	LOS	Avg Delay	LOS
#1	El Camino Real and 3rd Avenue	AM	15.9	B	27.0	C
		PM	17.7	B	27.3	C
#2	El Camino Real and 4th Avenue	AM	16.4	B	16.0	B
		PM	20.1	C	37.0	D
#3	El Camino Real and 5th Avenue	AM	18.3	B	19.6	B
		PM	20.2	C	23.4	C
#4	El Camin Real and 9th Avenue	AM	11.7	B	12.8	B
		PM	8.6	A	12.7	B
#5	Palm Ave and 9th Avenue	AM	4.4	A	5.7	B
	(Unsignalized)	PM	4.9	A	11.2	C
#6	B St. and 9th Avenue	AM	16.3	B	18.8	B
		PM	16.7	B	23.4	C
#7	El Camino Real and 12th Avenue	AM	5.7	A	5.4	A
		PM	3.6	A	3.8	A
#8	El Camino Real and Barneson Avenue	AM	8.2	A	8.8	A
		PM	6.7	A	7.0	A
#9	El Camino Real and 17th Avenue/Bovet Ro	AM	22.9	C	20.4	C
		PM	25.9	C	20.2	C

8. Conclusions

This study was conducted for the purpose of identifying the potential traffic impacts related to the 885 S. El Camino Real Development Project located on approximately 1.84 acres on the northeast corner of E. 9th Avenue and S. El Camino Real in San Mateo, California. The impacts of the project were evaluated following the standards and methodologies set forth by the City of San Mateo. Project impacts on other transportation categories, such as site access, on-site circulation, vehicle queuing, and parking were determined on the basis of engineering judgment.

Intersection Levels of Service

The results of the intersection level-of-service analysis show that all study intersections are expected to continue to operate at an acceptable level (mid-LOS D or better) under all study scenarios.

Other Transportation Issues

Hexagon performed a detailed review of the proposed site plan. including site access and circulation and vehicle queuing.

Site Access and On-Site Circulation

The proposed site access and on-site circulation for vehicles, trucks, pedestrians, and bicycles is adequate.

The onsite circulation was reviewed in accordance with generally accepted traffic engineering standards. Generally, the proposed plan would provide adequate connectivity through the parking areas for vehicles, bicycles, and pedestrians. According to the site plan, the project proposes two levels of below ground parking for the apartment building, and one at-grade and one below ground parking level for the office building.

Vehicle Queuing

Vehicle queuing on the westbound approach at the intersection of El Camino Real (SR 82) and 9th Avenue was analyzed to determine the extent to which the office project driveway would be blocked by queues. The 95th percentile queue for the left-turn lane during both the AM and PM peak hours would block the project driveway.

> **Recommendation:** There is an existing “Keep Clear” zone painted on 9th Avenue in the location of the existing bank driveway. This Keep Clear zone should be moved to the location of the proposed office driveway.

The 885 S. El Camino Real Development Project
Technical Appendices

Appendix A

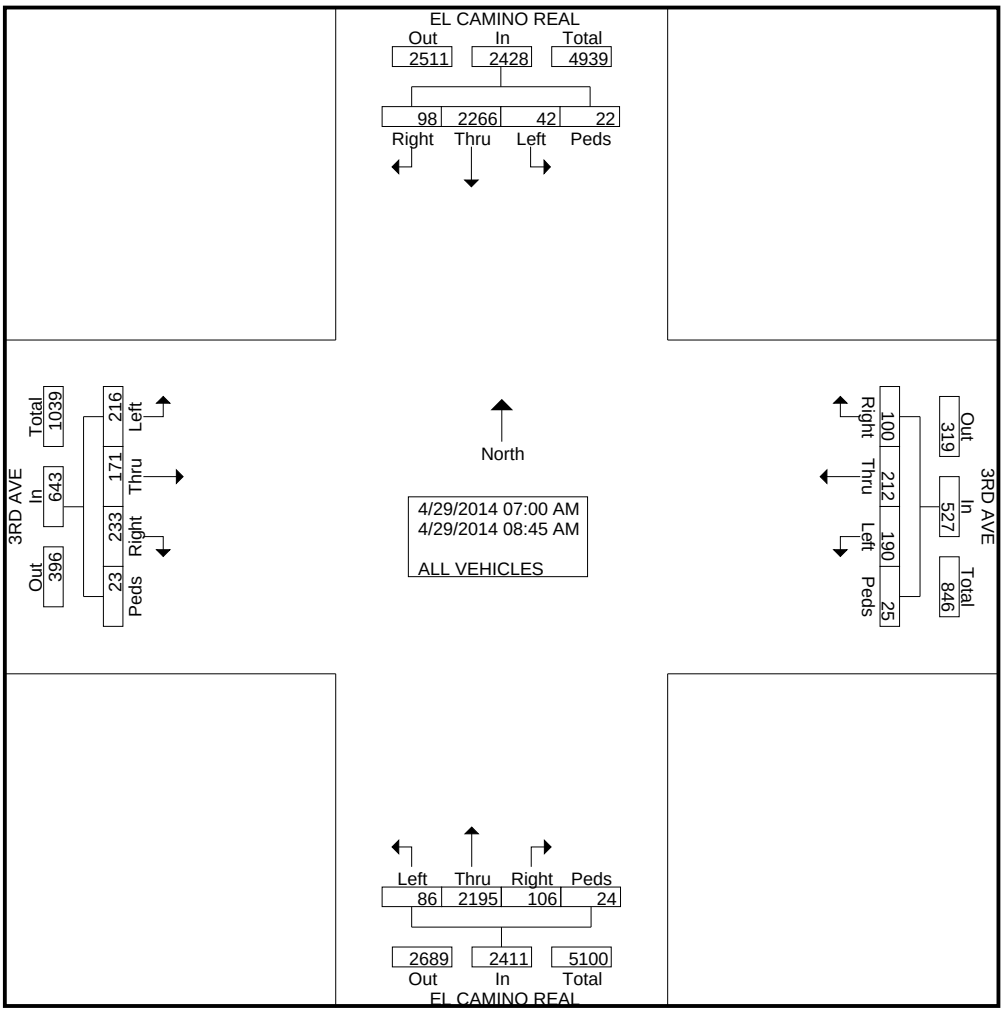
Traffic Counts

All Traffic Data Services
2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #1 ELCAMINOREAL&3RDAM
Site Code : 1
Start Date : 4/29/2014
Page No : 1

Groups Printed- ALL VEHICLES

	EL CAMINO REAL Southbound				3RD AVE Westbound				EL CAMINO REAL Northbound				3RD AVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	7	176	1	1	4	14	22	2	11	167	2	1	12	11	12	2	445
07:15 AM	7	232	4	4	12	16	21	2	10	201	8	3	12	7	17	2	558
07:30 AM	12	329	3	0	11	44	28	2	16	265	12	3	28	12	12	1	778
07:45 AM	15	310	4	2	18	51	31	1	10	360	14	2	40	34	36	2	930
Total	41	1047	12	7	45	125	102	7	47	993	36	9	92	64	77	7	2711
08:00 AM	16	325	8	2	14	24	19	0	14	317	13	2	28	20	42	2	846
08:15 AM	13	323	5	6	14	20	24	7	16	277	9	3	38	27	36	3	821
08:30 AM	15	286	7	4	11	26	23	2	16	292	20	4	36	30	30	5	807
08:45 AM	13	285	10	3	16	17	22	9	13	316	8	6	39	30	31	6	824
Total	57	1219	30	15	55	87	88	18	59	1202	50	15	141	107	139	16	3298
Grand Total	98	2266	42	22	100	212	190	25	106	2195	86	24	233	171	216	23	6009
Apprch %	4	93.3	1.7	0.9	19	40.2	36.1	4.7	4.4	91	3.6	1	36.2	26.6	33.6	3.6	
Total %	1.6	37.7	0.7	0.4	1.7	3.5	3.2	0.4	1.8	36.5	1.4	0.4	3.9	2.8	3.6	0.4	



All Traffic Data Services
2187 Kingsbury Cir
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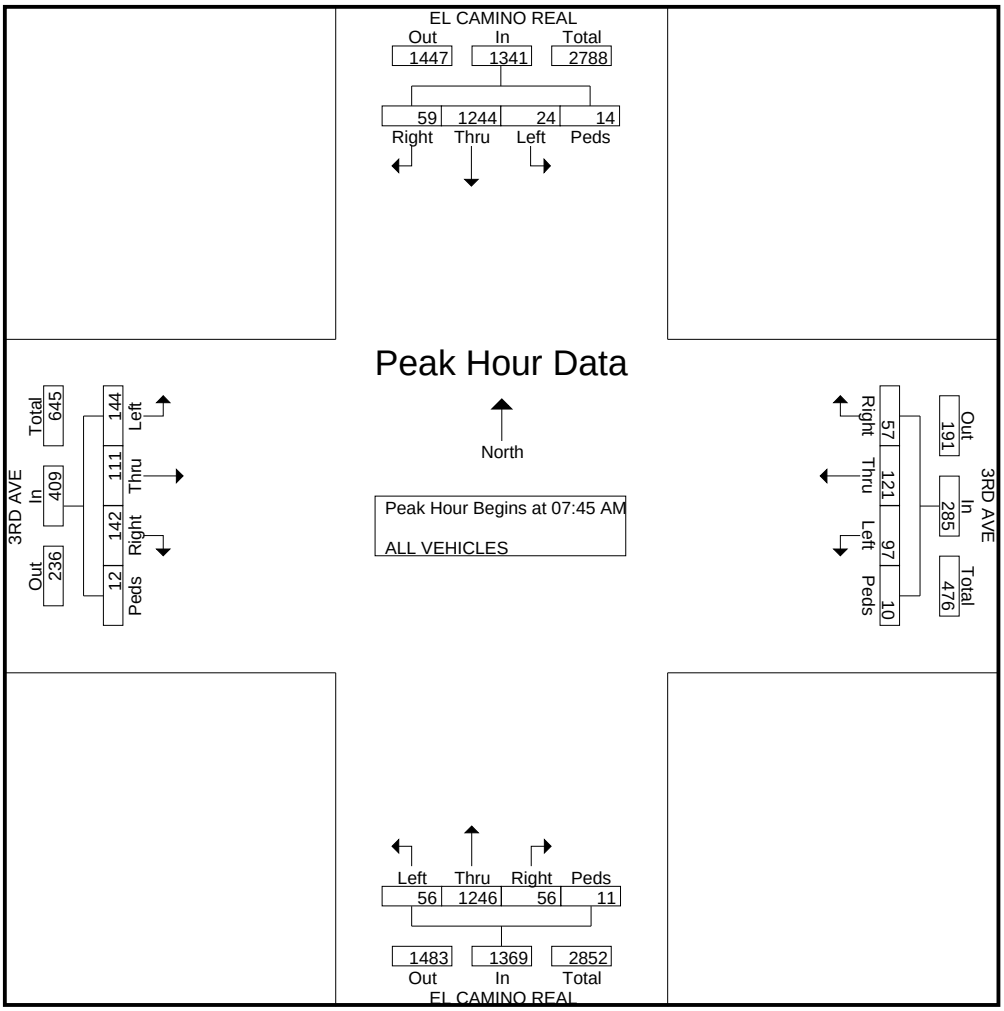
File Name : #1 ELCAMINOREAL&3RDAM
Site Code : 1
Start Date : 4/29/2014
Page No : 2

	EL CAMINO REAL Southbound					3RD AVE Westbound					EL CAMINO REAL Northbound					3RD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	15	310	4	2	331	**18**	**51**	**31**	1	**101**	10	**360**	14	2	**386**	**40**	**34**	36	2	**112**	**930**
08:00 AM	**16**	**325**	**8**	2	**351**	14	24	19	0	57	14	317	13	2	346	28	20	**42**	2	92	846
08:15 AM	13	323	5	**6**	347	14	20	24	**7**	65	**16**	277	9	3	305	38	27	36	3	104	821
08:30 AM	15	286	7	4	312	11	26	23	2	62	16	292	**20**	**4**	332	36	30	30	**5**	101	807
Total Volume	59	1244	24	14	1341	57	121	97	10	285	56	1246	56	11	1369	142	111	144	12	409	3404
% App. Total	4.4	92.8	1.8	1		20	42.5	34	3.5		4.1	91	4.1	0.8		34.7	27.1	35.2	2.9		
PHF	.922	.957	.750	.583	.955	.792	.593	.782	.357	.705	.875	.865	.700	.688	.887	.888	.816	.857	.600	.913	.915



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8524 - SAN MATEO 4-2014\2 HOUR\#1 ELCAMINOREAL&3RDAM.ppd
Start Date: 4/29/2014
Start Time: 7:00:00 AM
Site Code: 1
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	EL CAMINO REAL Southbound				3RD AVE Westbound				EL CAMINO REAL Northbound				3RD AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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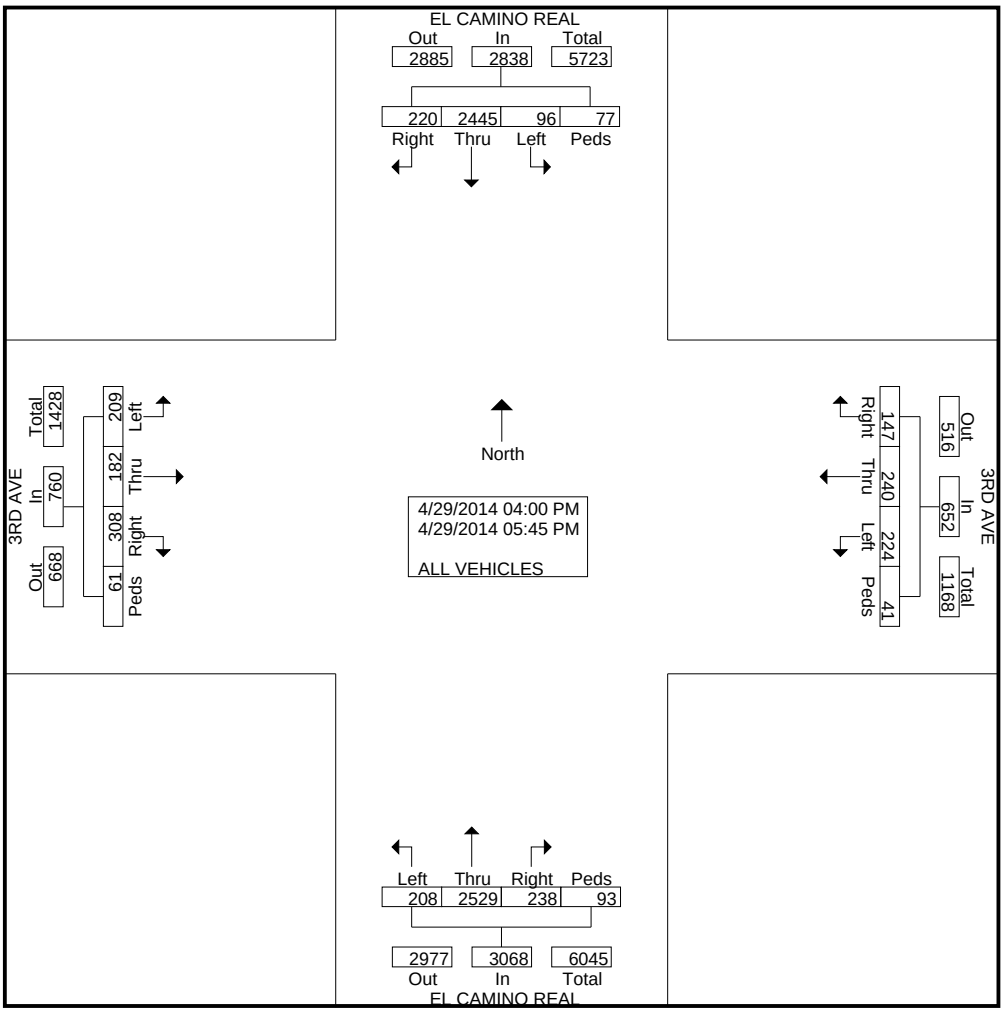
File Name : #1 ELCAMINOREAL&3RDPM
Site Code : 1
Start Date : 4/29/2014
Page No : 1

Groups Printed- ALL VEHICLES

	EL CAMINO REAL Southbound				3RD AVE Westbound				EL CAMINO REAL Northbound				3RD AVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	25	289	16	2	14	24	28	5	27	279	31	12	35	24	24	5	840
04:15 PM	33	315	11	8	19	35	24	4	30	259	20	10	32	17	19	6	842
04:30 PM	24	316	12	13	20	30	33	3	22	320	23	9	53	37	25	9	949
04:45 PM	31	307	20	12	17	30	27	1	24	331	33	12	33	25	28	11	942
Total	113	1227	59	35	70	119	112	13	103	1189	107	43	153	103	96	31	3573
05:00 PM	22	327	5	8	18	35	31	4	26	326	26	19	43	19	30	4	943
05:15 PM	31	318	8	9	22	29	32	5	36	337	29	8	40	20	23	11	958
05:30 PM	23	285	15	12	18	25	22	6	36	345	22	13	35	17	26	9	909
05:45 PM	31	288	9	13	19	32	27	13	37	332	24	10	37	23	34	6	935
Total	107	1218	37	42	77	121	112	28	135	1340	101	50	155	79	113	30	3745
Grand Total	220	2445	96	77	147	240	224	41	238	2529	208	93	308	182	209	61	7318
Apprch %	7.8	86.2	3.4	2.7	22.5	36.8	34.4	6.3	7.8	82.4	6.8	3	40.5	23.9	27.5	8	
Total %	3	33.4	1.3	1.1	2	3.3	3.1	0.6	3.3	34.6	2.8	1.3	4.2	2.5	2.9	0.8	



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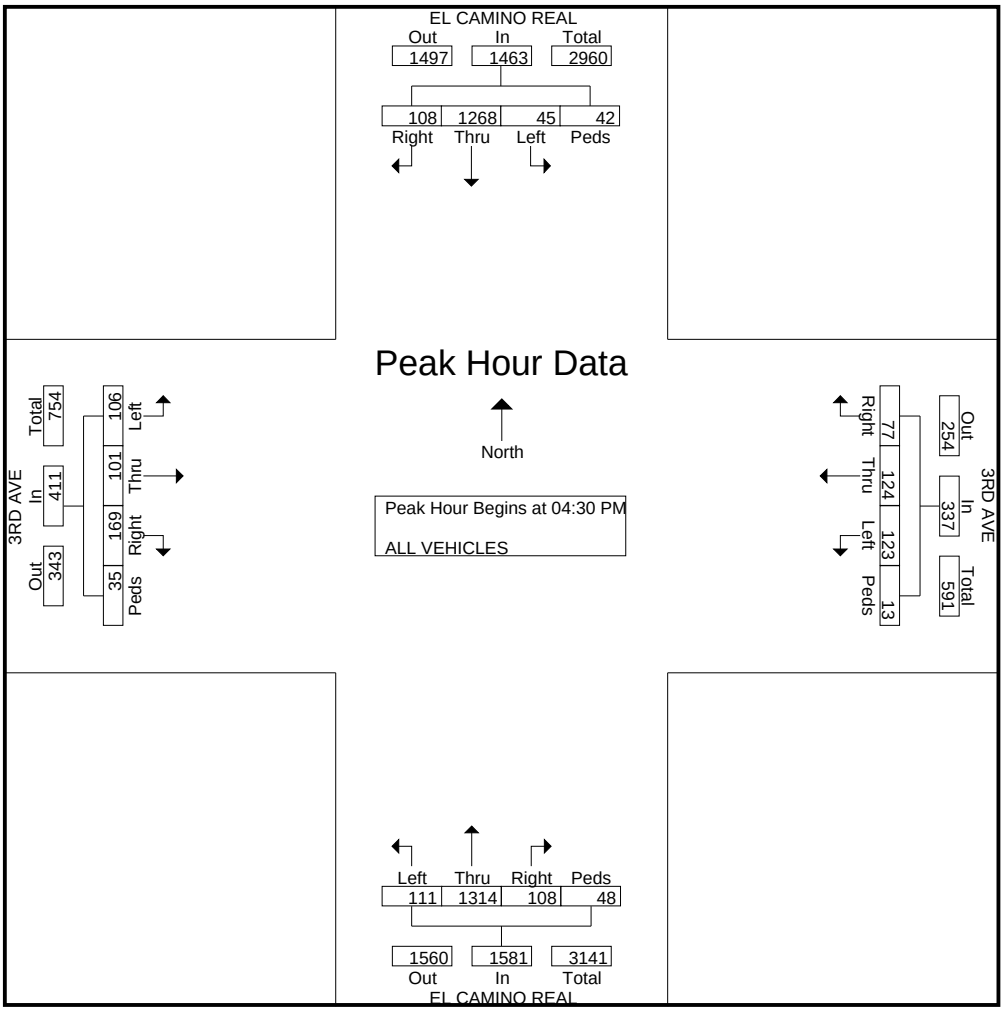
File Name : #1 ELCAMINOREAL&3RDPM
Site Code : 1
Start Date : 4/29/2014
Page No : 2

	EL CAMINO REAL Southbound					3RD AVE Westbound					EL CAMINO REAL Northbound					3RD AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	24	316	12	**13**	365	20	30	**33**	3	86	22	320	23	9	374	**53**	**37**	25	9	**124**	949
04:45 PM	**31**	307	**20**	12	**370**	17	30	27	1	75	24	331	**33**	12	400	33	25	28	**11**	97	942
05:00 PM	22	**327**	5	8	362	18	**35**	31	4	**88**	26	326	26	**19**	397	43	19	**30**	4	96	943
05:15 PM	31	318	8	9	366	**22**	29	32	**5**	88	**36**	**337**	29	8	**410**	40	20	23	11	94	**958**
Total Volume	108	1268	45	42	1463	77	124	123	13	337	108	1314	111	48	1581	169	101	106	35	411	3792
% App. Total	7.4	86.7	3.1	2.9		22.8	36.8	36.5	3.9		6.8	83.1	7	3		41.1	24.6	25.8	8.5		
PHF	.871	.969	.563	.808	.989	.875	.886	.932	.650	.957	.750	.975	.841	.632	.964	.797	.682	.883	.795	.829	.990



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8524 - SAN MATEO 4-2014\2 HOUR\#1 ELCAMINOREAL&3RDPM.ppd
Start Date: 4/29/2014
Start Time: 4:00:00 PM
Site Code: 1
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	EL CAMINO REAL Southbound				3RD AVE Westbound				EL CAMINO REAL Northbound				3RD AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0

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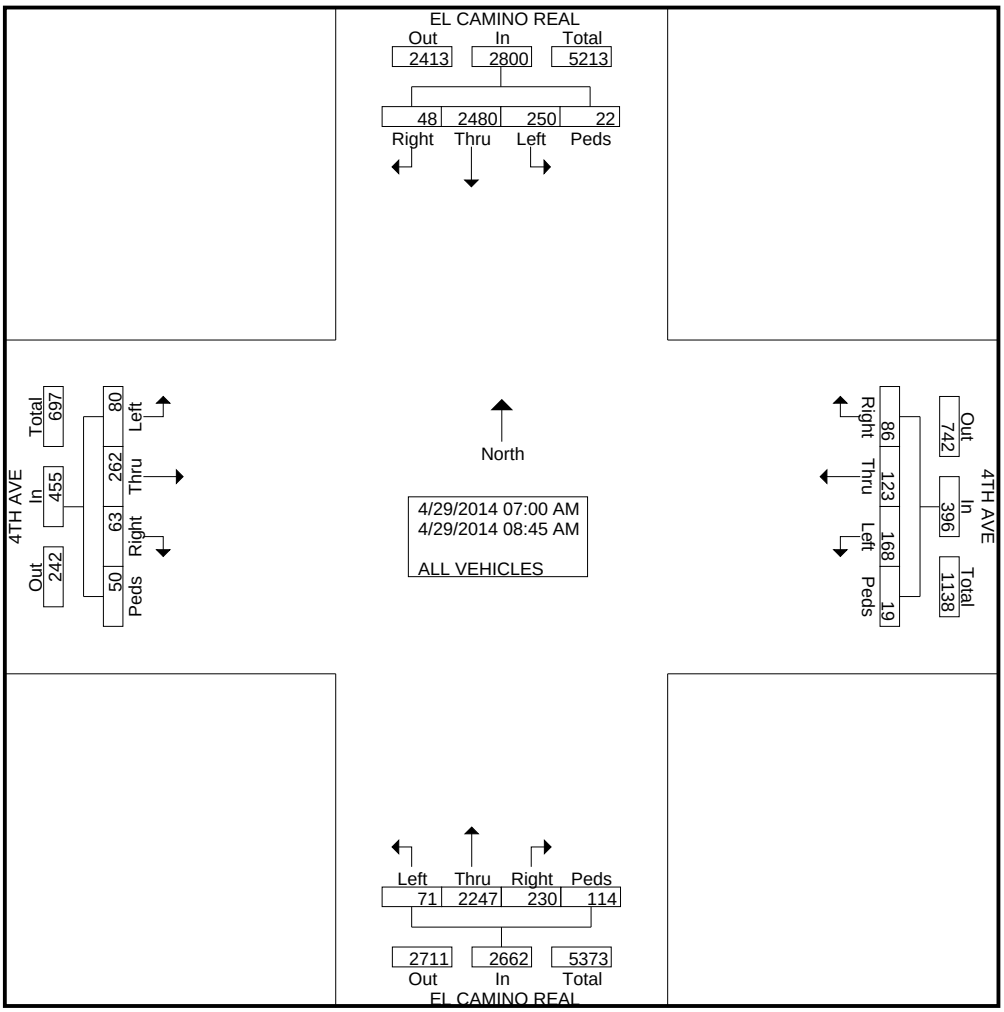
File Name : #2 ELCAMINOREAL&4THAM
Site Code : 2
Start Date : 4/29/2014
Page No : 1

Groups Printed- ALL VEHICLES

	EL CAMINO REAL Southbound				4TH AVE Westbound				EL CAMINO REAL Northbound				4TH AVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	5	199	16	0	13	5	5	2	23	159	1	12	7	15	5	3	470
07:15 AM	4	270	24	3	8	8	13	2	21	207	4	5	4	19	6	3	601
07:30 AM	4	411	30	0	9	22	27	2	22	272	8	12	5	39	8	9	880
07:45 AM	6	376	37	1	8	32	36	1	29	353	10	20	8	46	16	8	987
Total	19	1256	107	4	38	67	81	7	95	991	23	49	24	119	35	23	2938
08:00 AM	4	316	29	3	14	15	21	2	34	338	12	14	8	51	12	8	881
08:15 AM	12	325	44	7	6	9	24	4	30	293	9	12	13	42	4	4	838
08:30 AM	10	292	33	3	7	20	29	2	33	317	15	17	8	32	7	5	830
08:45 AM	3	291	37	5	21	12	13	4	38	308	12	22	10	18	22	10	826
Total	29	1224	143	18	48	56	87	12	135	1256	48	65	39	143	45	27	3375
Grand Total	48	2480	250	22	86	123	168	19	230	2247	71	114	63	262	80	50	6313
Apprch %	1.7	88.6	8.9	0.8	21.7	31.1	42.4	4.8	8.6	84.4	2.7	4.3	13.8	57.6	17.6	11	
Total %	0.8	39.3	4	0.3	1.4	1.9	2.7	0.3	3.6	35.6	1.1	1.8	1	4.2	1.3	0.8	



All Traffic Data Services
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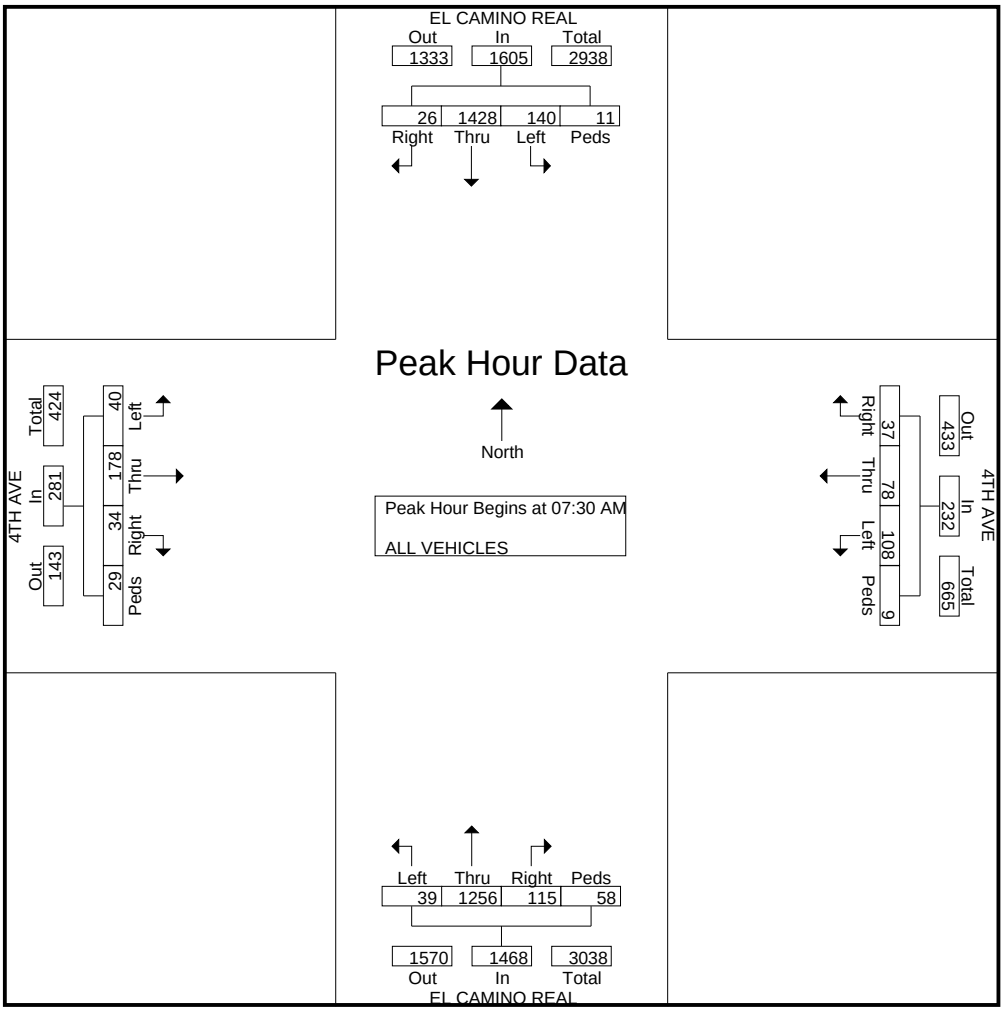
File Name : #2 ELCAMINOREAL&4THAM
Site Code : 2
Start Date : 4/29/2014
Page No : 2

	EL CAMINO REAL Southbound					4TH AVE Westbound					EL CAMINO REAL Northbound					4TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	**411**	30	0	**445**	9	22	27	2	60	22	272	8	12	314	5	39	8	**9**	61	880
07:45 AM	6	376	37	1	420	8	**32**	**36**	1	**77**	29	**353**	10	**20**	**412**	8	46	**16**	8	78	**987**
08:00 AM	4	316	29	3	352	**14**	15	21	2	52	**34**	338	**12**	14	398	8	**51**	12	8	**79**	881
08:15 AM	**12**	325	**44**	**7**	388	6	9	24	**4**	43	30	293	9	12	344	**13**	42	4	4	63	838
Total Volume	26	1428	140	11	1605	37	78	108	9	232	115	1256	39	58	1468	34	178	40	29	281	3586
% App. Total	1.6	89	8.7	0.7		15.9	33.6	46.6	3.9		7.8	85.6	2.7	4		12.1	63.3	14.2	10.3		
PHF	.542	.869	.795	.393	.902	.661	.609	.750	.563	.753	.846	.890	.813	.725	.891	.654	.873	.625	.806	.889	.908



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8524 - SAN MATEO 4-2014\2 HOUR\#2 ELCAMINOREAL&4THAM.ppd
Start Date: 4/29/2014
Start Time: 7:00:00 AM
Site Code: 2
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	EL CAMINO REAL Southbound				4TH AVE Westbound				EL CAMINO REAL Northbound				4TH AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Traffic Data Services
2187 Kingsbury Cir
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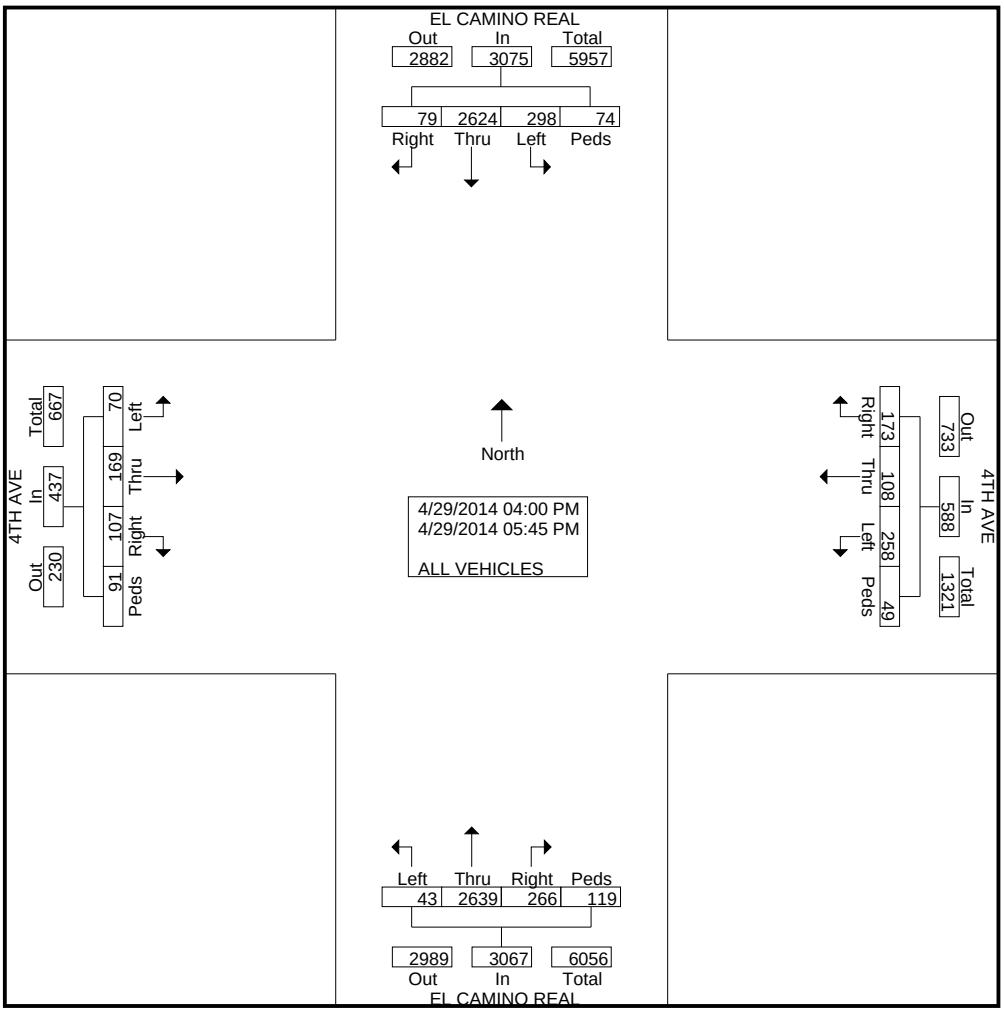
File Name : #2 ELCAMINOREAL&4THPM
Site Code : 2
Start Date : 4/29/2014
Page No : 1

Groups Printed- ALL VEHICLES

	EL CAMINO REAL Southbound				4TH AVE Westbound				EL CAMINO REAL Northbound				4TH AVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	6	316	34	5	25	9	27	14	25	288	5	14	10	21	5	9	813
04:15 PM	12	342	28	8	24	12	31	4	35	279	10	11	15	16	6	8	841
04:30 PM	8	361	46	9	22	19	30	3	21	301	5	19	13	21	6	8	892
04:45 PM	8	310	38	9	21	9	28	5	33	322	2	15	13	18	5	15	851
Total	34	1329	146	31	92	49	116	26	114	1190	22	59	51	76	22	40	3397
05:00 PM	12	345	52	2	18	16	43	3	42	337	9	11	16	29	14	14	963
05:15 PM	18	355	36	20	21	19	38	6	34	378	5	21	17	23	11	10	1012
05:30 PM	5	304	32	10	19	12	30	3	34	363	3	8	9	19	13	14	878
05:45 PM	10	291	32	11	23	12	31	11	42	371	4	20	14	22	10	13	917
Total	45	1295	152	43	81	59	142	23	152	1449	21	60	56	93	48	51	3770
Grand Total	79	2624	298	74	173	108	258	49	266	2639	43	119	107	169	70	91	7167
Apprch %	2.6	85.3	9.7	2.4	29.4	18.4	43.9	8.3	8.7	86	1.4	3.9	24.5	38.7	16	20.8	
Total %	1.1	36.6	4.2	1	2.4	1.5	3.6	0.7	3.7	36.8	0.6	1.7	1.5	2.4	1	1.3	



All Traffic Data Services
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Santa Clara, CA, 95054
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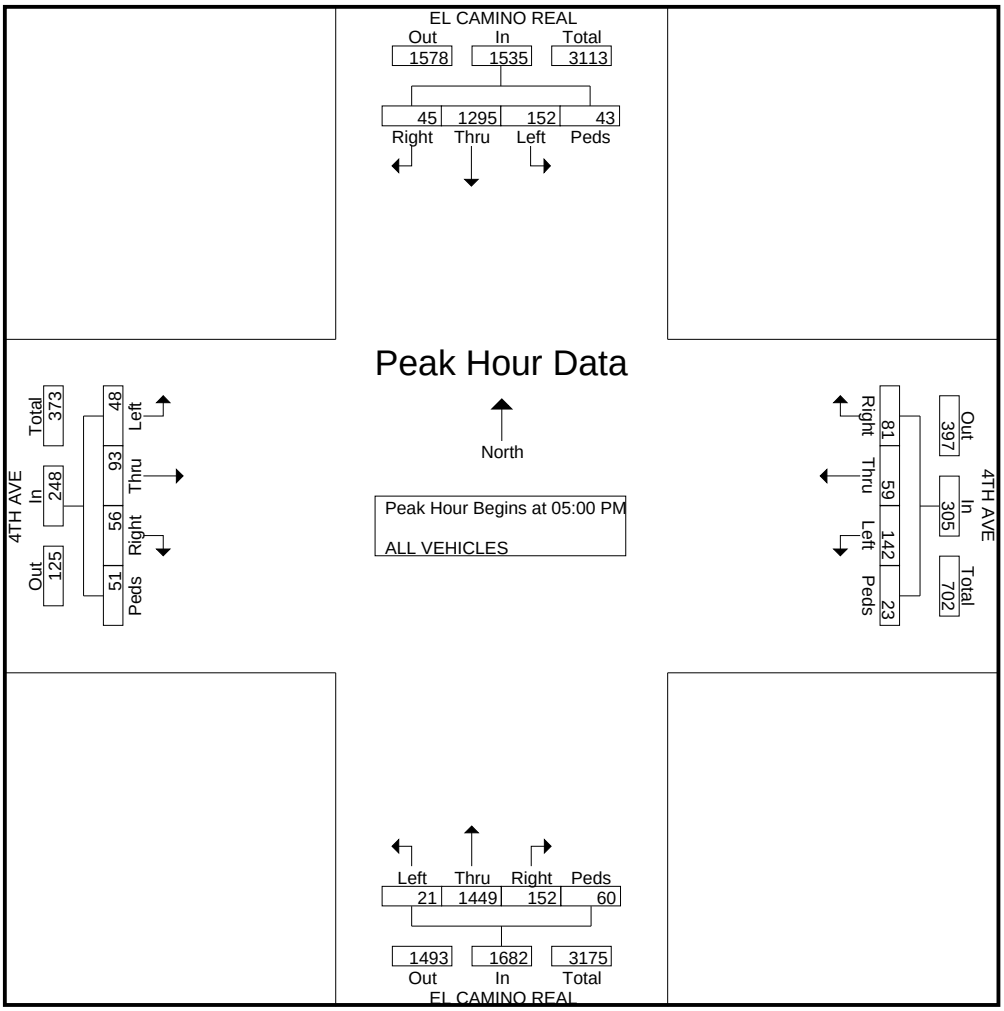
File Name : #2 ELCAMINOREAL&4THPM
Site Code : 2
Start Date : 4/29/2014
Page No : 2

	EL CAMINO REAL Southbound					4TH AVE Westbound					EL CAMINO REAL Northbound					4TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	12	345	**52**	2	411	18	16	**43**	3	80	**42**	337	**9**	11	399	16	**29**	**14**	**14**	**73**	963
05:15 PM	**18**	**355**	36	**20**	**429**	21	**19**	38	6	**84**	34	**378**	5	**21**	**438**	**17**	23	11	10	61	**1012**
05:30 PM	5	304	32	10	351	19	12	30	3	64	34	363	3	8	408	9	19	13	14	55	878
05:45 PM	10	291	32	11	344	**23**	12	31	**11**	77	42	371	4	20	437	14	22	10	13	59	917
Total Volume	45	1295	152	43	1535	81	59	142	23	305	152	1449	21	60	1682	56	93	48	51	248	3770
% App. Total	2.9	84.4	9.9	2.8		26.6	19.3	46.6	7.5		9	86.1	1.2	3.6		22.6	37.5	19.4	20.6		
PHF	.625	.912	.731	.538	.895	.880	.776	.826	.523	.908	.905	.958	.583	.714	.960	.824	.802	.857	.911	.849	.931



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8524 - SAN MATEO 4-2014\2 HOUR\#2 ELCAMINOREAL&4THPM.ppd
Start Date: 4/29/2014
Start Time: 4:00:00 PM
Site Code: 2
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	EL CAMINO REAL Southbound				4TH AVE Westbound				EL CAMINO REAL Northbound				4TH AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	2	1	0	0	0	0	0	0	0	2	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0

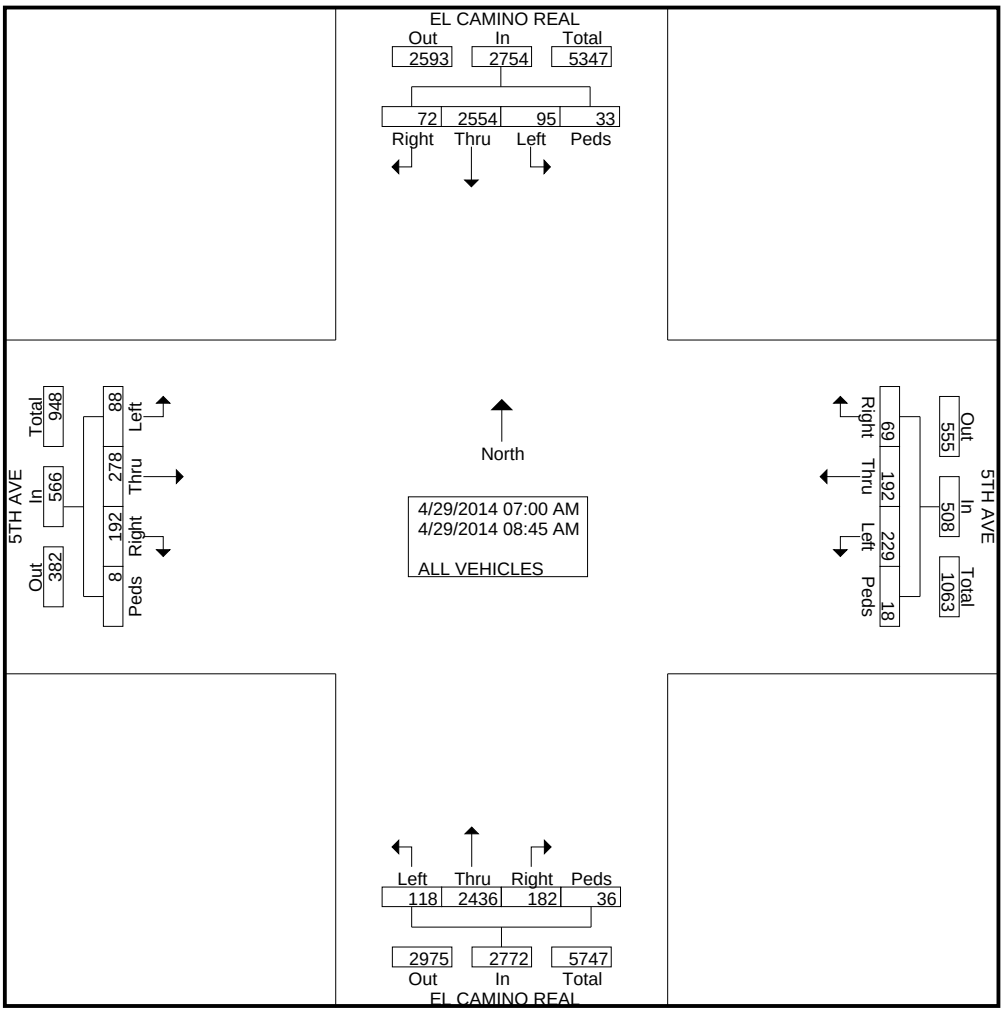
All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #3 ELCAMINOREAL&5THAM
Site Code : 3
Start Date : 4/29/2014
Page No : 1

Groups Printed- ALL VEHICLES

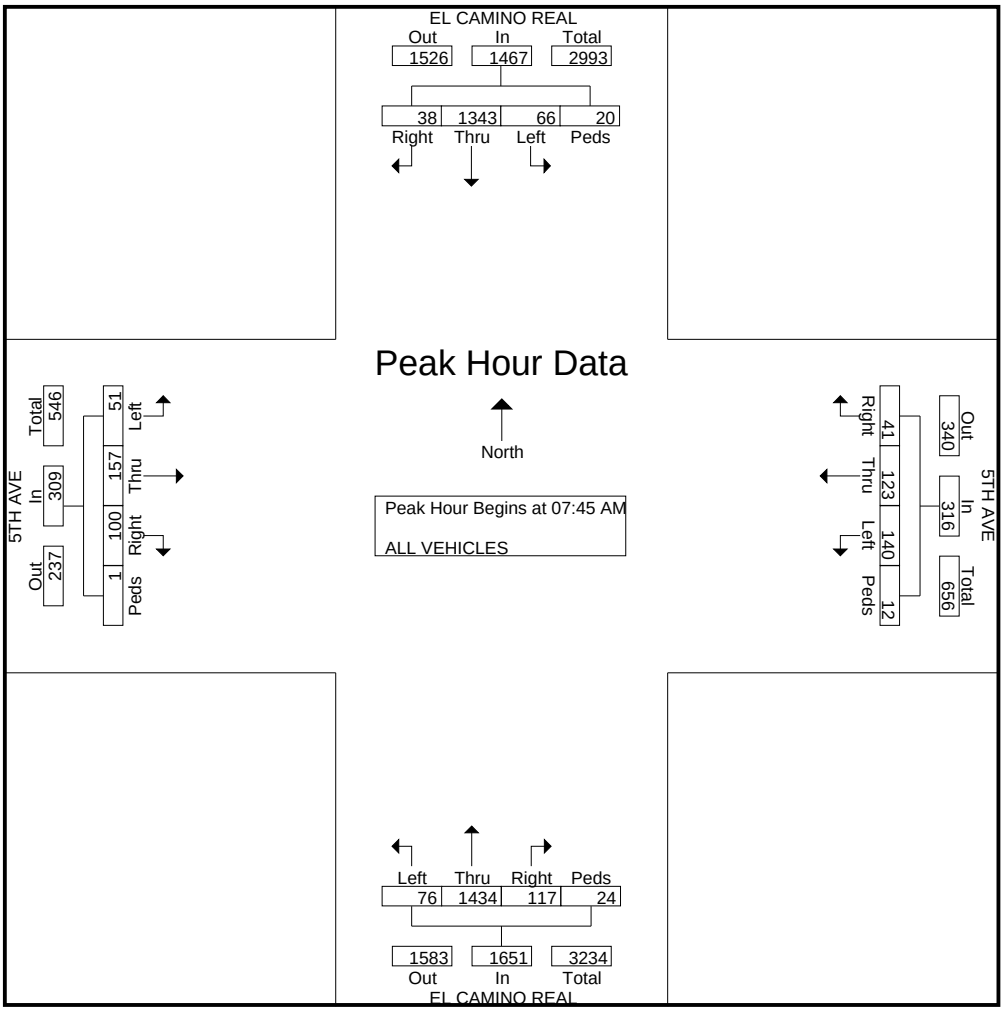
	EL CAMINO REAL Southbound				5TH AVE Westbound				EL CAMINO REAL Northbound				5TH AVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	11	178	7	1	3	17	21	3	14	167	11	4	19	27	10	0	493
07:15 AM	9	286	4	3	4	11	19	1	9	215	10	1	17	30	9	4	632
07:30 AM	6	394	8	2	5	23	25	1	14	267	10	4	26	37	10	3	835
07:45 AM	11	303	12	0	7	52	48	2	27	342	21	9	42	42	19	1	938
Total	37	1161	31	6	19	103	113	7	64	991	52	18	104	136	48	8	2898
08:00 AM	3	332	11	4	21	22	31	4	37	363	22	3	23	38	12	0	926
08:15 AM	10	365	23	7	8	23	30	0	31	345	12	3	16	49	12	0	934
08:30 AM	14	343	20	9	5	26	31	6	22	384	21	9	19	28	8	0	945
08:45 AM	8	353	10	7	16	18	24	1	28	353	11	3	30	27	8	0	897
Total	35	1393	64	27	50	89	116	11	118	1445	66	18	88	142	40	0	3702
Grand Total	72	2554	95	33	69	192	229	18	182	2436	118	36	192	278	88	8	6600
Apprch %	2.6	92.7	3.4	1.2	13.6	37.8	45.1	3.5	6.6	87.9	4.3	1.3	33.9	49.1	15.5	1.4	
Total %	1.1	38.7	1.4	0.5	1	2.9	3.5	0.3	2.8	36.9	1.8	0.5	2.9	4.2	1.3	0.1	



All Traffic Data Services
2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #3 ELCAMINOREAL&5THAM
Site Code : 3
Start Date : 4/29/2014
Page No : 2

	EL CAMINO REAL Southbound					5TH AVE Westbound					EL CAMINO REAL Northbound					5TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	11	303	12	0	326	7	**52**	**48**	2	**109**	27	342	21	**9**	399	**42**	42	**19**	**1**	**104**	938
08:00 AM	3	332	11	4	350	**21**	22	31	4	78	**37**	363	**22**	3	425	23	38	12	0	73	926
08:15 AM	10	**365**	**23**	7	**405**	8	23	30	0	61	31	345	12	3	391	16	**49**	12	0	77	934
08:30 AM	**14**	343	20	**9**	386	5	26	31	**6**	68	22	**384**	21	9	**436**	19	28	8	0	55	**945**
Total Volume	38	1343	66	20	1467	41	123	140	12	316	117	1434	76	24	1651	100	157	51	1	309	3743
% App. Total	2.6	91.5	4.5	1.4		13	38.9	44.3	3.8		7.1	86.9	4.6	1.5		32.4	50.8	16.5	0.3		
PHF	.679	.920	.717	.556	.906	.488	.591	.729	.500	.725	.791	.934	.864	.667	.947	.595	.801	.671	.250	.743	.990



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8524 - SAN MATEO 4-2014\2 HOUR\#3 ELCAMINOREAL&5THAM.ppd
Start Date: 4/29/2014
Start Time: 7:00:00 AM
Site Code: 3
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	EL CAMINO REAL Southbound				5TH AVE Westbound				EL CAMINO REAL Northbound				5TH AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0
08:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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2187 Kingsbury Cir
Santa Clara, CA, 95054
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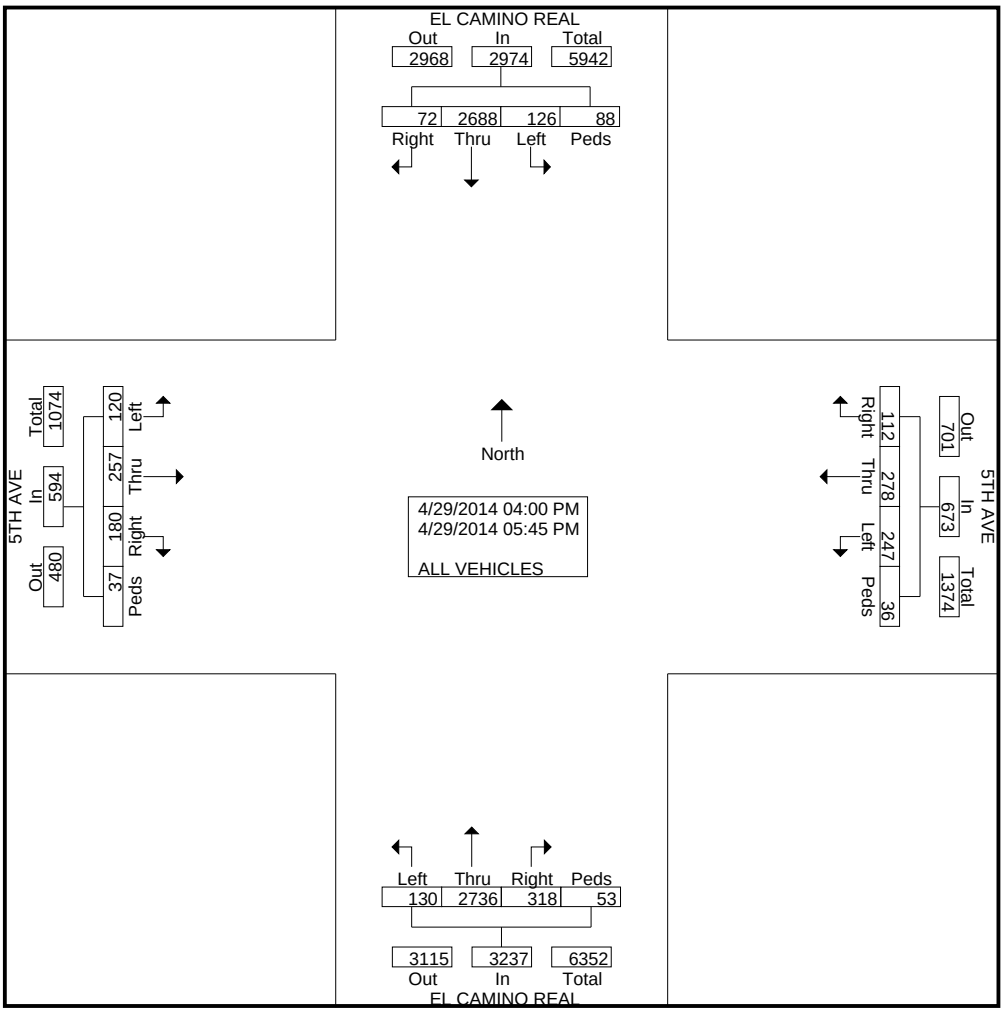
File Name : #3 ELCAMINOREAL&5THPM
Site Code : 3
Start Date : 4/29/2014
Page No : 1

Groups Printed- ALL VEHICLES

	EL CAMINO REAL Southbound				5TH AVE Westbound				EL CAMINO REAL Northbound				5TH AVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	9	310	15	11	13	36	36	3	46	292	11	7	22	24	14	4	853
04:15 PM	6	311	19	13	5	31	26	0	30	295	11	8	20	20	14	5	814
04:30 PM	8	301	19	9	12	21	24	8	45	322	30	6	22	35	5	3	870
04:45 PM	10	279	14	15	8	19	31	6	34	331	15	9	14	45	18	5	853
Total	33	1201	67	48	38	107	117	17	155	1240	67	30	78	124	51	17	3390
05:00 PM	9	386	17	12	18	47	27	5	40	361	17	7	32	31	18	6	1033
05:15 PM	14	395	21	10	19	50	36	4	42	385	20	4	27	44	16	7	1094
05:30 PM	7	354	8	8	14	37	35	7	36	366	11	8	16	31	19	4	961
05:45 PM	9	352	13	10	23	37	32	3	45	384	15	4	27	27	16	3	1000
Total	39	1487	59	40	74	171	130	19	163	1496	63	23	102	133	69	20	4088
Grand Total	72	2688	126	88	112	278	247	36	318	2736	130	53	180	257	120	37	7478
Apprch %	2.4	90.4	4.2	3	16.6	41.3	36.7	5.3	9.8	84.5	4	1.6	30.3	43.3	20.2	6.2	
Total %	1	35.9	1.7	1.2	1.5	3.7	3.3	0.5	4.3	36.6	1.7	0.7	2.4	3.4	1.6	0.5	



All Traffic Data Services
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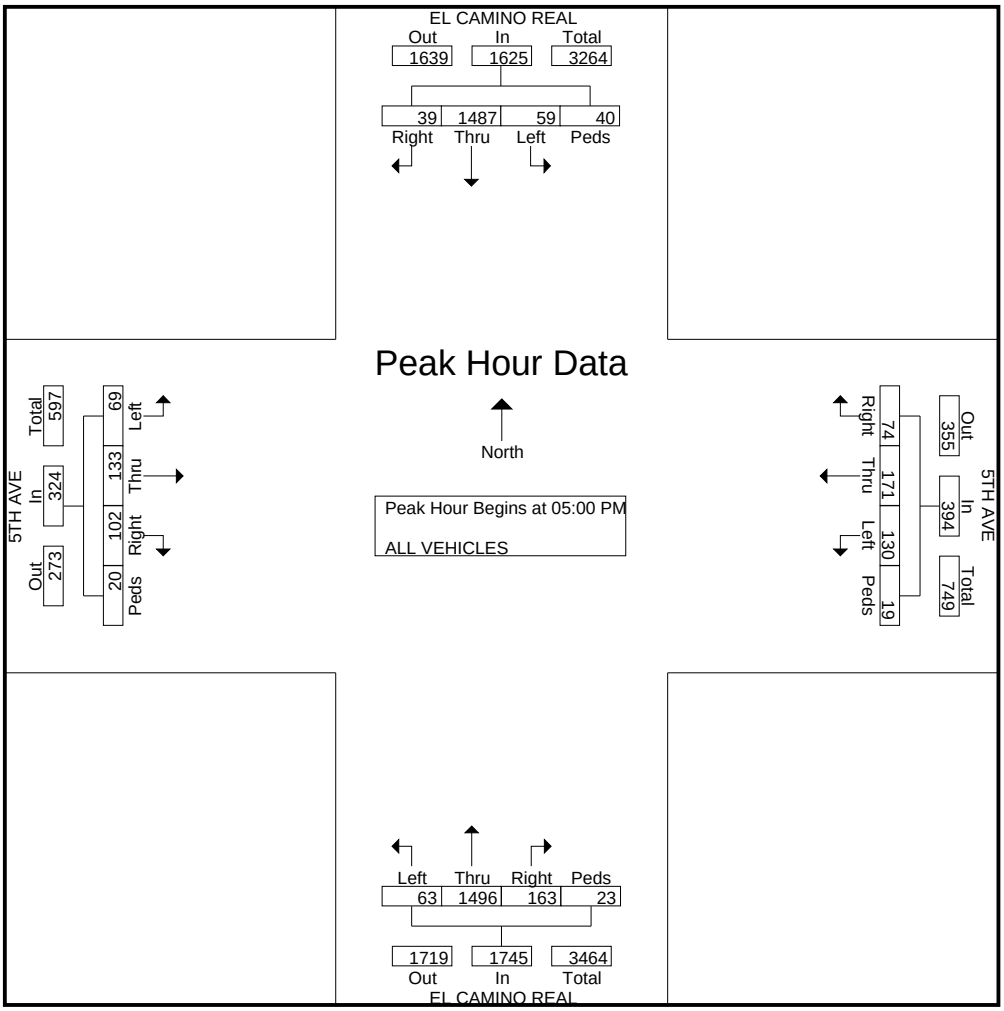
File Name : #3 ELCAMINOREAL&5THPM
Site Code : 3
Start Date : 4/29/2014
Page No : 2

	EL CAMINO REAL Southbound					5TH AVE Westbound					EL CAMINO REAL Northbound					5TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	9	386	17	**12**	424	18	47	27	5	97	40	361	17	7	425	**32**	31	18	6	87	1033
05:15 PM	**14**	**395**	**21**	10	**440**	19	**50**	**36**	4	**109**	42	**385**	**20**	4	**451**	27	**44**	16	**7**	**94**	**1094**
05:30 PM	7	354	8	8	377	14	37	35	**7**	93	36	366	11	**8**	421	16	31	**19**	4	70	961
05:45 PM	9	352	13	10	384	**23**	37	32	3	95	**45**	384	15	4	448	27	27	16	3	73	1000
Total Volume	39	1487	59	40	1625	74	171	130	19	394	163	1496	63	23	1745	102	133	69	20	324	4088
% App. Total	2.4	91.5	3.6	2.5		18.8	43.4	33	4.8		9.3	85.7	3.6	1.3		31.5	41	21.3	6.2		
PHF	.696	.941	.702	.833	.923	.804	.855	.903	.679	.904	.906	.971	.788	.719	.967	.797	.756	.908	.714	.862	.934



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8524 - SAN MATEO 4-2014\2 HOUR\#3 ELCAMINOREAL&5THPM.ppd
Start Date: 4/29/2014
Start Time: 4:00:00 PM
Site Code: 3
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	EL CAMINO REAL Southbound				5TH AVE Westbound				EL CAMINO REAL Northbound				5TH AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	1	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0
05:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
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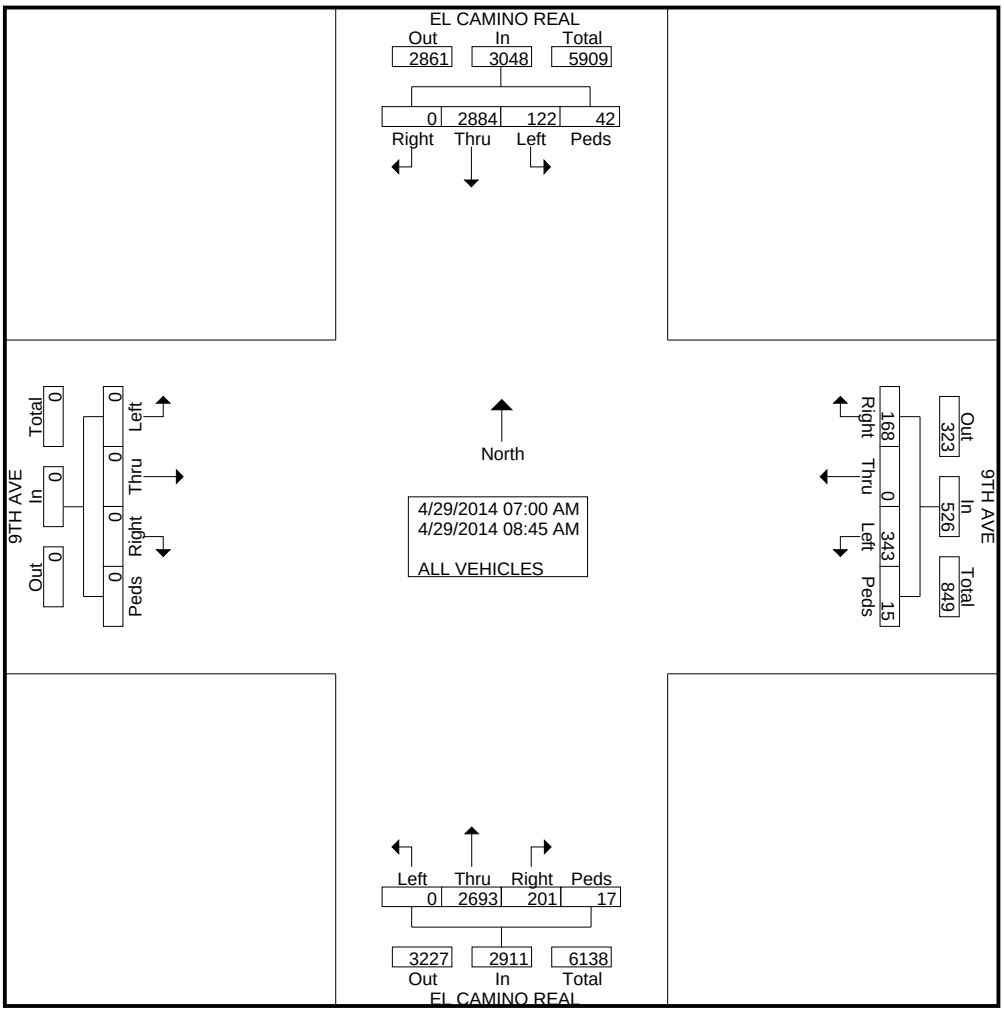
File Name : #4 ELCAMINOREAL&9THAM
Site Code : 4
Start Date : 4/29/2014
Page No : 1

Groups Printed- ALL VEHICLES

	EL CAMINO REAL Southbound				9TH AVE Westbound				EL CAMINO REAL Northbound				9TH AVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	218	3	3	11	0	23	2	21	184	0	1	0	0	0	0	466
07:15 AM	0	306	6	1	18	0	37	4	22	243	0	2	0	0	0	0	639
07:30 AM	0	449	12	4	22	0	70	1	17	335	0	3	0	0	0	0	913
07:45 AM	0	428	21	18	32	0	81	1	28	438	0	5	0	0	0	0	1052
Total	0	1401	42	26	83	0	211	8	88	1200	0	11	0	0	0	0	3070
08:00 AM	0	394	18	7	25	0	44	2	34	376	0	3	0	0	0	0	903
08:15 AM	0	399	17	4	21	0	30	1	27	359	0	1	0	0	0	0	859
08:30 AM	0	332	22	1	13	0	30	3	22	399	0	1	0	0	0	0	823
08:45 AM	0	358	23	4	26	0	28	1	30	359	0	1	0	0	0	0	830
Total	0	1483	80	16	85	0	132	7	113	1493	0	6	0	0	0	0	3415
Grand Total	0	2884	122	42	168	0	343	15	201	2693	0	17	0	0	0	0	6485
Apprch %	0	94.6	4	1.4	31.9	0	65.2	2.9	6.9	92.5	0	0.6	0	0	0	0	
Total %	0	44.5	1.9	0.6	2.6	0	5.3	0.2	3.1	41.5	0	0.3	0	0	0	0	



All Traffic Data Services
2187 Kingsbury Cir
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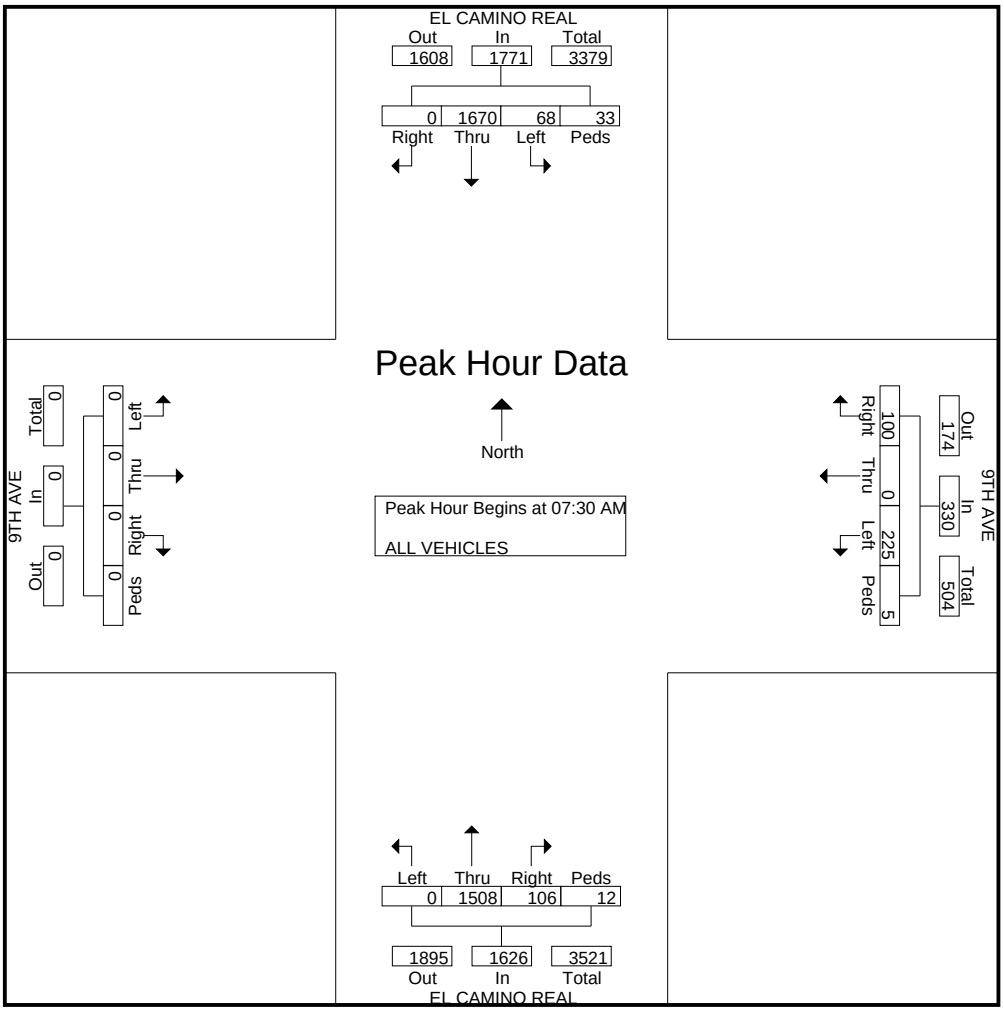
File Name : #4 ELCAMINOREAL&9THAM
Site Code : 4
Start Date : 4/29/2014
Page No : 2

	EL CAMINO REAL Southbound					9TH AVE Westbound					EL CAMINO REAL Northbound					9TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	**449**	12	4	465	22	0	70	1	93	17	335	0	3	355	0	0	0	0	0	913
07:45 AM	0	428	**21**	**18**	**467**	**32**	0	**81**	1	**114**	28	**438**	0	**5**	**471**	0	0	0	0	0	**1052**
08:00 AM	0	394	18	7	419	25	0	44	**2**	71	**34**	376	0	3	413	0	0	0	0	0	903
08:15 AM	0	399	17	4	420	21	0	30	1	52	27	359	0	1	387	0	0	0	0	0	859
Total Volume	0	1670	68	33	1771	100	0	225	5	330	106	1508	0	12	1626	0	0	0	0	0	3727
% App. Total	0	94.3	3.8	1.9		30.3	0	68.2	1.5		6.5	92.7	0	0.7		0	0	0	0		
PHF	.000	.930	.810	.458	.948	.781	.000	.694	.625	.724	.779	.861	.000	.600	.863	.000	.000	.000	.000	.000	.886



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8524 - SAN MATEO 4-2014\2 HOUR\#4 ELCAMINOREAL&9THAM.ppd
Start Date: 4/29/2014
Start Time: 7:00:00 AM
Site Code: 4
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	EL CAMINO REAL Southbound				9TH AVE Westbound				EL CAMINO REAL Northbound				9TH AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	1	0	0	0	0	2	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

All Traffic Data Services

2187 Kingsbury Cir
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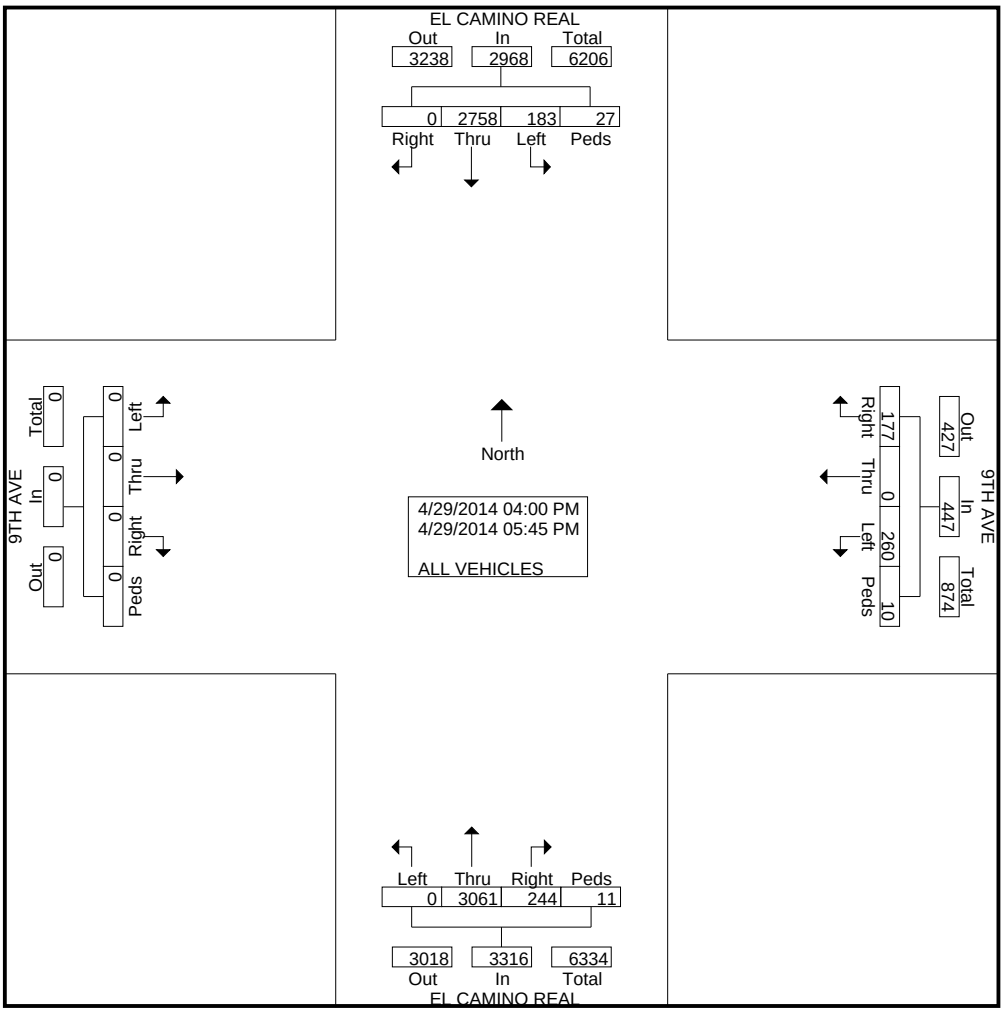
File Name : #4 ELCAMINOREAL&9THPM
Site Code : 4
Start Date : 4/29/2014
Page No : 1

Groups Printed- ALL VEHICLES

	EL CAMINO REAL Southbound				9TH AVE Westbound				EL CAMINO REAL Northbound				9TH AVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	0	315	18	0	14	0	21	0	26	328	0	3	0	0	0	0	725
04:15 PM	0	328	38	0	19	0	26	0	22	333	0	2	0	0	0	0	768
04:30 PM	0	326	13	2	16	0	30	0	13	407	0	1	0	0	0	0	808
04:45 PM	0	305	18	2	23	0	29	0	35	369	0	0	0	0	0	0	781
Total	0	1274	87	4	72	0	106	0	96	1437	0	6	0	0	0	0	3082
05:00 PM	0	379	25	0	30	0	41	2	38	401	0	1	0	0	0	0	917
05:15 PM	0	396	28	7	17	0	31	1	30	401	0	3	0	0	0	0	914
05:30 PM	0	337	23	7	37	0	37	5	47	395	0	1	0	0	0	0	889
05:45 PM	0	372	20	9	21	0	45	2	33	427	0	0	0	0	0	0	929
Total	0	1484	96	23	105	0	154	10	148	1624	0	5	0	0	0	0	3649
Grand Total	0	2758	183	27	177	0	260	10	244	3061	0	11	0	0	0	0	6731
Apprch %	0	92.9	6.2	0.9	39.6	0	58.2	2.2	7.4	92.3	0	0.3	0	0	0	0	
Total %	0	41	2.7	0.4	2.6	0	3.9	0.1	3.6	45.5	0	0.2	0	0	0	0	



All Traffic Data Services
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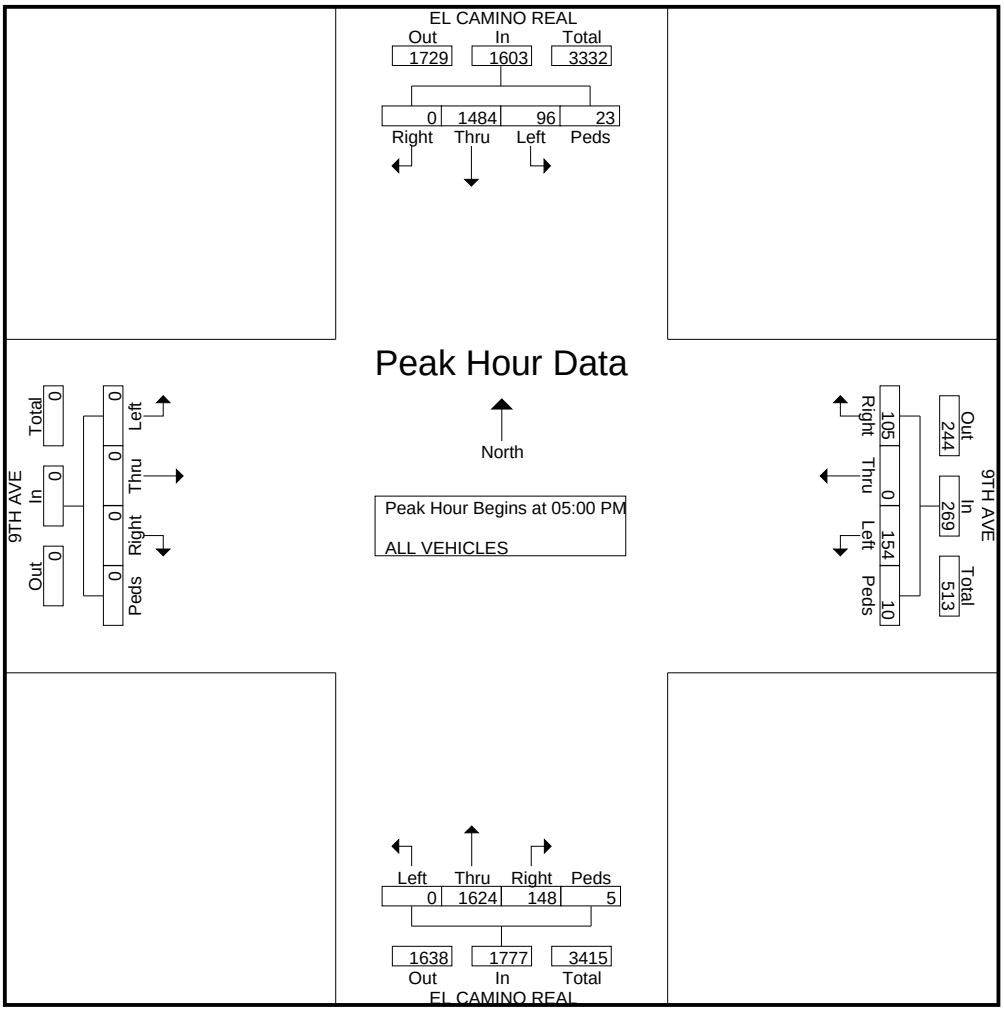
File Name : #4 ELCAMINOREAL&9THPM
Site Code : 4
Start Date : 4/29/2014
Page No : 2

	EL CAMINO REAL Southbound					9TH AVE Westbound					EL CAMINO REAL Northbound					9TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	379	25	0	404	30	0	41	2	73	38	401	0	1	440	0	0	0	0	0	917
05:15 PM	0	**396**	**28**	7	**431**	17	0	31	1	49	30	401	0	**3**	434	0	0	0	0	0	914
05:30 PM	0	337	23	7	367	**37**	0	37	**5**	**79**	**47**	395	0	1	443	0	0	0	0	0	889
05:45 PM	0	372	20	**9**	401	21	0	**45**	2	68	33	**427**	0	0	**460**	0	0	0	0	0	**929**
Total Volume	0	1484	96	23	1603	105	0	154	10	269	148	1624	0	5	1777	0	0	0	0	0	3649
% App. Total	0	92.6	6	1.4		39	0	57.2	3.7		8.3	91.4	0	0.3		0	0	0	0		
PHF	.000	.937	.857	.639	.930	.709	.000	.856	.500	.851	.787	.951	.000	.417	.966	.000	.000	.000	.000	.000	.982



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8524 - SAN MATEO 4-2014\2 HOUR\#4 ELCAMINOREAL&9THPM.ppd
Start Date: 4/29/2014
Start Time: 4:00:00 PM
Site Code: 4
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	EL CAMINO REAL Southbound				9TH AVE Westbound				EL CAMINO REAL Northbound				9TH AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0

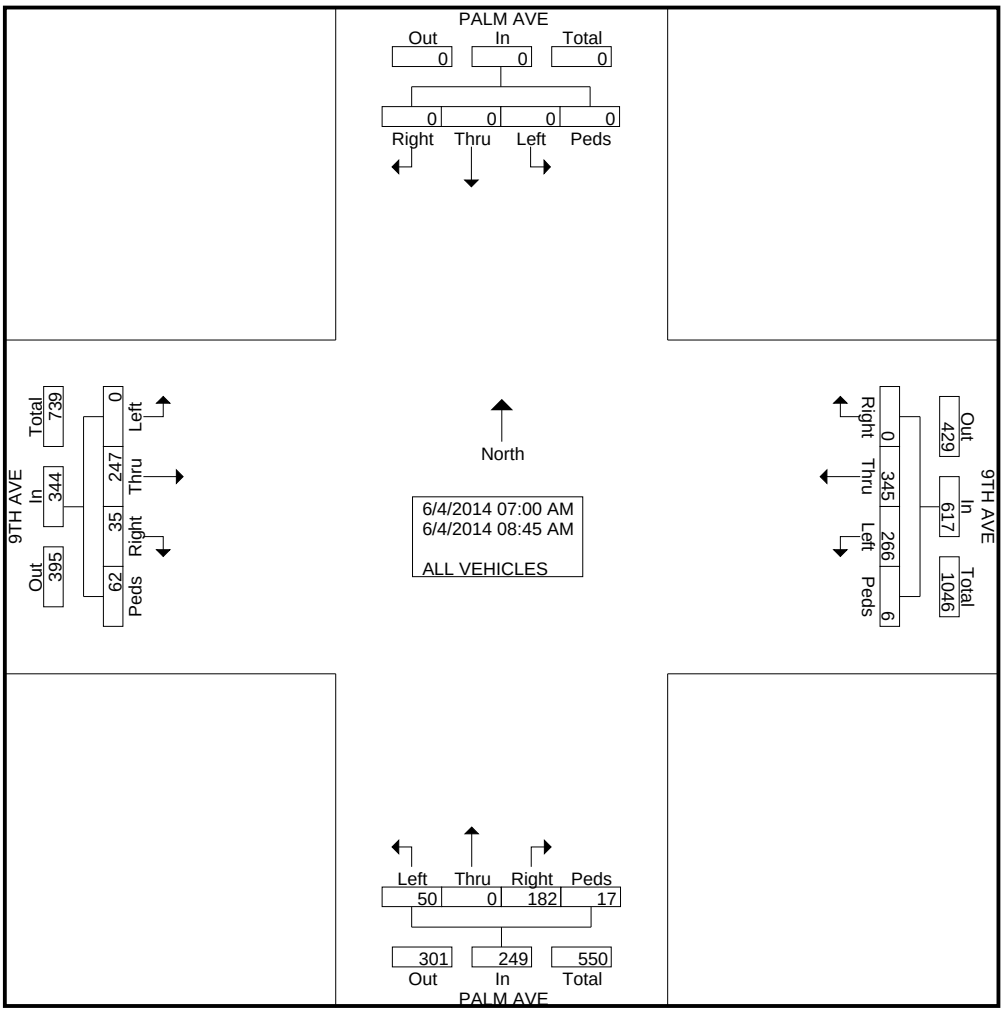
All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #1 PALM&9THAM
Site Code : 1
Start Date : 6/4/2014
Page No : 1

Groups Printed- ALL VEHICLES

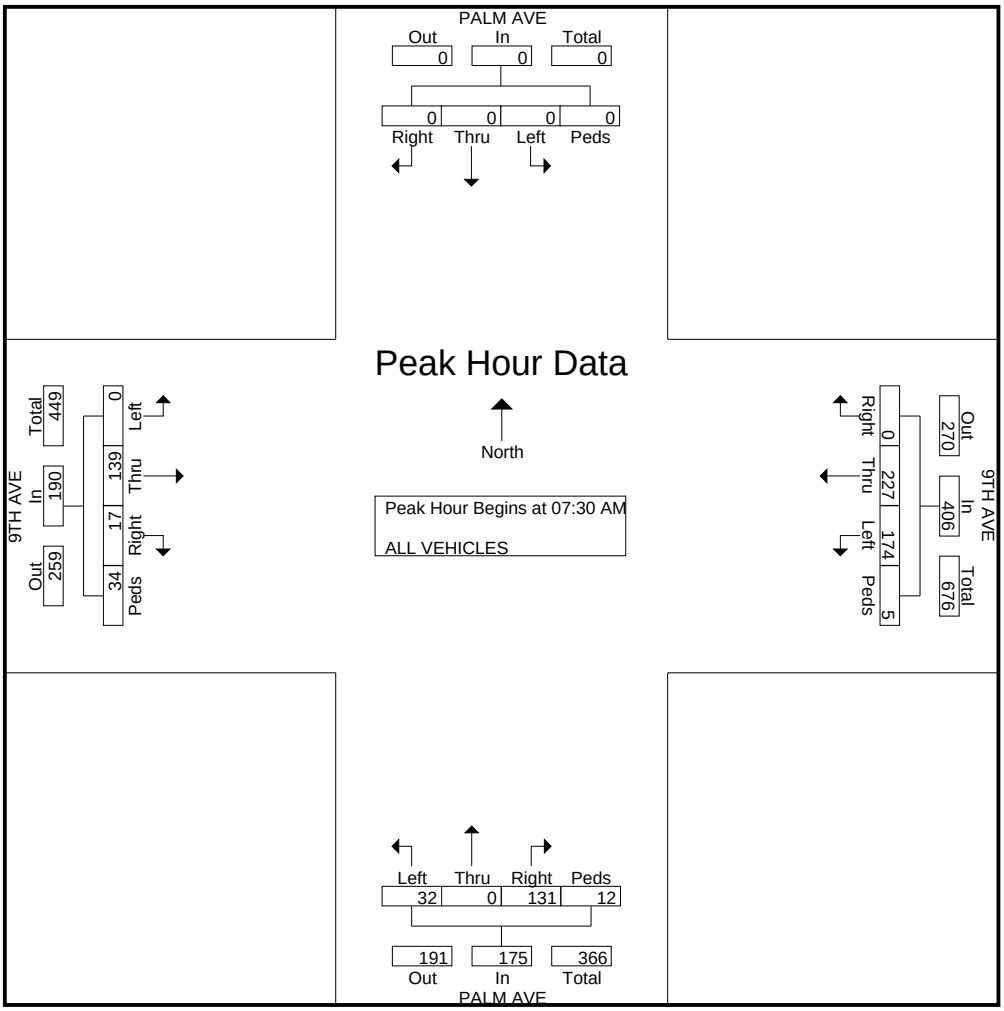
	PALM AVE Southbound				9TH AVE Westbound				PALM AVE Northbound				9TH AVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	0	0	0	0	0	11	12	0	7	0	2	2	0	19	0	9	62
07:15 AM	0	0	0	0	0	28	15	1	13	0	4	1	6	16	0	7	91
07:30 AM	0	0	0	0	0	53	30	1	18	0	8	1	3	25	0	4	143
07:45 AM	0	0	0	0	0	73	50	0	52	0	14	3	7	33	0	10	242
Total	0	0	0	0	0	165	107	2	90	0	28	7	16	93	0	30	538
08:00 AM	0	0	0	0	0	56	51	3	34	0	5	6	3	44	0	15	217
08:15 AM	0	0	0	0	0	45	43	1	27	0	5	2	4	37	0	5	169
08:30 AM	0	0	0	0	0	40	27	0	14	0	7	0	3	40	0	2	133
08:45 AM	0	0	0	0	0	39	38	0	17	0	5	2	9	33	0	10	153
Total	0	0	0	0	0	180	159	4	92	0	22	10	19	154	0	32	672
Grand Total	0	0	0	0	0	345	266	6	182	0	50	17	35	247	0	62	1210
Apprch %	0	0	0	0	0	55.9	43.1	1	73.1	0	20.1	6.8	10.2	71.8	0	18	
Total %	0	0	0	0	0	28.5	22	0.5	15	0	4.1	1.4	2.9	20.4	0	5.1	



All Traffic Data Services
2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #1 PALM&9THAM
Site Code : 1
Start Date : 6/4/2014
Page No : 2

	PALM AVE Southbound					9TH AVE Westbound					PALM AVE Northbound					9TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	53	30	1	84	18	0	8	1	27	3	25	0	4	32	143
07:45 AM	0	0	0	0	0	0	**73**	50	0	**123**	**52**	0	**14**	3	**69**	**7**	33	0	10	50	**242**
08:00 AM	0	0	0	0	0	0	56	**51**	**3**	110	34	0	5	**6**	45	3	**44**	0	**15**	**62**	217
08:15 AM	0	0	0	0	0	0	45	43	1	89	27	0	5	2	34	4	37	0	5	46	169
Total Volume	0	0	0	0	0	0	227	174	5	406	131	0	32	12	175	17	139	0	34	190	771
% App. Total	0	0	0	0		0	55.9	42.9	1.2		74.9	0	18.3	6.9		8.9	73.2	0	17.9		
PHF	.000	.000	.000	.000	.000	.000	.777	.853	.417	.825	.630	.000	.571	.500	.634	.607	.790	.000	.567	.766	.796



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8683 - EL CAMINO & 9TH 6-2014\2 HOUR\#1 PALM&9THAM.ppd
Start Date: 6/4/2014
Start Time: 7:00:00 AM
Site Code: 1
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	PALM AVE Southbound				9TH AVE Westbound				PALM AVE Northbound				9TH AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0
08:15 AM	0	0	0	0	0	1	1	0	0	0	2	0	0	1	0	0
08:30 AM	0	0	0	0	0	3	1	0	1	0	1	0	0	0	0	0
08:45 AM	0	0	0	0	0	2	0	0	0	0	2	0	0	2	0	0

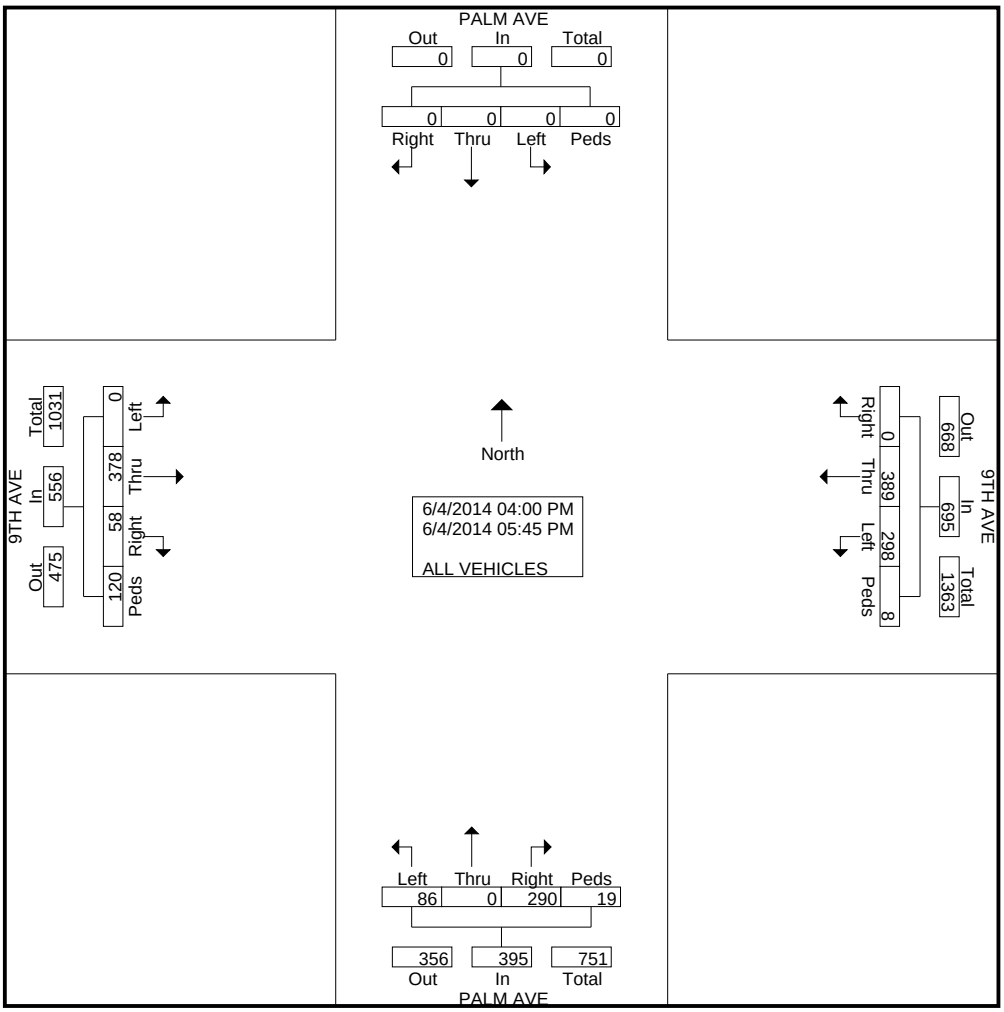
All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #1 PALM&9THPM
Site Code : 1
Start Date : 6/4/2014
Page No : 1

Groups Printed- ALL VEHICLES

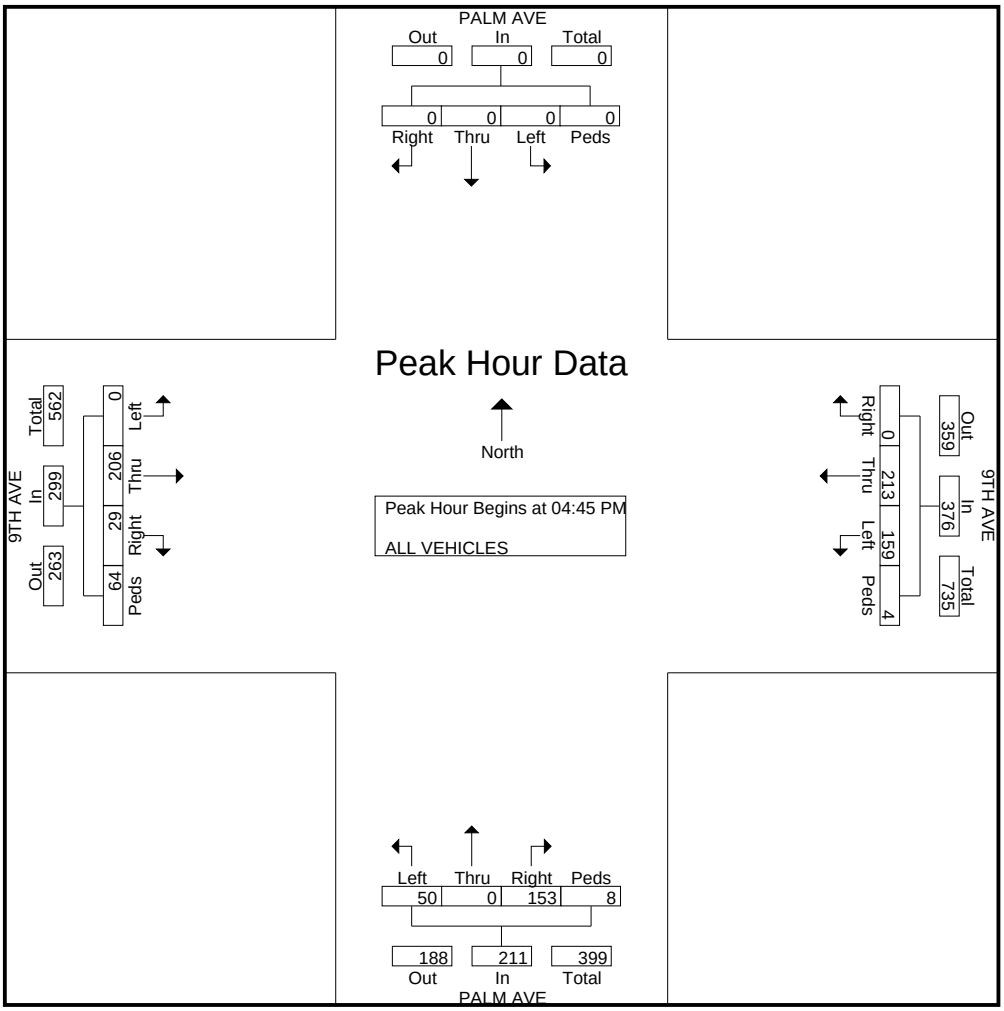
	PALM AVE Southbound				9TH AVE Westbound				PALM AVE Northbound				9TH AVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	0	0	0	0	0	50	37	0	27	0	7	0	8	51	0	5	185
04:15 PM	0	0	0	0	0	43	28	1	34	0	7	5	5	42	0	23	188
04:30 PM	0	0	0	0	0	57	41	2	32	0	7	1	11	42	0	7	200
04:45 PM	0	0	0	0	0	51	37	0	37	0	6	0	11	47	0	12	201
Total	0	0	0	0	0	201	143	3	130	0	27	6	35	182	0	47	774
05:00 PM	0	0	0	0	0	58	47	2	39	0	12	4	4	53	0	19	238
05:15 PM	0	0	0	0	0	53	38	0	40	0	15	2	7	63	0	18	236
05:30 PM	0	0	0	0	0	51	37	2	37	0	17	2	7	43	0	15	211
05:45 PM	0	0	0	0	0	26	33	1	44	0	15	5	5	37	0	21	187
Total	0	0	0	0	0	188	155	5	160	0	59	13	23	196	0	73	872
Grand Total	0	0	0	0	0	389	298	8	290	0	86	19	58	378	0	120	1646
Apprch %	0	0	0	0	0	56	42.9	1.2	73.4	0	21.8	4.8	10.4	68	0	21.6	
Total %	0	0	0	0	0	23.6	18.1	0.5	17.6	0	5.2	1.2	3.5	23	0	7.3	



All Traffic Data Services
2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #1 PALM&9THPM
Site Code : 1
Start Date : 6/4/2014
Page No : 2

	PALM AVE Southbound					9TH AVE Westbound					PALM AVE Northbound					9TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	0	51	37	0	88	37	0	6	0	43	**11**	47	0	12	70	201
05:00 PM	0	0	0	0	0	0	**58**	**47**	**2**	**107**	39	0	12	**4**	55	4	53	0	**19**	76	**238**
05:15 PM	0	0	0	0	0	0	53	38	0	91	**40**	0	15	2	**57**	7	**63**	0	18	**88**	236
05:30 PM	0	0	0	0	0	0	51	37	2	90	37	0	**17**	2	56	7	43	0	15	65	211
Total Volume	0	0	0	0	0	0	213	159	4	376	153	0	50	8	211	29	206	0	64	299	886
% App. Total	0	0	0	0		0	56.6	42.3	1.1		72.5	0	23.7	3.8		9.7	68.9	0	21.4		
PHF	.000	.000	.000	.000	.000	.000	.918	.846	.500	.879	.956	.000	.735	.500	.925	.659	.817	.000	.842	.849	.931



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8683 - EL CAMINO & 9TH 6-2014\2 HOUR\#1 PALM&9THPM.ppd
Start Date: 6/4/2014
Start Time: 4:00:00 PM
Site Code: 1
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	PALM AVE Southbound				9TH AVE Westbound				PALM AVE Northbound				9TH AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	3	0	0	0	1	0	0	1	0	0

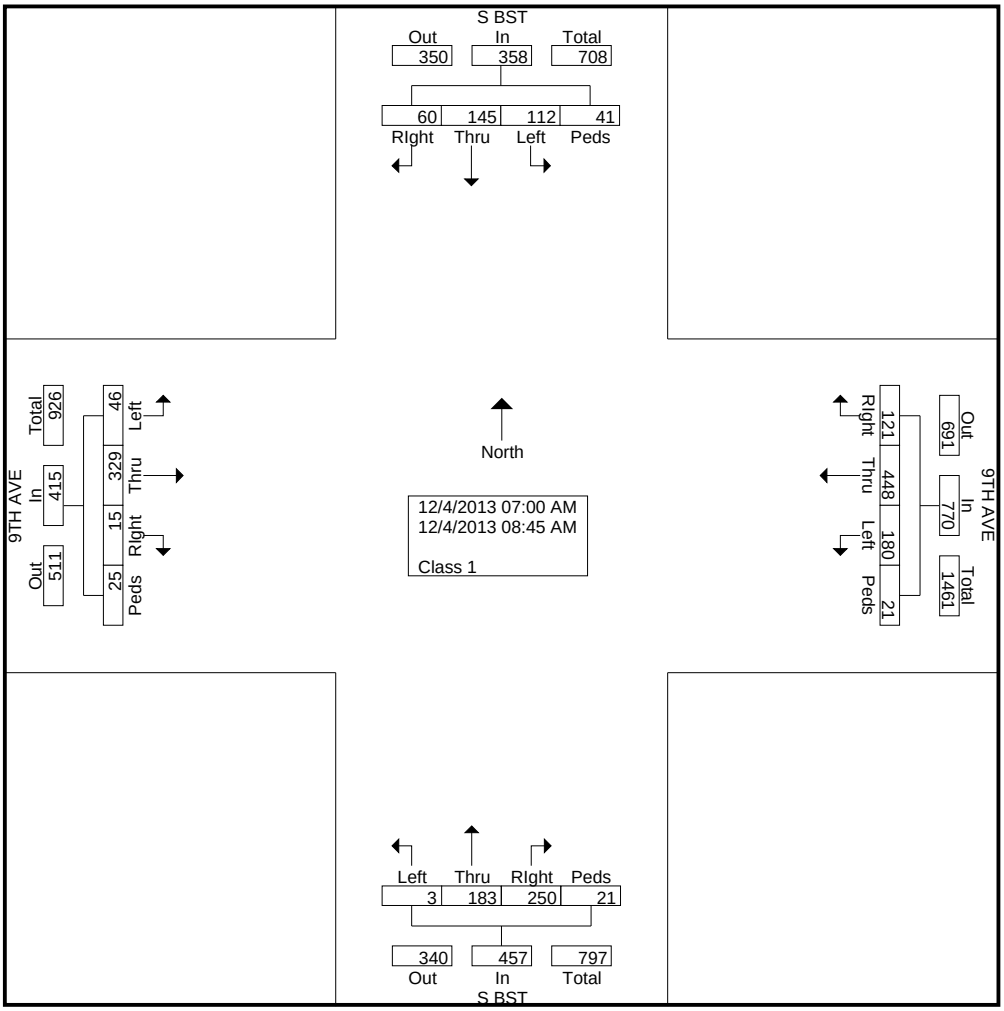
All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #6 SBST&9THAM
Site Code : 00000000
Start Date : 12/4/2013
Page No : 1

Groups Printed- Class 1

	S BST Southbound				9TH AVE Westbound				S BST Northbound				9TH AVE Eastbound				
Start Time	RIght	Thru	Left	Peds	RIght	Thru	Left	Peds	RIght	Thru	Left	Peds	RIght	Thru	Left	Peds	Int. Total
07:00 AM	1	10	8	13	8	24	10	1	17	8	0	1	1	28	7	0	137
07:15 AM	8	14	10	6	5	41	14	2	19	27	1	0	2	22	2	1	174
07:30 AM	4	14	19	7	10	76	16	6	26	18	1	4	2	36	1	0	240
07:45 AM	10	38	17	5	19	101	35	2	62	43	0	2	2	57	6	6	405
Total	23	76	54	31	42	242	75	11	124	96	2	7	7	143	16	7	956
08:00 AM	15	26	20	2	17	64	26	0	56	27	1	3	2	68	8	5	340
08:15 AM	11	16	18	2	18	52	34	5	36	16	0	7	4	46	8	3	276
08:30 AM	7	11	6	4	22	45	20	2	12	28	0	3	2	44	7	3	216
08:45 AM	4	16	14	2	22	45	25	3	22	16	0	1	0	28	7	7	212
Total	37	69	58	10	79	206	105	10	126	87	1	14	8	186	30	18	1044
Grand Total	60	145	112	41	121	448	180	21	250	183	3	21	15	329	46	25	2000
Apprch %	16.8	40.5	31.3	11.5	15.7	58.2	23.4	2.7	54.7	40	0.7	4.6	3.6	79.3	11.1	6	
Total %	3	7.2	5.6	2	6.1	22.4	9	1	12.5	9.1	0.2	1	0.8	16.5	2.3	1.2	



All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
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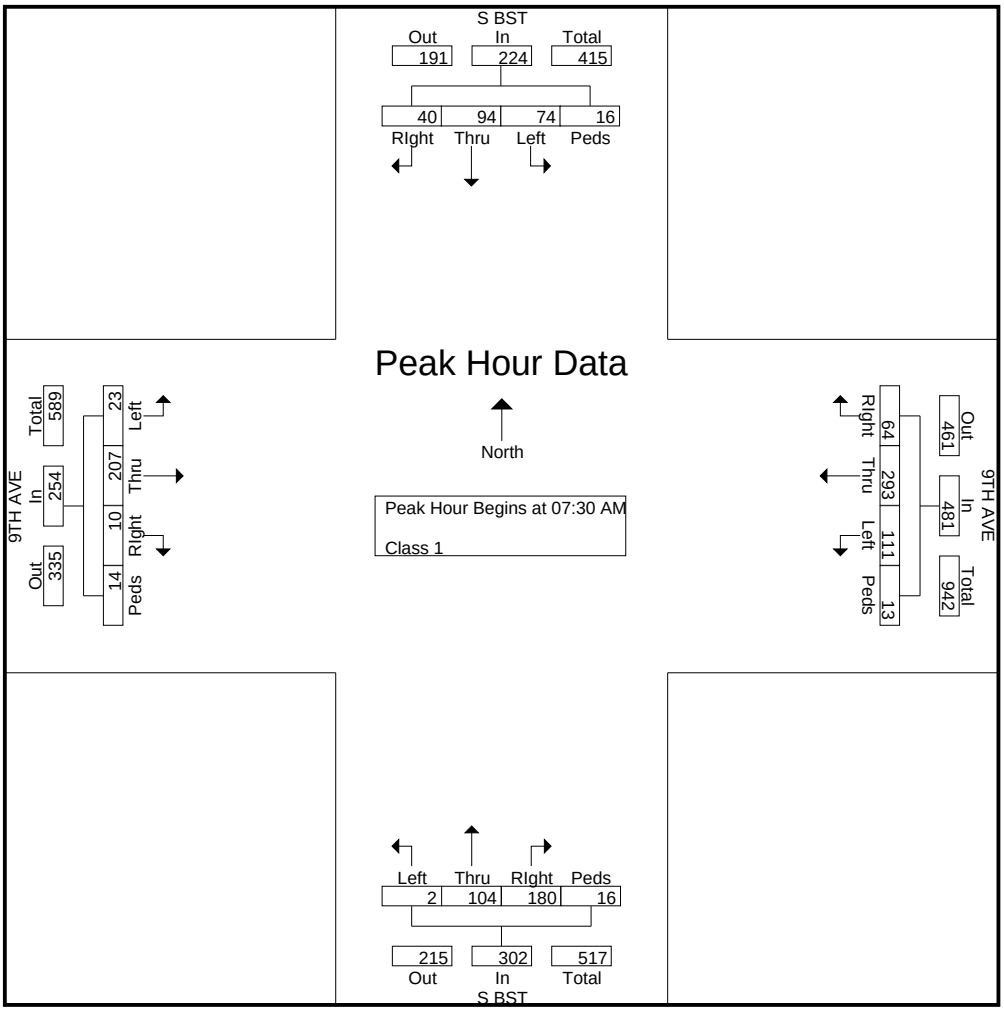
File Name : #6 SBST&9THAM
Site Code : 00000000
Start Date : 12/4/2013
Page No : 2

	S BST Southbound					9TH AVE Westbound					S BST Northbound					9TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	14	19	**7**	44	10	76	16	**6**	108	26	18	**1**	4	49	2	36	1	0	39	240
07:45 AM	10	**38**	17	5	**70**	**19**	**101**	**35**	2	**157**	**62**	**43**	0	2	**107**	2	57	6	**6**	71	**405**
08:00 AM	**15**	26	**20**	2	63	17	64	26	0	107	56	27	1	3	87	2	**68**	**8**	5	**83**	340
08:15 AM	11	16	18	2	47	18	52	34	5	109	36	16	0	**7**	59	**4**	46	8	3	61	276
Total Volume	40	94	74	16	224	64	293	111	13	481	180	104	2	16	302	10	207	23	14	254	1261
% App. Total	17.9	42	33	7.1		13.3	60.9	23.1	2.7		59.6	34.4	0.7	5.3		3.9	81.5	9.1	5.5		
PHF	.667	.618	.925	.571	.800	.842	.725	.793	.542	.766	.726	.605	.500	.571	.706	.625	.761	.719	.583	.765	.778



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\SAN MATEO 11-2013\2 HOUR\#6 SBST&9THAM.ppd
Start Date: 12/4/2013
Start Time: 7:00:00 AM
Site Code: 00000000
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	S BST Southbound				9TH AVE Westbound				S BST Northbound				9TH AVE Eastbound			
Start Time	RIght	Thru	Left	Peds	RIght	Thru	Left	Peds	RIght	Thru	Left	Peds	RIght	Thru	Left	Peds
07:00 AM	1	10	8	13	8	24	10	1	17	8	0	1	1	28	7	0
07:15 AM	8	14	10	6	5	41	14	2	19	27	1	0	2	22	2	1
07:30 AM	4	14	19	7	10	76	16	6	26	18	1	4	2	36	1	0
07:45 AM	10	38	17	5	19	101	35	2	62	43	0	2	2	57	6	6
08:00 AM	15	26	20	2	17	64	26	0	56	27	1	3	2	68	8	5
08:15 AM	11	16	18	2	18	52	34	5	36	16	0	7	4	46	8	3
08:30 AM	7	11	6	4	22	45	20	2	12	28	0	3	2	44	7	3
08:45 AM	4	16	14	2	22	45	25	3	22	16	0	1	0	28	7	7

All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
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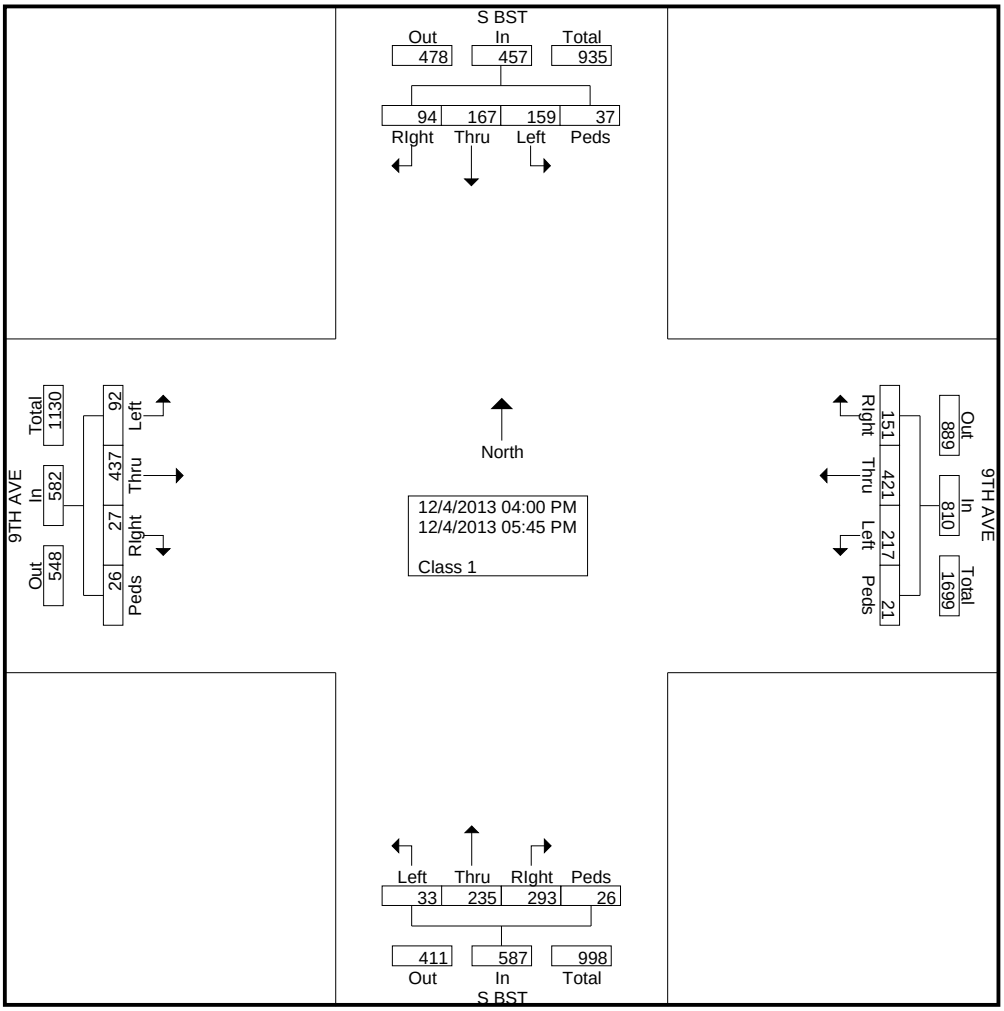
File Name : #6 SBST&9THPM
Site Code : 00000000
Start Date : 12/4/2013
Page No : 1

Groups Printed- Class 1

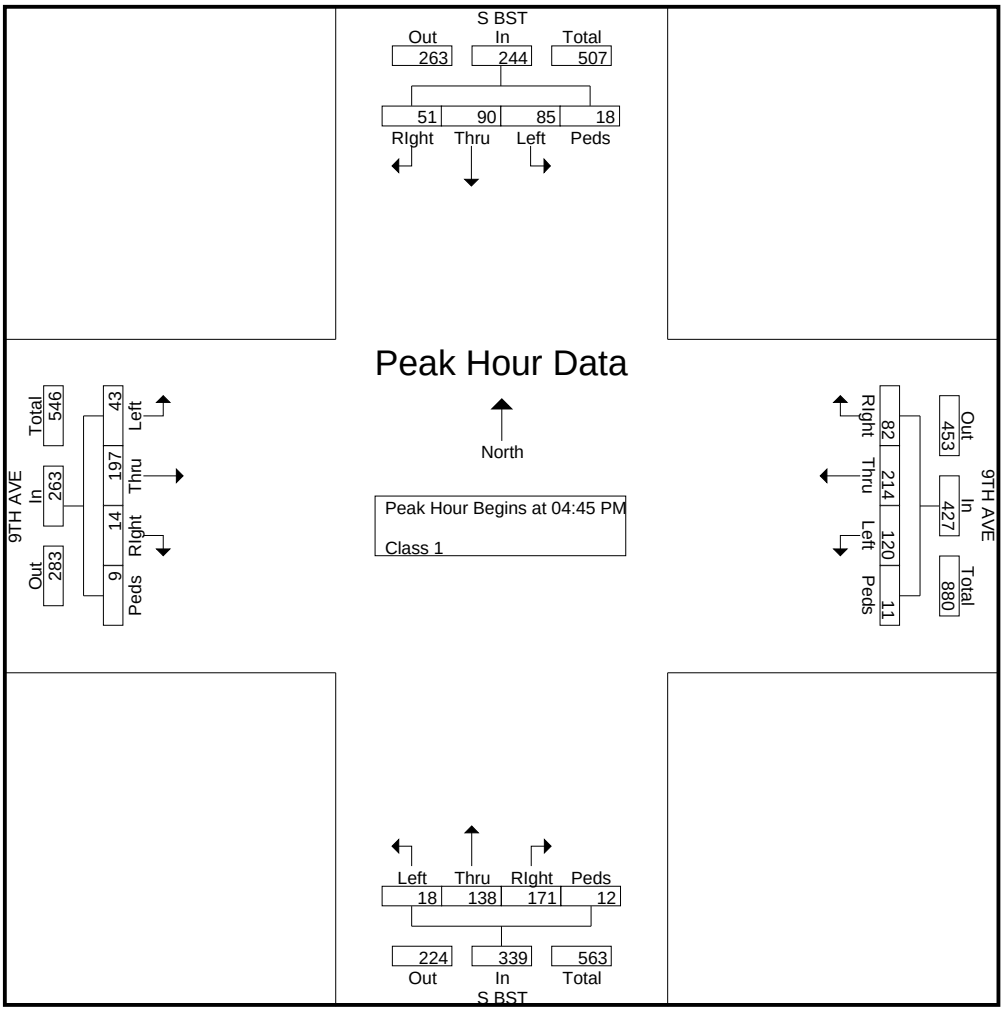
	S BST Southbound				9TH AVE Westbound				S BST Northbound				9TH AVE Eastbound				
Start Time	RIght	Thru	Left	Peds	RIght	Thru	Left	Peds	RIght	Thru	Left	Peds	RIght	Thru	Left	Peds	Int. Total
04:00 PM	7	15	20	3	11	56	21	3	25	28	4	3	4	55	13	6	274
04:15 PM	12	24	18	5	18	59	26	3	31	30	2	6	5	80	13	2	334
04:30 PM	7	20	17	5	24	50	24	2	37	22	6	1	2	51	14	1	283
04:45 PM	15	23	21	6	23	50	30	0	33	28	1	1	2	45	12	2	292
Total	41	82	76	19	76	215	101	8	126	108	13	11	13	231	52	11	1183
05:00 PM	10	32	19	4	12	39	22	4	36	53	7	5	3	29	5	0	280
05:15 PM	9	26	21	8	29	66	39	3	58	23	4	5	7	74	9	7	388
05:30 PM	17	9	24	0	18	59	29	4	44	34	6	1	2	49	17	0	313
05:45 PM	17	18	19	6	16	42	26	2	29	17	3	4	2	54	9	8	272
Total	53	85	83	18	75	206	116	13	167	127	20	15	14	206	40	15	1253
Grand Total	94	167	159	37	151	421	217	21	293	235	33	26	27	437	92	26	2436
Apprch %	20.6	36.5	34.8	8.1	18.6	52	26.8	2.6	49.9	40	5.6	4.4	4.6	75.1	15.8	4.5	
Total %	3.9	6.9	6.5	1.5	6.2	17.3	8.9	0.9	12	9.6	1.4	1.1	1.1	17.9	3.8	1.1	



All Traffic Data Services
2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #6 SBST&9THPM
Site Code : 00000000
Start Date : 12/4/2013
Page No : 2

	S BST Southbound					9TH AVE Westbound					S BST Northbound					9TH AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	15	23	21	6	**65**	23	50	30	0	103	33	28	1	1	63	2	45	12	2	61	292
05:00 PM	10	**32**	19	4	65	12	39	22	**4**	77	36	**53**	**7**	**5**	**101**	3	29	5	0	37	280
05:15 PM	9	26	21	**8**	64	**29**	**66**	**39**	3	**137**	**58**	23	4	5	90	**7**	**74**	9	**7**	**97**	**388**
05:30 PM	**17**	9	**24**	0	50	18	59	29	4	110	44	34	6	1	85	2	49	**17**	0	68	313
Total Volume	51	90	85	18	244	82	214	120	11	427	171	138	18	12	339	14	197	43	9	263	1273
% App. Total	20.9	36.9	34.8	7.4		19.2	50.1	28.1	2.6		50.4	40.7	5.3	3.5		5.3	74.9	16.3	3.4		
PHF	.750	.703	.885	.563	.938	.707	.811	.769	.688	.779	.737	.651	.643	.600	.839	.500	.666	.632	.321	.678	.820



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\SAN MATEO 11-2013\2 HOUR\#6 SBST&9THPM.ppd
Start Date: 12/4/2013
Start Time: 4:00:00 PM
Site Code: 00000000
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	S BST Southbound				9TH AVE Westbound				S BST Northbound				9TH AVE Eastbound			
Start Time	RIght	Thru	Left	Peds	RIght	Thru	Left	Peds	RIght	Thru	Left	Peds	RIght	Thru	Left	Peds
04:00 PM	7	15	20	3	11	56	21	3	25	28	4	3	4	55	13	6
04:15 PM	12	24	18	5	18	59	26	3	31	30	2	6	5	80	13	2
04:30 PM	7	20	17	5	24	50	24	2	37	22	6	1	2	51	14	1
04:45 PM	15	23	21	6	23	50	30	0	33	28	1	1	2	45	12	2
05:00 PM	10	32	19	4	12	39	22	4	36	53	7	5	3	29	5	0
05:15 PM	9	26	21	8	29	66	39	3	58	23	4	5	7	74	9	7
05:30 PM	17	9	24	0	18	59	29	4	44	34	6	1	2	49	17	0
05:45 PM	17	18	19	6	16	42	26	2	29	17	3	4	2	54	9	8

All Traffic Data Services

2187 Kingsbury Cir
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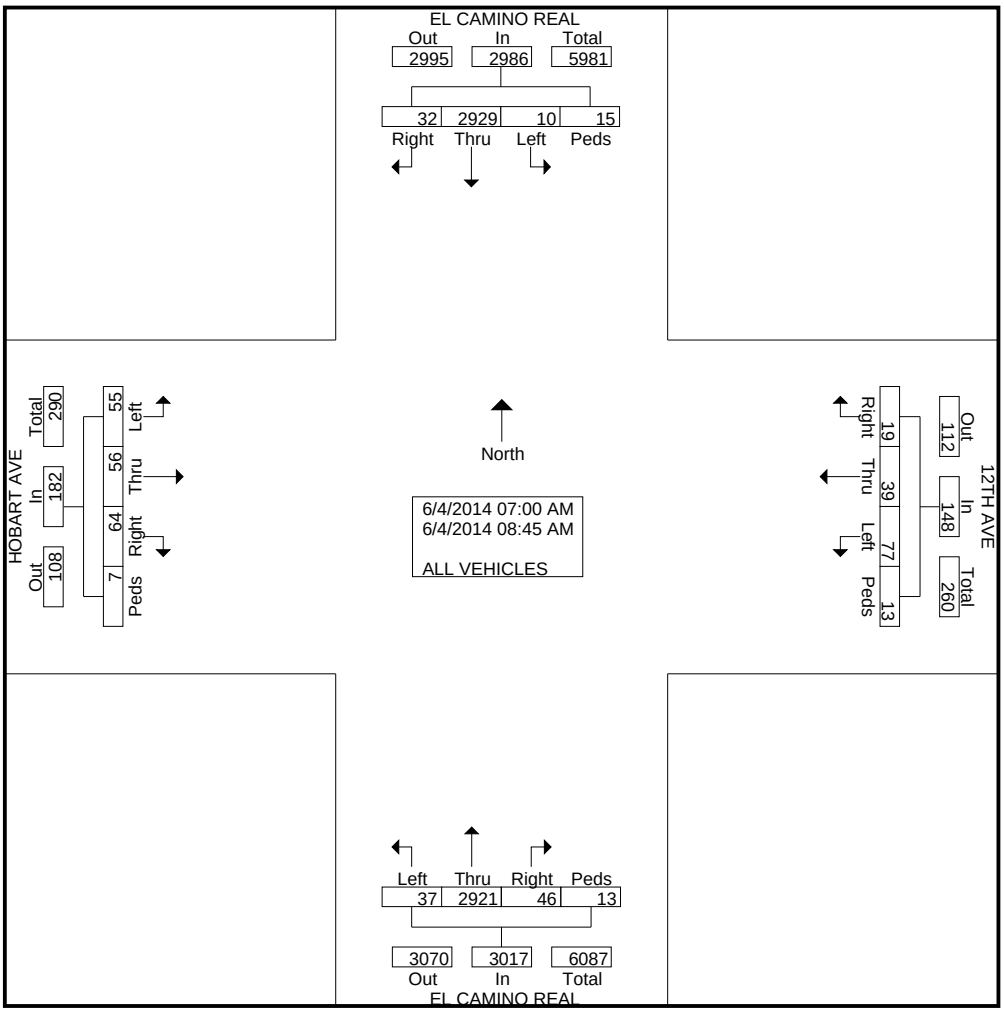
File Name : #2 ELCAMINOREAL&12THAM
Site Code : 2
Start Date : 6/4/2014
Page No : 1

Groups Printed- ALL VEHICLES

	EL CAMINO REAL Southbound				12TH AVE Westbound				EL CAMINO REAL Northbound				HOBART AVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	1	233	2	1	2	0	6	2	2	197	3	0	5	1	2	1	458
07:15 AM	1	260	0	5	3	2	5	2	6	285	2	0	4	1	5	0	581
07:30 AM	5	399	1	2	3	10	10	0	6	369	2	2	8	9	4	2	832
07:45 AM	8	466	2	2	2	12	26	0	15	452	3	2	16	20	17	0	1043
Total	15	1358	5	10	10	24	47	4	29	1303	10	4	33	31	28	3	2914
08:00 AM	8	415	2	1	1	10	10	2	6	370	5	2	9	14	13	1	869
08:15 AM	5	390	1	2	3	2	6	1	2	400	7	4	6	4	5	2	840
08:30 AM	3	395	2	0	3	2	5	2	5	448	8	2	6	6	4	0	891
08:45 AM	1	371	0	2	2	1	9	4	4	400	7	1	10	1	5	1	819
Total	17	1571	5	5	9	15	30	9	17	1618	27	9	31	25	27	4	3419
Grand Total	32	2929	10	15	19	39	77	13	46	2921	37	13	64	56	55	7	6333
Apprch %	1.1	98.1	0.3	0.5	12.8	26.4	52	8.8	1.5	96.8	1.2	0.4	35.2	30.8	30.2	3.8	
Total %	0.5	46.2	0.2	0.2	0.3	0.6	1.2	0.2	0.7	46.1	0.6	0.2	1	0.9	0.9	0.1	



All Traffic Data Services
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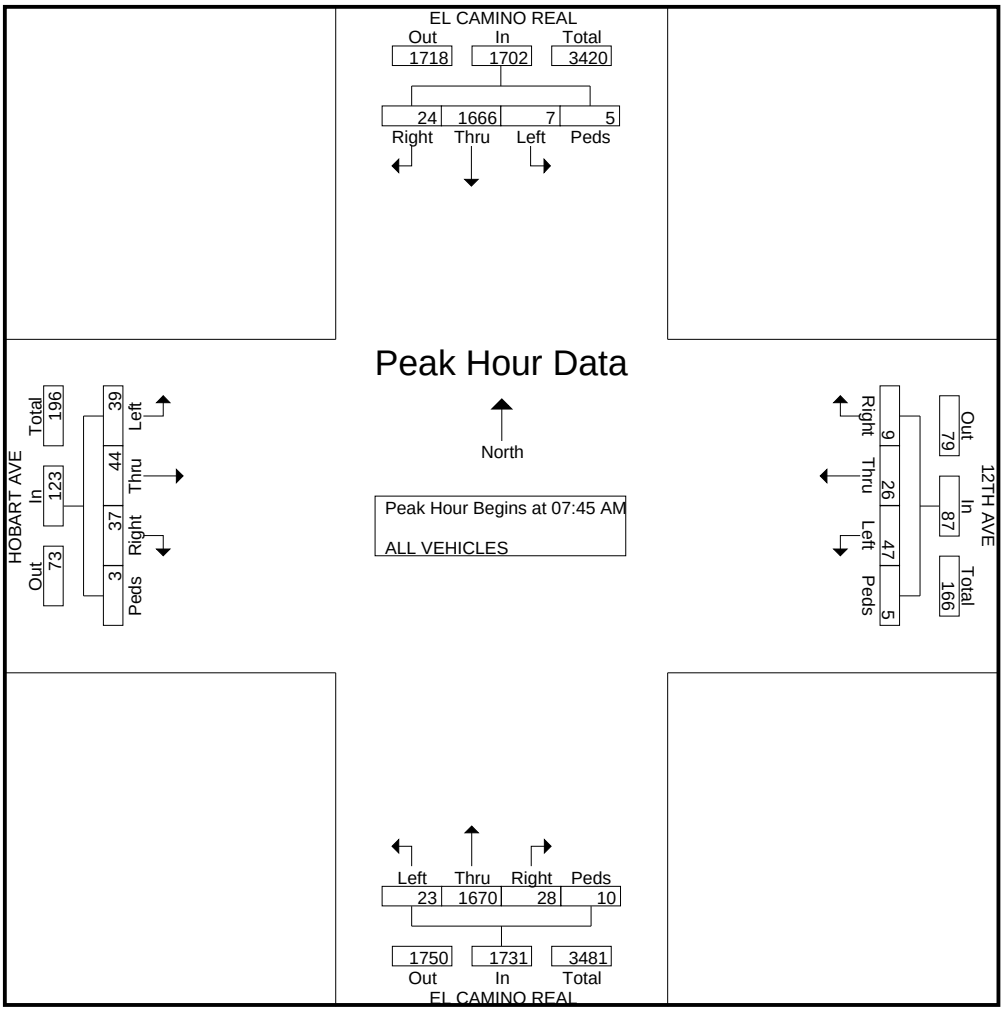
File Name : #2 ELCAMINOREAL&12THAM
Site Code : 2
Start Date : 6/4/2014
Page No : 2

	EL CAMINO REAL Southbound					12TH AVE Westbound					EL CAMINO REAL Northbound					HOBART AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**8**	**466**	**2**	**2**	**478**	2	**12**	**26**	0	**40**	**15**	**452**	3	2	**472**	**16**	**20**	**17**	0	**53**	**1043**
08:00 AM	8	415	2	1	426	1	10	10	**2**	23	6	370	5	2	383	9	14	13	1	37	869
08:15 AM	5	390	1	2	398	**3**	2	6	1	12	2	400	7	**4**	413	6	4	5	**2**	17	840
08:30 AM	3	395	2	0	400	3	2	5	2	12	5	448	**8**	2	463	6	6	4	0	16	891
Total Volume	24	1666	7	5	1702	9	26	47	5	87	28	1670	23	10	1731	37	44	39	3	123	3643
% App. Total	1.4	97.9	0.4	0.3		10.3	29.9	54	5.7		1.6	96.5	1.3	0.6		30.1	35.8	31.7	2.4		
PHF	.750	.894	.875	.625	.890	.750	.542	.452	.625	.544	.467	.924	.719	.625	.917	.578	.550	.574	.375	.580	.873



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8683 - EL CAMINO & 9TH 6-2014\2 HOUR\#2 ELCAMINOREAL&12THAM.ppd
Start Date: 6/4/2014
Start Time: 7:00:00 AM
Site Code: 2
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	EL CAMINO REAL Southbound				12TH AVE Westbound				EL CAMINO REAL Northbound				HOBART AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	1	233	2	1	2	0	6	2	2	197	3	0	5	1	2	1
07:15 AM	1	260	0	5	3	2	5	2	6	285	2	0	4	1	5	0
07:30 AM	5	399	1	2	3	10	10	0	6	369	2	2	8	9	4	2
07:45 AM	8	466	2	2	2	12	26	0	15	452	3	2	16	20	17	0
08:00 AM	8	415	2	1	1	10	10	2	6	370	5	2	9	14	13	1
08:15 AM	5	390	1	2	3	2	6	1	2	400	7	4	6	4	5	2
08:30 AM	3	395	2	0	3	2	5	2	5	448	8	2	6	6	4	0
08:45 AM	1	371	0	2	2	1	9	4	4	400	7	1	10	1	5	1

All Traffic Data Services

2187 Kingsbury Cir
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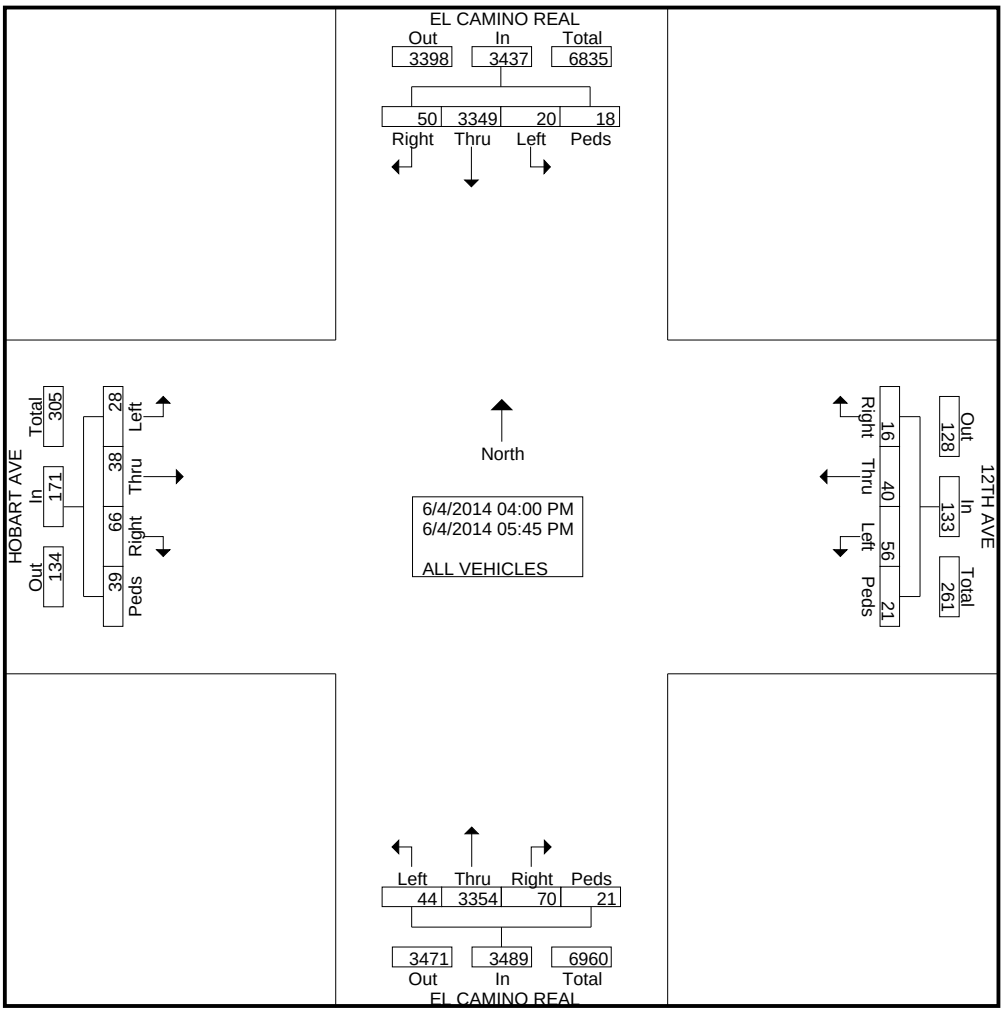
File Name : #2 ELCAMINOREAL&12THPM
Site Code : 2
Start Date : 6/4/2014
Page No : 1

Groups Printed- ALL VEHICLES

	EL CAMINO REAL Southbound				12TH AVE Westbound				EL CAMINO REAL Northbound				HOBART AVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	7	422	3	4	2	3	6	2	7	388	3	1	2	0	5	9	864
04:15 PM	10	403	1	5	3	4	6	4	10	358	8	1	5	6	5	2	831
04:30 PM	2	427	2	0	2	7	6	1	9	389	7	3	11	5	1	7	879
04:45 PM	4	429	3	1	2	6	2	1	9	454	6	10	4	6	3	1	941
Total	23	1681	9	10	9	20	20	8	35	1589	24	15	22	17	14	19	3515
05:00 PM	5	419	1	1	0	8	4	2	8	413	5	3	14	2	2	5	892
05:15 PM	7	457	2	2	2	4	7	7	11	438	4	2	11	5	6	4	969
05:30 PM	11	434	5	2	1	6	15	2	7	444	2	0	11	7	4	8	959
05:45 PM	4	358	3	3	4	2	10	2	9	470	9	1	8	7	2	3	895
Total	27	1668	11	8	7	20	36	13	35	1765	20	6	44	21	14	20	3715
Grand Total	50	3349	20	18	16	40	56	21	70	3354	44	21	66	38	28	39	7230
Apprch %	1.5	97.4	0.6	0.5	12	30.1	42.1	15.8	2	96.1	1.3	0.6	38.6	22.2	16.4	22.8	
Total %	0.7	46.3	0.3	0.2	0.2	0.6	0.8	0.3	1	46.4	0.6	0.3	0.9	0.5	0.4	0.5	



All Traffic Data Services

2187 Kingsbury Cir
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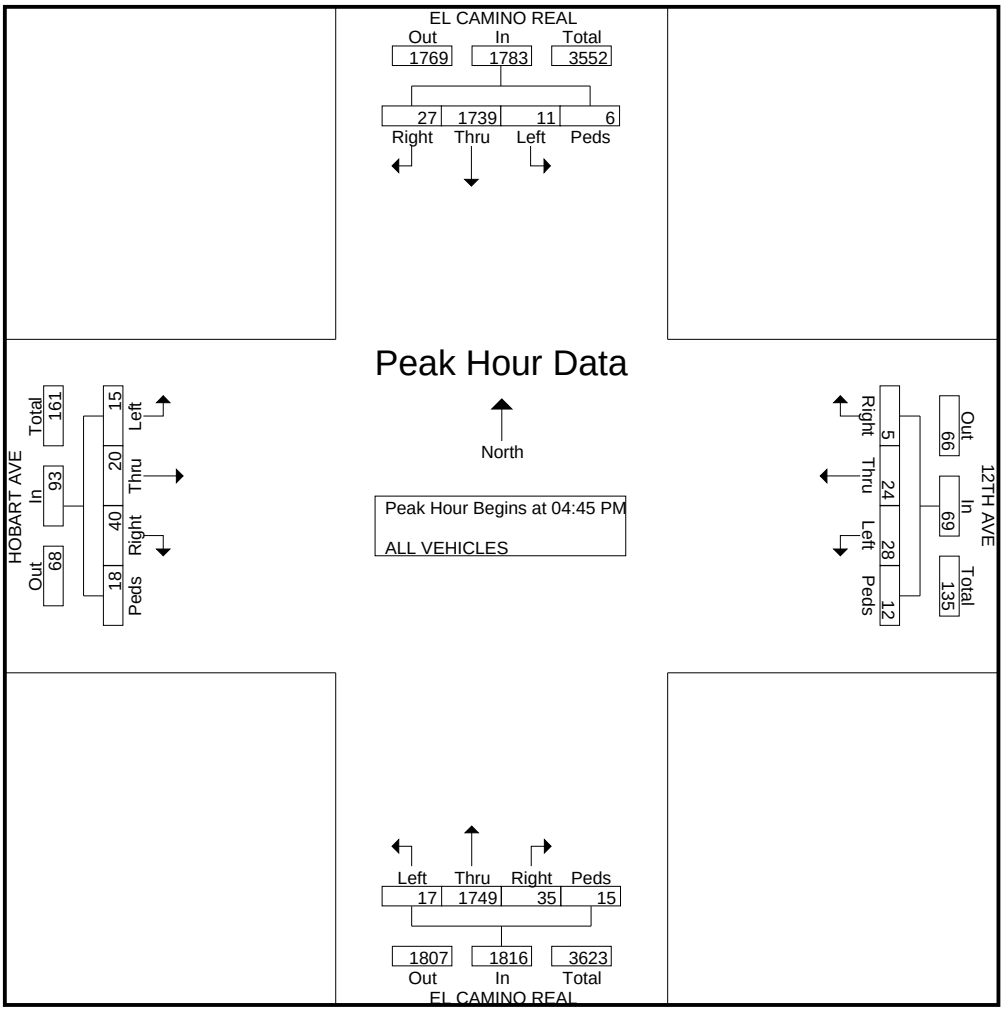
File Name : #2 ELCAMINOREAL&12THPM
Site Code : 2
Start Date : 6/4/2014
Page No : 2

	EL CAMINO REAL Southbound					12TH AVE Westbound					EL CAMINO REAL Northbound					HOBART AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	4	429	3	1	437	**2**	6	2	1	11	9	**454**	**6**	**10**	**479**	4	6	3	1	14	941
05:00 PM	5	419	1	1	426	0	**8**	4	2	14	8	413	5	3	429	**14**	2	2	5	23	892
05:15 PM	7	**457**	2	**2**	**468**	2	4	7	**7**	20	**11**	438	4	2	455	11	5	**6**	4	26	**969**
05:30 PM	**11**	434	**5**	2	452	1	6	**15**	2	**24**	7	444	2	0	453	11	**7**	4	**8**	**30**	959
Total Volume	27	1739	11	6	1783	5	24	28	12	69	35	1749	17	15	1816	40	20	15	18	93	3761
% App. Total	1.5	97.5	0.6	0.3		7.2	34.8	40.6	17.4		1.9	96.3	0.9	0.8		43	21.5	16.1	19.4		
PHF	.614	.951	.550	.750	.952	.625	.750	.467	.429	.719	.795	.963	.708	.375	.948	.714	.714	.625	.563	.775	.970



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8683 - EL CAMINO & 9TH 6-2014\2 HOUR\#2 ELCAMINOREAL&12THPM.ppd
Start Date: 6/4/2014
Start Time: 4:00:00 PM
Site Code: 2
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	EL CAMINO REAL Southbound				12TH AVE Westbound				EL CAMINO REAL Northbound				HOBART AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	7	422	3	4	2	3	6	2	7	388	3	1	2	0	5	9
04:15 PM	10	403	1	5	3	4	6	4	10	358	8	1	5	6	5	2
04:30 PM	2	427	2	0	2	7	6	1	9	389	7	3	11	5	1	7
04:45 PM	4	429	3	1	2	6	2	1	9	454	6	10	4	6	3	1
05:00 PM	5	419	1	1	0	8	4	2	8	413	5	3	14	2	2	5
05:15 PM	7	457	2	2	2	4	7	7	11	438	4	2	11	5	6	4
05:30 PM	11	434	5	2	1	6	15	2	7	444	2	0	11	7	4	8
05:45 PM	4	358	3	3	4	2	10	2	9	470	9	1	8	7	2	3

All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
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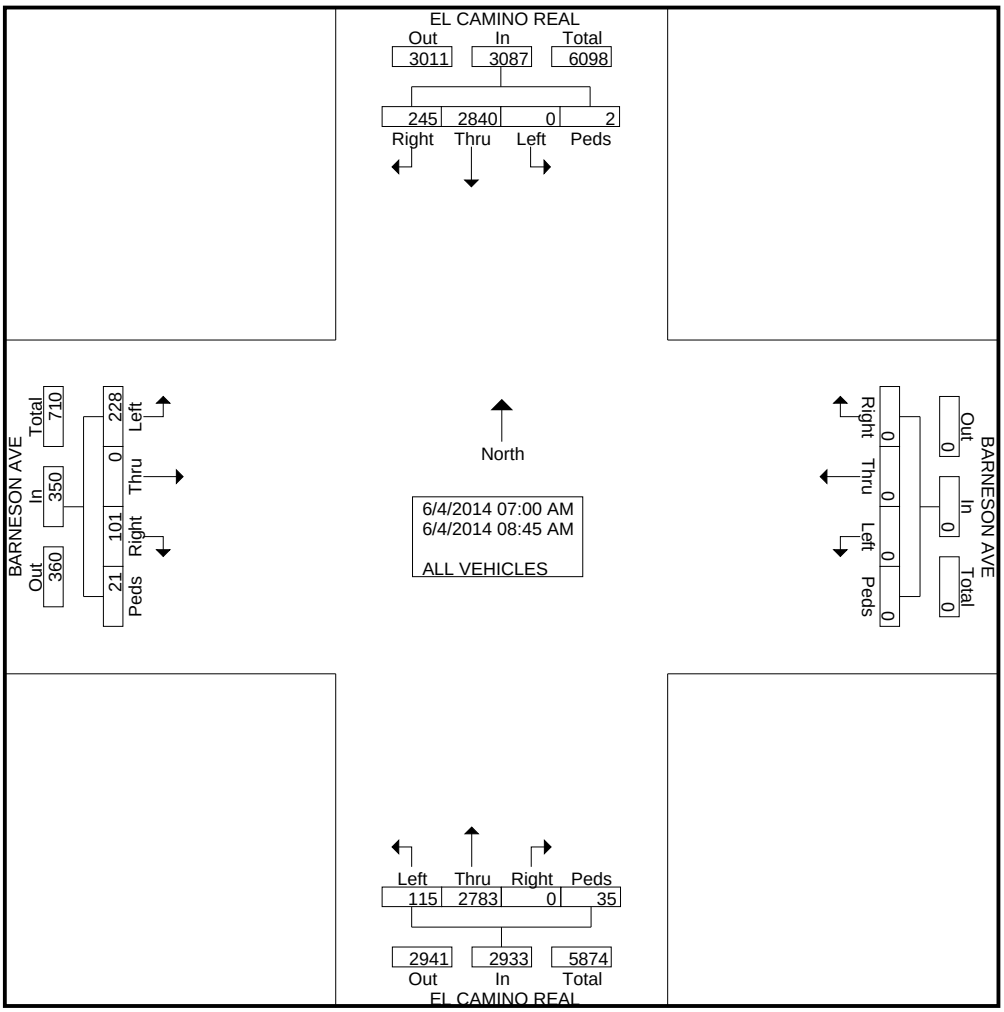
File Name : #3 ELCAMINOREAL&BARNESONAM
Site Code : 3
Start Date : 6/4/2014
Page No : 1

Groups Printed- ALL VEHICLES

	EL CAMINO REAL Southbound				BARNESON AVE Westbound				EL CAMINO REAL Northbound				BARNESON AVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	11	252	0	0	0	0	0	0	0	194	12	0	5	0	8	1	483
07:15 AM	19	253	0	0	0	0	0	0	0	285	12	1	11	0	14	2	597
07:30 AM	44	364	0	0	0	0	0	0	0	360	17	17	11	0	25	4	842
07:45 AM	83	435	0	2	0	0	0	0	0	417	15	6	20	0	59	2	1039
Total	157	1304	0	2	0	0	0	0	0	1256	56	24	47	0	106	9	2961
08:00 AM	26	405	0	0	0	0	0	0	0	336	7	4	19	0	50	3	850
08:15 AM	20	373	0	0	0	0	0	0	0	394	18	4	12	0	21	4	846
08:30 AM	17	396	0	0	0	0	0	0	0	414	16	0	13	0	20	4	880
08:45 AM	25	362	0	0	0	0	0	0	0	383	18	3	10	0	31	1	833
Total	88	1536	0	0	0	0	0	0	0	1527	59	11	54	0	122	12	3409
Grand Total	245	2840	0	2	0	0	0	0	0	2783	115	35	101	0	228	21	6370
Apprch %	7.9	92	0	0.1	0	0	0	0	0	94.9	3.9	1.2	28.9	0	65.1	6	
Total %	3.8	44.6	0	0	0	0	0	0	0	43.7	1.8	0.5	1.6	0	3.6	0.3	



All Traffic Data Services
2187 Kingsbury Cir
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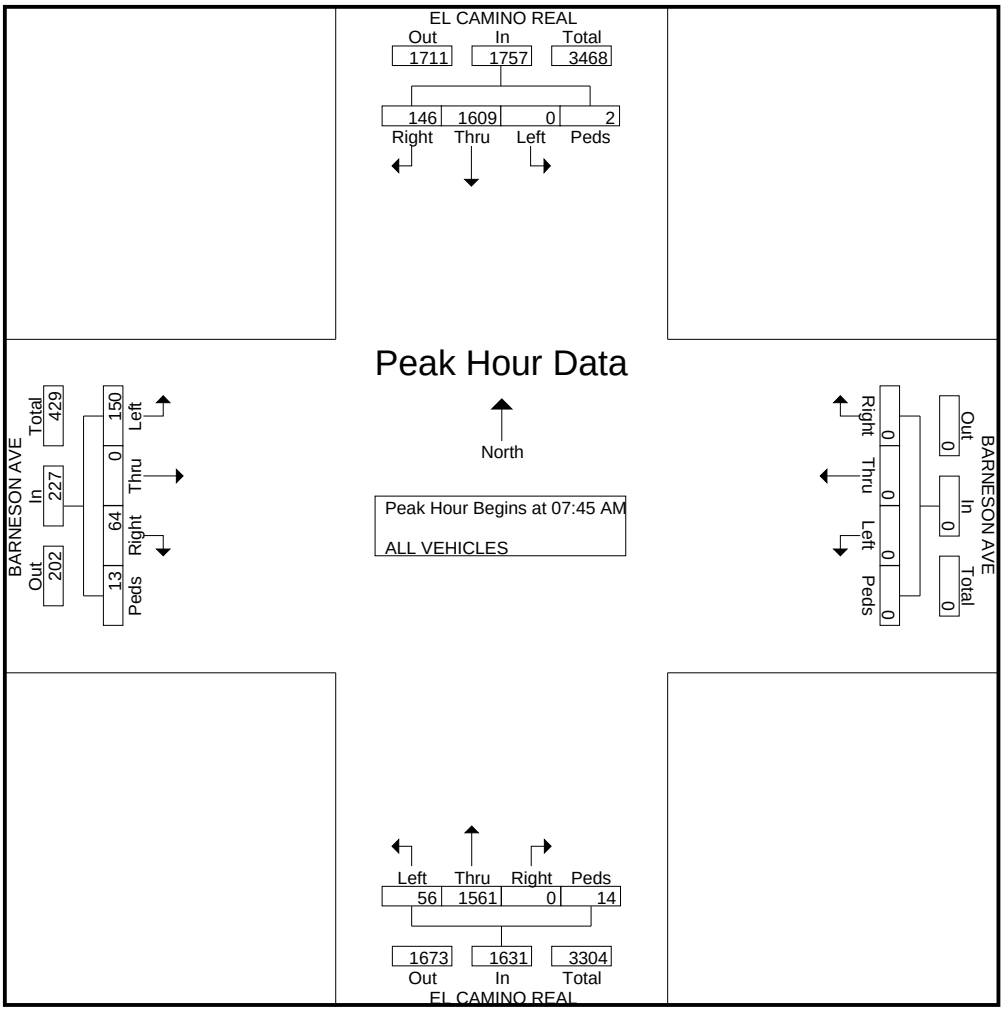
File Name : #3 ELCAMINOREAL&BARNESONAM
Site Code : 3
Start Date : 6/4/2014
Page No : 2

	EL CAMINO REAL Southbound					BARNESON AVE Westbound					EL CAMINO REAL Northbound					BARNESON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**83**	**435**	0	**2**	**520**	0	0	0	0	0	0	**417**	15	**6**	**438**	**20**	0	**59**	2	**81**	**1039**
08:00 AM	26	405	0	0	431	0	0	0	0	0	0	336	7	4	347	19	0	50	3	72	850
08:15 AM	20	373	0	0	393	0	0	0	0	0	0	394	**18**	4	416	12	0	21	**4**	37	846
08:30 AM	17	396	0	0	413	0	0	0	0	0	0	414	16	0	430	13	0	20	4	37	880
Total Volume	146	1609	0	2	1757	0	0	0	0	0	0	1561	56	14	1631	64	0	150	13	227	3615
% App. Total	8.3	91.6	0	0.1		0	0	0	0		0	95.7	3.4	0.9		28.2	0	66.1	5.7		
PHF	.440	.925	.000	.250	.845	.000	.000	.000	.000	.000	.000	.936	.778	.583	.931	.800	.000	.636	.813	.701	.870



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8683 - EL CAMINO & 9TH 6-2014\2 HOUR\#3 ELCAMINOREAL&BARNESON/
Start Date: 6/4/2014
Start Time: 7:00:00 AM
Site Code: 3
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	EL CAMINO REAL Southbound				BARNESON AVE Westbound				EL CAMINO REAL Northbound				BARNESON AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	11	252	0	0	0	0	0	0	0	194	12	0	5	0	8	1
07:15 AM	19	253	0	0	0	0	0	0	0	285	12	1	11	0	14	2
07:30 AM	44	364	0	0	0	0	0	0	0	360	17	17	11	0	25	4
07:45 AM	83	435	0	2	0	0	0	0	0	417	15	6	20	0	59	2
08:00 AM	26	405	0	0	0	0	0	0	0	336	7	4	19	0	50	3
08:15 AM	20	373	0	0	0	0	0	0	0	394	18	4	12	0	21	4
08:30 AM	17	396	0	0	0	0	0	0	0	414	16	0	13	0	20	4
08:45 AM	25	362	0	0	0	0	0	0	0	383	18	3	10	0	31	1

All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
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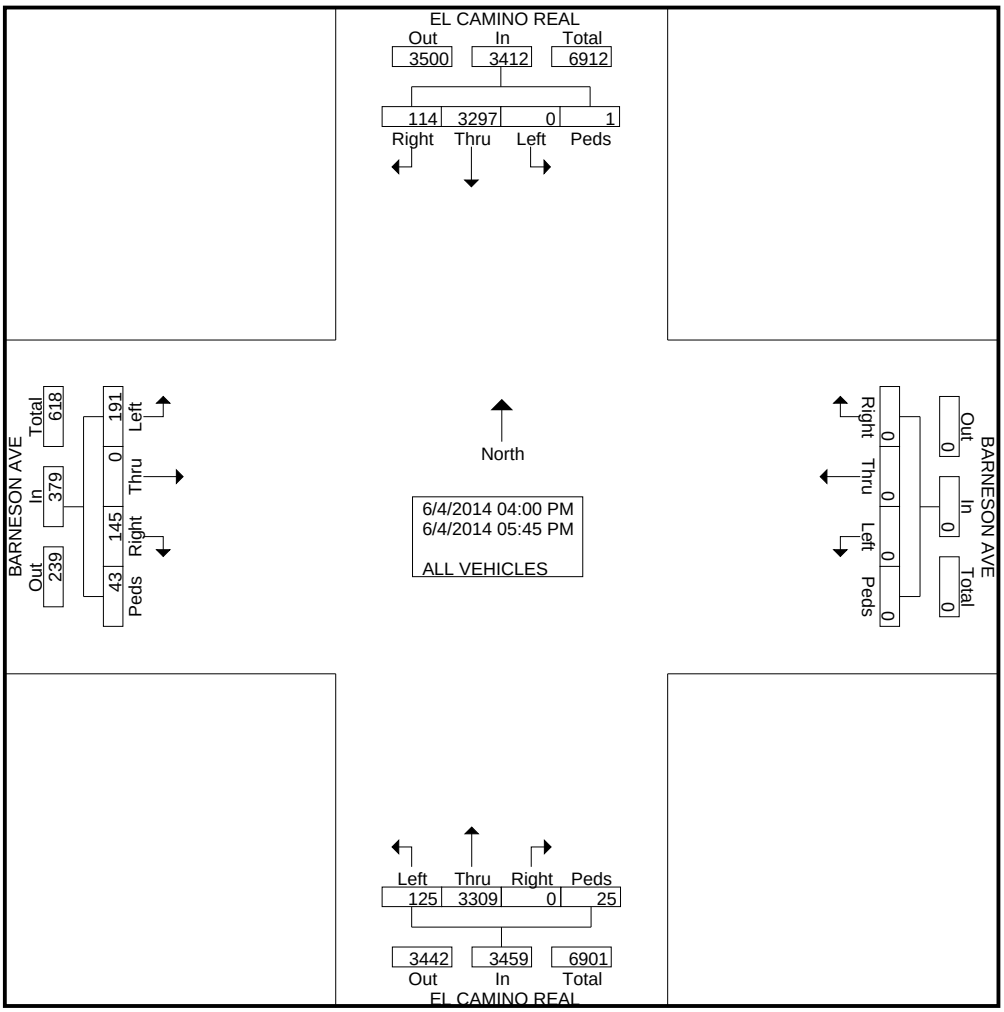
File Name : #3 ELCAMINOREAL&BARNESONPM
Site Code : 3
Start Date : 6/4/2014
Page No : 1

Groups Printed- ALL VEHICLES

	EL CAMINO REAL Southbound				BARNESON AVE Westbound				EL CAMINO REAL Northbound				BARNESON AVE Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	9	435	0	1	0	0	0	0	0	386	19	1	15	0	15	7	888
04:15 PM	12	386	0	0	0	0	0	0	0	354	17	6	14	0	18	6	813
04:30 PM	14	413	0	0	0	0	0	0	0	391	12	1	22	0	25	3	881
04:45 PM	16	424	0	0	0	0	0	0	0	421	22	3	10	0	25	6	927
Total	51	1658	0	1	0	0	0	0	0	1552	70	11	61	0	83	22	3509
05:00 PM	9	428	0	0	0	0	0	0	0	411	12	2	23	0	30	5	920
05:15 PM	18	426	0	0	0	0	0	0	0	447	16	8	17	0	23	6	961
05:30 PM	23	422	0	0	0	0	0	0	0	443	14	2	24	0	31	6	965
05:45 PM	13	363	0	0	0	0	0	0	0	456	13	2	20	0	24	4	895
Total	63	1639	0	0	0	0	0	0	0	1757	55	14	84	0	108	21	3741
Grand Total	114	3297	0	1	0	0	0	0	0	3309	125	25	145	0	191	43	7250
Apprch %	3.3	96.6	0	0	0	0	0	0	0	95.7	3.6	0.7	38.3	0	50.4	11.3	
Total %	1.6	45.5	0	0	0	0	0	0	0	45.6	1.7	0.3	2	0	2.6	0.6	



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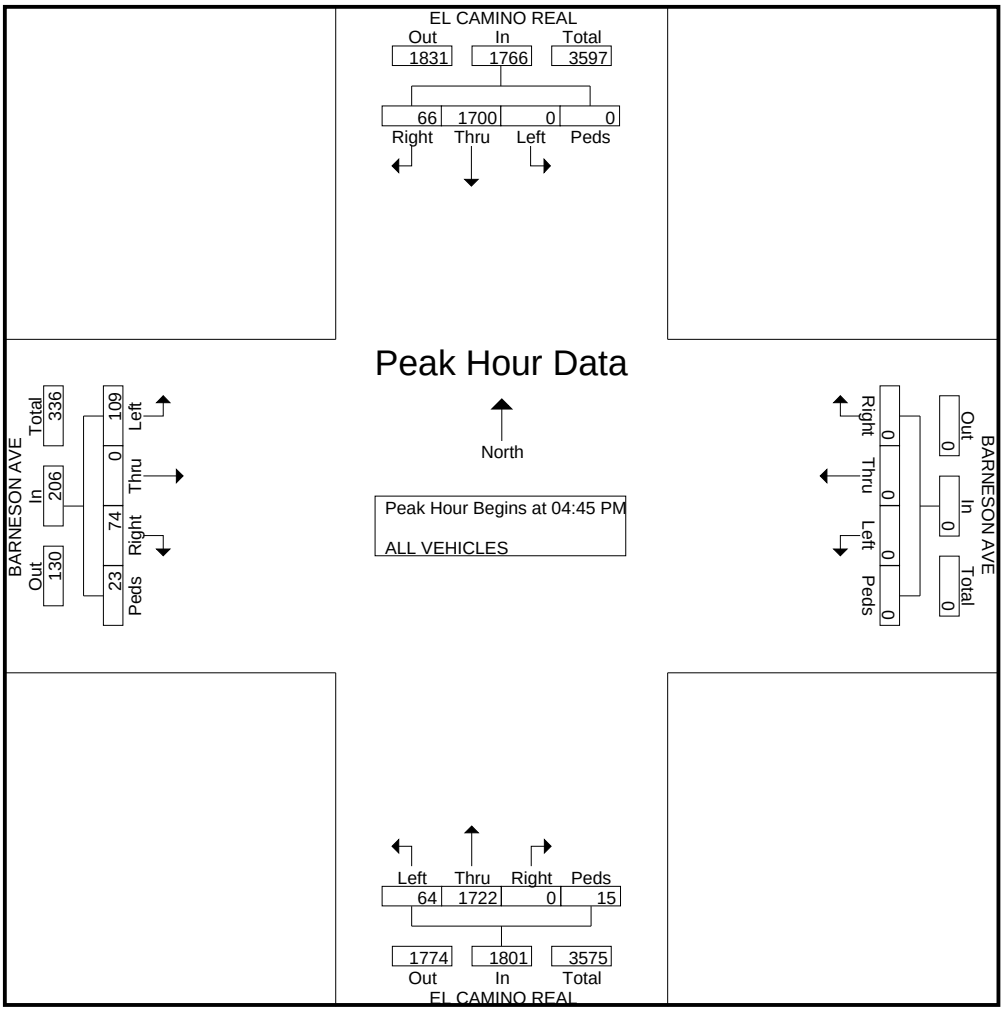
File Name : #3 ELCAMINOREAL&BARNESONPM
Site Code : 3
Start Date : 6/4/2014
Page No : 2

	EL CAMINO REAL Southbound					BARNESON AVE Westbound					EL CAMINO REAL Northbound					BARNESON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	16	424	0	0	440	0	0	0	0	0	0	421	**22**	3	446	10	0	25	**6**	41	927
05:00 PM	9	**428**	0	0	437	0	0	0	0	0	0	411	12	2	425	23	0	30	5	58	920
05:15 PM	18	426	0	0	444	0	0	0	0	0	0	**447**	16	**8**	**471**	17	0	23	6	46	961
05:30 PM	**23**	422	0	0	**445**	0	0	0	0	0	0	443	14	2	459	**24**	0	**31**	6	**61**	**965**
Total Volume	66	1700	0	0	1766	0	0	0	0	0	0	1722	64	15	1801	74	0	109	23	206	3773
% App. Total	3.7	96.3	0	0		0	0	0	0		0	95.6	3.6	0.8		35.9	0	52.9	11.2		
PHF	.717	.993	.000	.000	.992	.000	.000	.000	.000	.000	.000	.963	.727	.469	.956	.771	.000	.879	.958	.844	.977



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8683 - EL CAMINO & 9TH 6-2014\2 HOUR\#3 ELCAMINOREAL&BARNESONF
Start Date: 6/4/2014
Start Time: 4:00:00 PM
Site Code: 3
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	EL CAMINO REAL Southbound				BARNESON AVE Westbound				EL CAMINO REAL Northbound				BARNESON AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	9	435	0	1	0	0	0	0	0	386	19	1	15	0	15	7
04:15 PM	12	386	0	0	0	0	0	0	0	354	17	6	14	0	18	6
04:30 PM	14	413	0	0	0	0	0	0	0	391	12	1	22	0	25	3
04:45 PM	16	424	0	0	0	0	0	0	0	421	22	3	10	0	25	6
05:00 PM	9	428	0	0	0	0	0	0	0	411	12	2	23	0	30	5
05:15 PM	18	426	0	0	0	0	0	0	0	447	16	8	17	0	23	6
05:30 PM	23	422	0	0	0	0	0	0	0	443	14	2	24	0	31	6
05:45 PM	13	363	0	0	0	0	0	0	0	456	13	2	20	0	24	4

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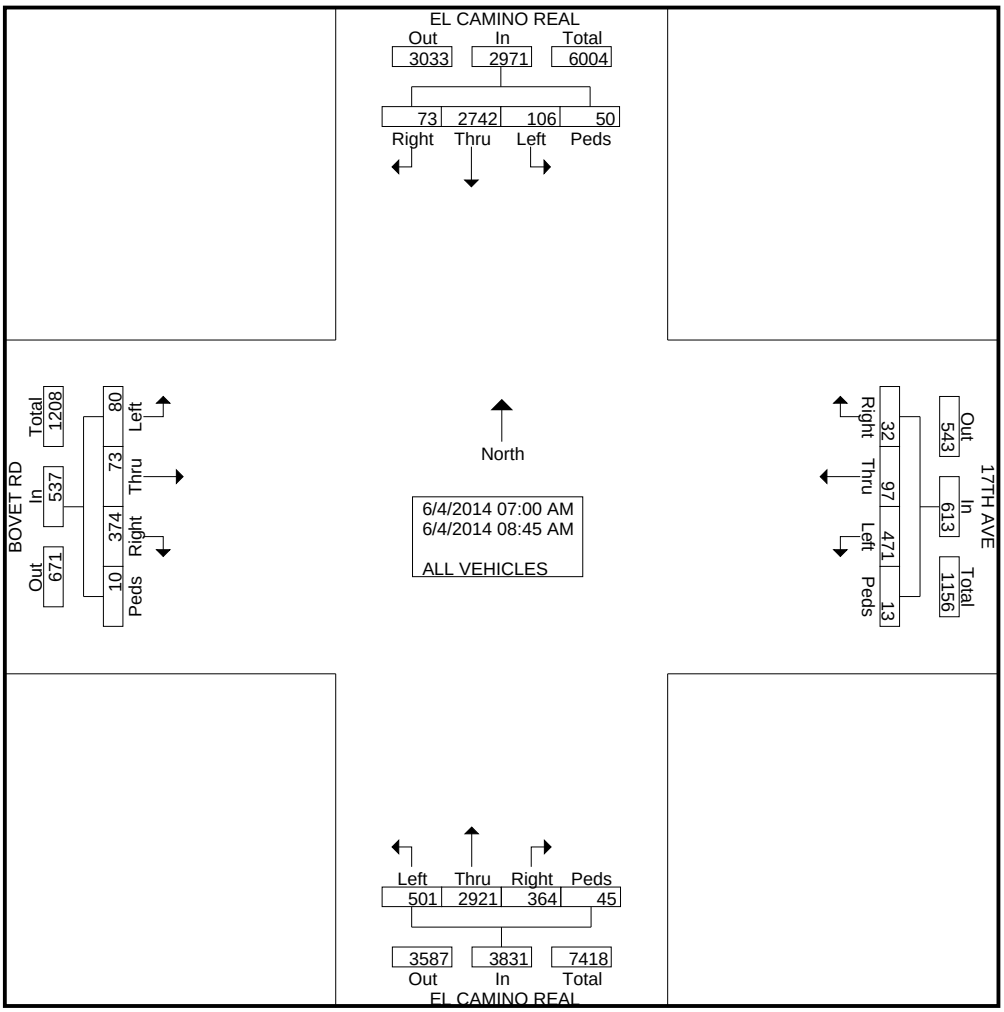
File Name : #4 ELCAMINOREAL&17THAM
Site Code : 4
Start Date : 6/4/2014
Page No : 1

Groups Printed- ALL VEHICLES

	EL CAMINO REAL Southbound				17TH AVE Westbound				EL CAMINO REAL Northbound				BOVET RD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
07:00 AM	3	253	8	4	5	3	49	1	37	218	36	4	30	3	14	2	670
07:15 AM	8	247	7	5	3	7	49	5	35	294	59	5	38	8	12	2	784
07:30 AM	8	363	14	9	2	5	68	2	40	371	57	4	40	8	9	0	1000
07:45 AM	9	386	10	5	2	25	64	2	40	437	79	6	95	8	8	1	1177
Total	28	1249	39	23	12	40	230	10	152	1320	231	19	203	27	43	5	3631
08:00 AM	6	418	14	5	3	12	57	0	52	356	70	12	60	20	3	1	1089
08:15 AM	15	372	16	8	3	8	53	0	40	427	67	7	46	7	11	1	1081
08:30 AM	14	363	21	11	10	14	72	2	59	414	71	4	31	6	16	1	1109
08:45 AM	10	340	16	3	4	23	59	1	61	404	62	3	34	13	7	2	1042
Total	45	1493	67	27	20	57	241	3	212	1601	270	26	171	46	37	5	4321
Grand Total	73	2742	106	50	32	97	471	13	364	2921	501	45	374	73	80	10	7952
Apprch %	2.5	92.3	3.6	1.7	5.2	15.8	76.8	2.1	9.5	76.2	13.1	1.2	69.6	13.6	14.9	1.9	
Total %	0.9	34.5	1.3	0.6	0.4	1.2	5.9	0.2	4.6	36.7	6.3	0.6	4.7	0.9	1	0.1	



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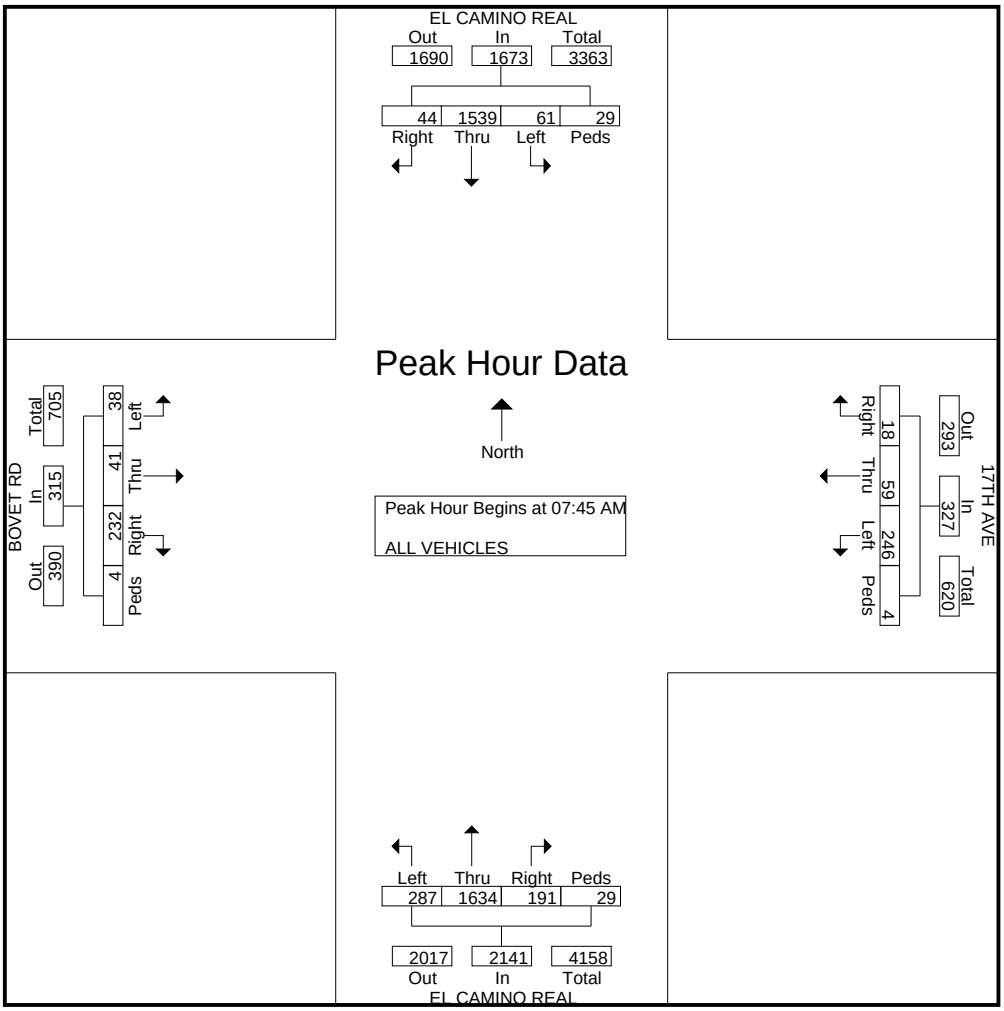
File Name : #4 ELCAMINOREAL&17THAM
Site Code : 4
Start Date : 6/4/2014
Page No : 2

	EL CAMINO REAL Southbound					17TH AVE Westbound					EL CAMINO REAL Northbound					BOVET RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	9	386	10	5	410	2	**25**	64	**2**	93	40	**437**	**79**	6	**562**	**95**	8	8	**1**	**112**	**1177**
08:00 AM	6	**418**	14	5	**443**	3	12	57	0	72	52	356	70	**12**	490	60	**20**	3	1	84	1089
08:15 AM	**15**	372	16	8	411	3	8	53	0	64	40	427	67	7	541	46	7	11	1	65	1081
08:30 AM	14	363	**21**	**11**	409	**10**	14	**72**	2	**98**	**59**	414	71	4	548	31	6	**16**	1	54	1109
Total Volume	44	1539	61	29	1673	18	59	246	4	327	191	1634	287	29	2141	232	41	38	4	315	4456
% App. Total	2.6	92	3.6	1.7		5.5	18	75.2	1.2		8.9	76.3	13.4	1.4		73.7	13	12.1	1.3		
PHF	.733	.920	.726	.659	.944	.450	.590	.854	.500	.834	.809	.935	.908	.604	.952	.611	.513	.594	1.00	.703	.946



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8683 - EL CAMINO & 9TH 6-2014\2 HOUR\#3 ELCAMINOREAL&BARNESON/
Start Date: 6/4/2014
Start Time: 7:00:00 AM
Site Code: 3
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	EL CAMINO REAL Southbound				BARNESON AVE Westbound				EL CAMINO REAL Northbound				BARNESON AVE Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	11	252	0	0	0	0	0	0	0	194	12	0	5	0	8	1
07:15 AM	19	253	0	0	0	0	0	0	0	285	12	1	11	0	14	2
07:30 AM	44	364	0	0	0	0	0	0	0	360	17	17	11	0	25	4
07:45 AM	83	435	0	2	0	0	0	0	0	417	15	6	20	0	59	2
08:00 AM	26	405	0	0	0	0	0	0	0	336	7	4	19	0	50	3
08:15 AM	20	373	0	0	0	0	0	0	0	394	18	4	12	0	21	4
08:30 AM	17	396	0	0	0	0	0	0	0	414	16	0	13	0	20	4
08:45 AM	25	362	0	0	0	0	0	0	0	383	18	3	10	0	31	1

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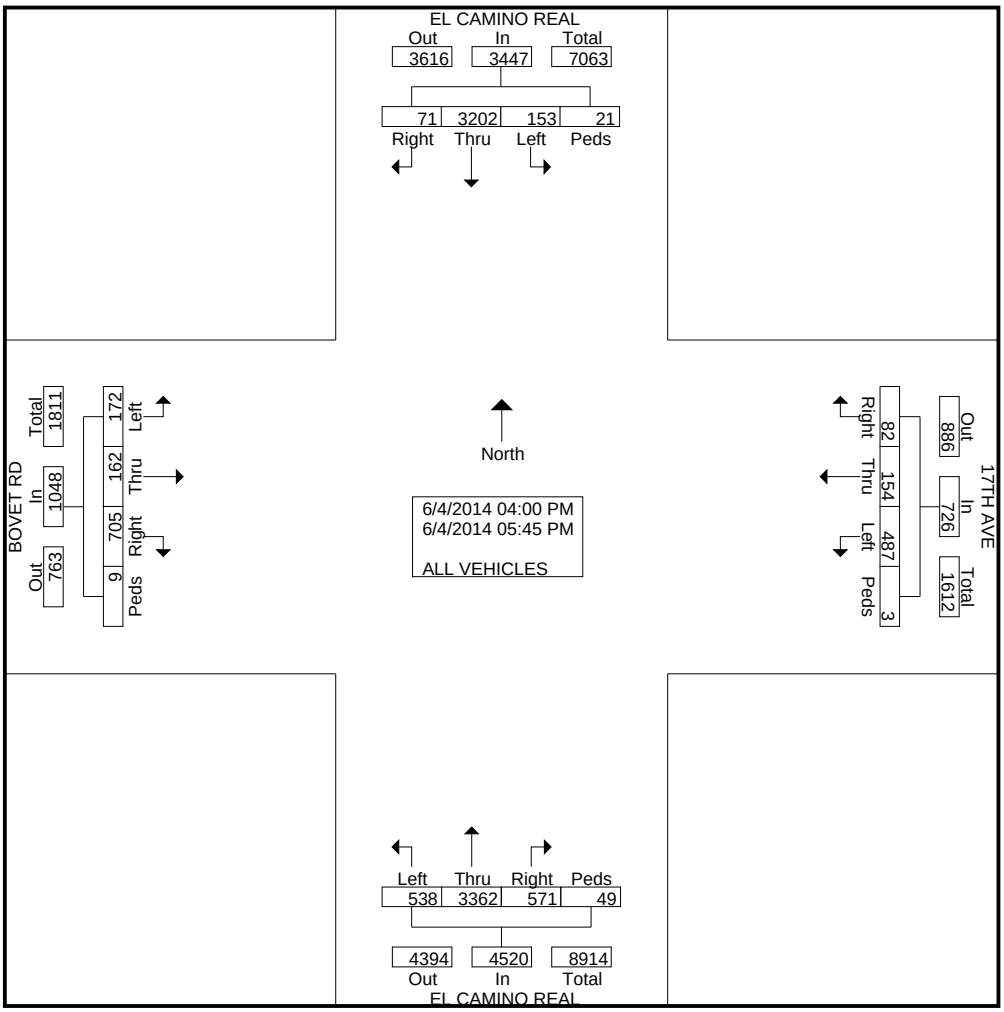
File Name : #4 ELCAMINOREAL&17THPM
Site Code : 4
Start Date : 6/4/2014
Page No : 1

Groups Printed- ALL VEHICLES

	EL CAMINO REAL Southbound				17TH AVE Westbound				EL CAMINO REAL Northbound				BOVET RD Eastbound				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
04:00 PM	15	414	24	1	8	16	51	1	57	398	64	11	85	15	19	5	1184
04:15 PM	13	383	16	5	4	19	60	0	79	390	76	9	70	24	15	2	1165
04:30 PM	13	364	18	2	11	22	59	0	82	390	70	5	84	23	19	2	1164
04:45 PM	14	376	23	1	5	27	59	0	74	457	63	9	97	22	21	0	1248
Total	55	1537	81	9	28	84	229	1	292	1635	273	34	336	84	74	9	4761
05:00 PM	2	443	21	1	19	11	69	0	72	397	62	0	120	22	25	0	1264
05:15 PM	6	445	19	3	9	14	56	1	71	443	69	6	97	26	25	0	1290
05:30 PM	3	423	19	3	15	27	66	0	71	437	62	5	75	17	32	0	1255
05:45 PM	5	354	13	5	11	18	67	1	65	450	72	4	77	13	16	0	1171
Total	16	1665	72	12	54	70	258	2	279	1727	265	15	369	78	98	0	4980
Grand Total	71	3202	153	21	82	154	487	3	571	3362	538	49	705	162	172	9	9741
Apprch %	2.1	92.9	4.4	0.6	11.3	21.2	67.1	0.4	12.6	74.4	11.9	1.1	67.3	15.5	16.4	0.9	
Total %	0.7	32.9	1.6	0.2	0.8	1.6	5	0	5.9	34.5	5.5	0.5	7.2	1.7	1.8	0.1	



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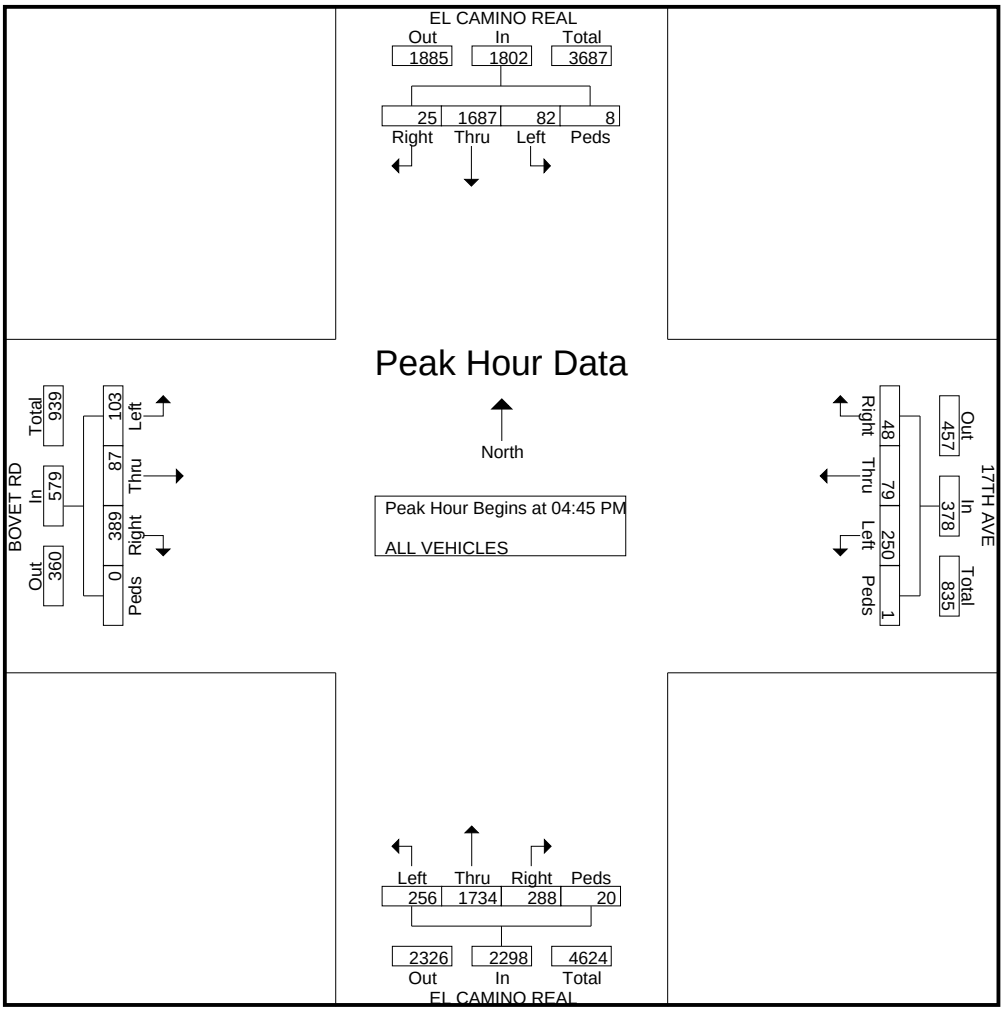
File Name : #4 ELCAMINOREAL&17THPM
Site Code : 4
Start Date : 6/4/2014
Page No : 2

	EL CAMINO REAL Southbound					17TH AVE Westbound					EL CAMINO REAL Northbound					BOVET RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**14**	376	**23**	1	414	5	**27**	59	0	91	**74**	**457**	63	**9**	**603**	97	22	21	0	140	1248
05:00 PM	2	443	21	1	467	**19**	11	**69**	0	99	72	397	62	0	531	**120**	22	25	0	**167**	1264
05:15 PM	6	**445**	19	**3**	**473**	9	14	56	**1**	80	71	443	**69**	6	589	97	**26**	25	0	148	**1290**
05:30 PM	3	423	19	3	448	15	27	66	0	**108**	71	437	62	5	575	75	17	**32**	0	124	1255
Total Volume	25	1687	82	8	1802	48	79	250	1	378	288	1734	256	20	2298	389	87	103	0	579	5057
% App. Total	1.4	93.6	4.6	0.4		12.7	20.9	66.1	0.3		12.5	75.5	11.1	0.9		67.2	15	17.8	0		
PHF	.446	.948	.891	.667	.952	.632	.731	.906	.250	.875	.973	.949	.928	.556	.953	.810	.837	.805	.000	.867	.980



File Name: C:\Users\Nathan\Desktop\ATD\PETRA\HEXAGON\8683 - EL CAMINO & 9TH 6-2014\2 HOUR\#4 ELCAMINOREAL&17THPM.ppd
Start Date: 6/4/2014
Start Time: 4:00:00 PM
Site Code: 4
Comment 1:
Comment 2:
Comment 3:
Comment 4:

	EL CAMINO REAL Southbound				17TH AVE Westbound				EL CAMINO REAL Northbound				BOVET RD Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	15	414	24	1	8	16	51	1	57	398	64	11	85	15	19	5
04:15 PM	13	383	16	5	4	19	60	0	79	390	76	9	70	24	15	2
04:30 PM	13	364	18	2	11	22	59	0	82	390	70	5	84	23	19	2
04:45 PM	14	376	23	1	5	27	59	0	74	457	63	9	97	22	21	0
05:00 PM	2	443	21	1	19	11	69	0	72	397	62	0	120	22	25	0
05:15 PM	6	445	19	3	9	14	56	1	71	443	69	6	97	26	25	0
05:30 PM	3	423	19	3	15	27	66	0	71	437	62	5	75	17	32	0
05:45 PM	5	354	13	5	11	18	67	1	65	450	72	4	77	13	16	0

Appendix B

Volume Spread Sheets

Intersection Number: 1
Traffix Node Number: 8
Intersection Name: El Camino Real & 3rd Avenue
Peak Hour: AM
Date of Analysis: 06/27/14
Count Date: 04/29/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	59	1244	24	57	121	97	56	1246	56	142	111	144	3357
Approved Project Trips													
San Mateo ATI	2	31	0	-2	-2	-3	-1	27	1	1	-1	1	54
Total Approved Trips	2	31	0	-2	-2	-3	-1	27	1	1	-1	1	54
Background Conditions	61	1275	24	55	119	94	55	1273	57	143	110	145	3411
check	61	1275	24	55	119	94	55	1273	57	143	110	145	
Project Trips													
Project Trips	0	5	0	0	0	7	0	2	0	0	0	0	14
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	5	0	0	0	7	0	2	0	0	0	0	14
Existing + Project	59	1249	24	57	121	104	56	1248	56	142	111	144	3371
Existing + Project Check	59	1249	24	57	121	104	56	1248	56	142	111	144	
Background + Project	61	1280	24	55	119	101	55	1275	57	143	110	145	3425
Bkgrd+Proj check	61	1280	24	55	119	101	55	1275	57	143	110	145	
Cumulative w/o Condition	22	1398	25	54	62	320	357	1353	71	160	171	49	4042
Cumulative Check	22	1398	25	54	62	320	357	1353	71	160	171	49	4042

Intersection Number: 2
Traffix Node Number: 16
Intersection Name: El Camino Real & 4th Avenue
Peak Hour: AM
Date of Analysis: 06/27/14
Count Date: 04/29/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	26	1428	140	37	78	108	115	1256	39	34	178	40	3479
Approved Project Trips													
San Mateo ATI	-1	34	6	8	7	17	5	20	-1	0	5	0	100
Total Approved Trips	-1	34	6	8	7	17	5	20	-1	0	5	0	100
Background Conditions	25	1462	146	45	85	125	120	1276	38	34	183	40	3579
check	25	1462	146	45	85	125	120	1276	38	34	183	40	
Project Trips													
Project Trips	0	12	0	0	0	0	2	2	0	0	0	0	16
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	12	0	0	0	0	2	2	0	0	0	0	16
Existing + Project	26	1440	140	37	78	108	117	1258	39	34	178	40	3495
Existing + Project Check	26	1440	140	37	78	108	117	1258	39	34	178	40	
Background + Project	25	1474	146	45	85	125	122	1278	38	34	183	40	3595
Bkgrd+Proj check	25	1474	146	45	85	125	122	1278	38	34	183	40	
Cumulative w/o Condition	35	1791	160	32	62	116	203	1159	38	24	74	43	3737
Cumulative Check	35	1791	160	32	62	116	203	1159	38	24	74	43	3737

Intersection Number: 3
Traffix Node Number: 204
Intersection Name: El Camino Real & 5th Avenue
Peak Hour: AM
Date of Analysis: 06/27/14
Count Date: 04/29/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	38	1343	66	41	123	140	117	1434	76	100	157	51	3686
Approved Project Trips													
San Mateo ATI	0	16	1	1	0	0	0	22	0	0	0	0	40
Total Approved Trips	0	16	1	1	0	0	0	22	0	0	0	0	40
Background Conditions	38	1359	67	42	123	140	117	1456	76	100	157	51	3726
check	38	1359	67	42	123	140	117	1456	76	100	157	51	
Project Trips													
Project Trips	0	12	0	0	0	0	0	4	0	0	0	0	16
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	12	0	0	0	0	0	4	0	0	0	0	16
Existing + Project	38	1355	66	41	123	140	117	1438	76	100	157	51	3702
Existing + Project Check	38	1355	66	41	123	140	117	1438	76	100	157	51	
Background + Project	38	1371	67	42	123	140	117	1460	76	100	157	51	3742
Bkgrd+Proj check	38	1371	67	42	123	140	117	1460	76	100	157	51	
Cumulative w/o Condition	51	1792	88	43	128	146	131	1606	85	112	176	57	4415
Cumulative Check	51	1792	88	43	128	146	131	1606	85	112	176	57	4415

Intersection Number: 4
Traffix Node Number: 505
Intersection Name: El Camino Real & 9th Avenue
Peak Hour: AM
Date of Analysis: 06/27/14
Count Date: 04/29/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	1670	68	100	0	225	106	1508	0	0	0	0	3677
Approved Project Trips													
San Mateo ATI	0	16	0	0	0	1	2	22	0	0	0	0	41
Total Approved Trips	0	16	0	0	0	1	2	22	0	0	0	0	41
Background Conditions	0	1686	68	100	0	226	108	1530	0	0	0	0	3718
check	0	1686	68	100	0	226	108	1530	0	0	0	0	
Project Trips													
Project Trips	0	0	12	4	0	3	11	0	0	0	0	0	30
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	12	4	0	3	11	0	0	0	0	0	30
Existing + Project	0	1670	80	104	0	228	117	1508	0	0	0	0	3707
Existing + Project Check	0	1670	80	104	0	228	117	1508	0	0	0	0	
Background + Project	0	1686	80	104	0	229	119	1530	0	0	0	0	3748
Bkgrd+Proj check	0	1686	80	104	0	229	119	1530	0	0	0	0	
Cumulative w/o Condition	0	1970	80	118	0	265	125	1779	0	0	0	0	4337
Cumulative Check	0	1970	80	118	0	265	125	1779	0	0	0	0	4337

Intersection Number: 5
Traffix Node Number: 938
Intersection Name: Palm Avenue & 9th Avenue
Peak Hour: AM
Date of Analysis: 06/27/14
Count Date: 06/04/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	0	227	174	131	0	32	17	139	0	720
Approved Project Trips													
San Mateo ATI	0	0	0	0	1	0	0	0	0	0	2	0	3
Total Approved Trips	0	0	0	0	1	0	0	0	0	0	2	0	3
Background Conditions	0	0	0	0	228	174	131	0	32	17	141	0	723
check	0	0	0	0	228	174	131	0	32	17	141	0	
Project Trips													
Project Trips	0	0	0	0	19	0	0	0	0	0	6	0	25
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	19	0	0	0	0	0	6	0	25
Existing + Project	0	0	0	0	246	174	131	0	32	17	145	0	745
Existing + Project Check	0	0	0	0	246	174	131	0	32	17	145	0	
Background + Project	0	0	0	0	247	174	131	0	32	17	147	0	748
Bkgrd+Proj check	0	0	0	0	247	174	131	0	32	17	147	0	
Cumulative w/o Condition	0	0	0	0	268	205	154	0	38	20	164	0	849
Cumulative Check	0	0	0	0	268	205	154	0	38	20	164	0	849

Intersection Number: 6
Traffix Node Number: 503
Intersection Name: B Street & 9th Avenue
Peak Hour: AM
Date of Analysis: 06/27/14
Count Date: 12/04/13
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	40	94	74	64	293	111	180	104	2	10	207	23	1202
Approved Project Trips													
San Mateo ATI	1	1	0	0	0	0	0	2	0	0	0	2	6
Total Approved Trips	1	1	0	0	0	0	0	2	0	0	0	2	6
Background Conditions	41	95	74	64	293	111	180	106	2	10	207	25	1208
check	41	95	74	64	293	111	180	106	2	10	207	25	
Project Trips													
Project Trips	1	0	0	0	18	0	0	0	0	0	6	0	25
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	1	0	0	0	18	0	0	0	0	0	6	0	25
Existing + Project	41	94	74	64	311	111	180	104	2	10	213	23	1227
Existing + Project Check	41	94	74	64	311	111	180	104	2	10	213	23	
Background + Project	42	95	74	64	311	111	180	106	2	10	213	25	1233
Bkgrd+Proj check	42	95	74	64	311	111	180	106	2	10	213	25	
Cumulative w/o Condition	56	133	104	90	413	157	297	172	3	14	292	32	1763
Cumulative Check	56	133	104	90	413	157	297	172	3	14	292	32	1763

Intersection Number: 7
Traffix Node Number: 61
Intersection Name: El Camino Real & 12th Avenue
Peak Hour: AM
Date of Analysis: 06/27/14
Count Date: 06/04/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	24	1666	7	9	26	47	28	1670	23	37	44	39	3620
Approved Project Trips													
San Mateo ATI	0	17	0	0	0	0	0	24	0	0	0	0	41
Total Approved Trips	0	17	0	0	0	0	0	24	0	0	0	0	41
Background Conditions	24	1683	7	9	26	47	28	1694	23	37	44	39	3661
check	24	1683	7	9	26	47	28	1694	23	37	44	39	
Project Trips													
Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14
Existing + Project	24	1669	7	9	26	47	28	1681	23	37	44	39	3634
Existing + Project Check	24	1669	7	9	26	47	28	1681	23	37	44	39	
Background + Project	24	1686	7	9	26	47	28	1705	23	37	44	39	3675
Bkgrd+Proj check	24	1686	7	9	26	47	28	1705	23	37	44	39	
Cumulative w/o Condition	27	1904	8	10	30	54	32	1908	26	42	50	45	4136
Cumulative Check	27	1904	8	10	30	54	32	1908	26	42	50	45	4136

Intersection Number: 8
Traffix Node Number: 35
Intersection Name: El Camino Real & Barneson Avenue
Peak Hour: AM
Date of Analysis: 06/27/14
Count Date: 06/04/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	146	1609	0	0	0	0	0	1561	56	64	0	150	3586
Approved Project Trips													
San Mateo ATI	-1	5	0	0	0	0	0	22	0	0	0	0	26
Total Approved Trips	-1	5	0	0	0	0	0	22	0	0	0	0	26
Background Conditions	145	1614	0	0	0	0	0	1583	56	64	0	150	3612
check	145	1614	0	0	0	0	0	1583	56	64	0	150	
Project Trips													
Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14
Existing + Project	146	1612	0	0	0	0	0	1572	56	64	0	150	3600
Existing + Project Check	146	1612	0	0	0	0	0	1572	56	64	0	150	
Background + Project	145	1617	0	0	0	0	0	1594	56	64	0	150	3626
Bkgrd+Proj check	145	1617	0	0	0	0	0	1594	56	64	0	150	
Cumulative w/o Condition	100	1826	0	0	0	0	0	1831	66	86	0	124	4033
Cumulative Check	100	1826	0	0	0	0	0	1831	66	86	0	124	4033

Intersection Number: 9
Traffix Node Number: 902
Intersection Name: El Camino Real & 17th Avenue/Bovet Road
Peak Hour: AM
Date of Analysis: 06/27/14
Count Date: 06/04/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	44	1539	61	18	59	246	191	1634	287	232	41	38	4390
Approved Project Trips													
San Mateo ATI	0	31	1	0	-4	-13	7	32	3	2	0	0	59
Total Approved Trips	0	31	1	0	-4	-13	7	32	3	2	0	0	59
Background Conditions	44	1570	62	18	55	233	198	1666	290	234	41	38	4449
check	44	1570	62	18	55	233	198	1666	290	234	41	38	
Project Trips													
Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14
Existing + Project	44	1542	61	18	59	246	191	1645	287	232	41	38	4404
Existing + Project Check	44	1542	61	18	59	246	191	1645	287	232	41	38	
Background + Project	44	1573	62	18	55	233	198	1677	290	234	41	38	4463
Bkgrd+Proj check	44	1573	62	18	55	233	198	1677	290	234	41	38	
Cumulative w/o Condition	47	1844	64	13	35	232	247	2073	235	136	52	7	4985
Cumulative Check	47	1844	64	13	35	232	247	2073	235	136	52	7	4985

Intersection Number: 1
Traffix Node Number: 8
Intersection Name: El Camino Real & 3rd Avenue
Peak Hour: PM
Date of Analysis: 06/27/14
Count Date: 04/29/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	108	1268	45	77	124	123	108	1314	111	169	101	106	3654
Approved Project Trips													
San Mateo ATI	3	-7	-3	3	6	2	-2	68	8	-14	-2	5	67
Total Approved Trips	3	-7	-3	3	6	2	-2	68	8	-14	-2	5	67
Background Conditions	111	1261	42	80	130	125	106	1382	119	155	99	111	3721
check	111	1261	42	80	130	125	106	1382	119	155	99	111	
Project Trips													
Project Trips	0	5	0	0	0	7	0	13	0	0	0	0	25
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	5	0	0	0	7	0	13	0	0	0	0	25
Existing + Project	108	1273	45	77	124	130	108	1327	111	169	101	106	3679
Existing + Project Check	108	1273	45	77	124	130	108	1327	111	169	101	106	
Background + Project	111	1266	42	80	130	132	106	1395	119	155	99	111	3746
Bkgrd+Proj check	111	1266	42	80	130	132	106	1395	119	155	99	111	
Cumulative w/o Condition	95	1130	28	71	162	256	101	1192	150	167	247	153	3752
Cumulative Check	95	1130	28	71	162	256	101	1192	150	167	247	153	3752

Intersection Number: 2
Traffix Node Number: 16
Intersection Name: El Camino Real & 4th Avenue
Peak Hour: PM
Date of Analysis: 06/27/14
Count Date: 04/29/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	45	1295	152	81	59	142	152	1449	21	56	93	48	3593
Approved Project Trips													
San Mateo ATI	-1	8	-8	5	1	5	-7	50	0	-4	-12	-3	34
Total Approved Trips	-1	8	-8	5	1	5	-7	50	0	-4	-12	-3	34
Background Conditions	44	1303	144	86	60	147	145	1499	21	52	81	45	3627
check	44	1303	144	86	60	147	145	1499	21	52	81	45	
Project Trips													
Project Trips	0	12	0	0	0	0	16	13	0	0	0	0	41
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	12	0	0	0	0	16	13	0	0	0	0	41
Existing + Project	45	1307	152	81	59	142	168	1462	21	56	93	48	3634
Existing + Project Check	45	1307	152	81	59	142	168	1462	21	56	93	48	
Background + Project	44	1315	144	86	60	147	161	1512	21	52	81	45	3668
Bkgrd+Proj check	44	1315	144	86	60	147	161	1512	21	52	81	45	
Cumulative w/o Condition	19	1708	169	121	66	464	292	1212	37	61	79	19	4247
Cumulative Check	19	1708	169	121	66	464	292	1212	37	61	79	19	4247

Intersection Number: 3
Traffix Node Number: 204
Intersection Name: El Camino Real & 5th Avenue
Peak Hour: PM
Date of Analysis: 06/27/14
Count Date: 04/29/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	39	1487	59	74	171	130	163	1496	63	102	133	69	3986
Approved Project Trips													
San Mateo ATI	0	3	1	1	0	0	0	2	0	0	0	0	7
Total Approved Trips	0	3	1	1	0	0	0	2	0	0	0	0	7
Background Conditions	39	1490	60	75	171	130	163	1498	63	102	133	69	3993
check	39	1490	60	75	171	130	163	1498	63	102	133	69	
Project Trips													
Project Trips	0	12	0	0	0	0	0	29	0	0	0	0	41
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	12	0	0	0	0	0	29	0	0	0	0	41
Existing + Project	39	1499	59	74	171	130	163	1525	63	102	133	69	4027
Existing + Project Check	39	1499	59	74	171	130	163	1525	63	102	133	69	
Background + Project	39	1502	60	75	171	130	163	1527	63	102	133	69	4034
Bkgrd+Proj check	39	1502	60	75	171	130	163	1527	63	102	133	69	
Cumulative w/o Condition	55	2095	83	82	189	144	205	1881	79	128	167	87	5195
Cumulative Check	55	2095	83	82	189	144	205	1881	79	128	167	87	5195

Intersection Number: 4
Traffix Node Number: 505
Intersection Name: El Camino Real & 9th Avenue
Peak Hour: PM
Date of Analysis: 06/27/14
Count Date: 04/29/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	1484	96	105	0	154	148	1624	0	0	0	0	3611
Approved Project Trips													
San Mateo ATI	0	3	0	0	0	2	2	2	0	0	0	0	9
Total Approved Trips	0	3	0	0	0	2	2	2	0	0	0	0	9
Background Conditions	0	1487	96	105	0	156	150	1626	0	0	0	0	3620
check	0	1487	96	105	0	156	150	1626	0	0	0	0	
Project Trips													
Project Trips	0	0	12	29	0	25	10	0	0	0	0	0	76
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	12	29	0	25	10	0	0	0	0	0	76
Existing + Project	0	1484	108	134	0	179	158	1624	0	0	0	0	3687
Existing + Project Check	0	1484	108	134	0	179	158	1624	0	0	0	0	
Background + Project	0	1487	108	134	0	181	160	1626	0	0	0	0	3696
Bkgrd+Proj check	0	1487	108	134	0	181	160	1626	0	0	0	0	
Cumulative w/o Condition	0	2223	144	157	0	231	222	2433	0	0	0	0	5410
Cumulative Check	0	2223	144	157	0	231	222	2433	0	0	0	0	5410

Intersection Number: 5
Traffix Node Number: 938
Intersection Name: Palm Avenue & 9th Avenue
Peak Hour: PM
Date of Analysis: 06/27/14
Count Date: 06/04/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	0	213	159	153	0	50	29	206	0	810
Approved Project Trips													
San Mateo ATI	0	0	0	0	2	0	0	0	0	0	2	0	4
Total Approved Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Background Conditions	0	0	0	0	215	159	153	0	50	29	208	0	814
check	0	0	0	0	215	159	153	0	50	29	208	0	
Project Trips													
Project Trips	0	0	0	0	17	0	0	0	0	0	44	0	61
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	17	0	0	0	0	0	44	0	61
Existing + Project	0	0	0	0	230	159	153	0	50	29	250	0	871
Existing + Project Check	0	0	0	0	230	159	153	0	50	29	250	0	
Background + Project	0	0	0	0	232	159	153	0	50	29	252	0	875
Bkgrd+Proj check	0	0	0	0	232	159	153	0	50	29	252	0	
Cumulative w/o Condition	0	0	0	0	319	238	229	0	75	44	309	0	1214
Cumulative Check	0	0	0	0	319	238	229	0	75	44	309	0	1214

Intersection Number: 6
Traffix Node Number: 503
Intersection Name: B Street & 9th Avenue
Peak Hour: PM
Date of Analysis: 06/27/14
Count Date: 12/04/13
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	51	90	85	82	214	120	171	138	18	14	197	43	1223
Approved Project Trips													
San Mateo ATI	2	2	0	0	0	0	0	2	0	0	0	2	8
Total Approved Trips	2	2	0	0	0	0	0	2	0	0	0	2	8
Background Conditions	53	92	85	82	214	120	171	140	18	14	197	45	1231
check	53	92	85	82	214	120	171	140	18	14	197	45	
Project Trips													
Project Trips	0	0	0	0	17	0	0	0	0	0	42	2	61
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	17	0	0	0	0	0	42	2	61
Existing + Project	51	90	85	82	231	120	171	138	18	14	239	45	1284
Existing + Project Check	51	90	85	82	231	120	171	138	18	14	239	45	
Background + Project	53	92	85	82	231	120	171	140	18	14	239	47	1292
Bkgrd+Proj check	53	92	85	82	231	120	171	140	18	14	239	47	
Cumulative w/o Condition	100	177	167	161	421	236	337	272	35	19	273	60	2258
Cumulative Check	100	177	167	161	421	236	337	272	35	19	273	60	2258

Intersection Number: 7
Traffix Node Number: 61
Intersection Name: El Camino Real & 12th Avenue
Peak Hour: PM
Date of Analysis: 06/27/14
Count Date: 06/04/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	27	1739	11	5	24	28	35	1749	17	40	20	15	3710
Approved Project Trips													
San Mateo ATI	0	5	0	0	0	0	0	4	0	0	0	0	9
Total Approved Trips	0	5	0	0	0	0	0	4	0	0	0	0	9
Background Conditions	27	1744	11	5	24	28	35	1753	17	40	20	15	3719
check	27	1744	11	5	24	28	35	1753	17	40	20	15	
Project Trips													
Project Trips	0	25	0	0	0	0	0	10	0	0	0	0	35
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	25	0	0	0	0	0	10	0	0	0	0	35
Existing + Project	27	1764	11	5	24	28	35	1759	17	40	20	15	3745
Existing + Project Check	27	1764	11	5	24	28	35	1759	17	40	20	15	
Background + Project	27	1769	11	5	24	28	35	1763	17	40	20	15	3754
Bkgrd+Proj check	27	1769	11	5	24	28	35	1763	17	40	20	15	
Cumulative w/o Condition	30	1933	12	6	27	31	39	1944	19	44	22	17	4124
Cumulative Check	30	1933	12	6	27	31	39	1944	19	44	22	17	4124

Intersection Number: 8
Traffix Node Number: 35
Intersection Name: El Camino Real & Barneson Avenue
Peak Hour: PM
Date of Analysis: 06/27/14
Count Date: 06/04/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	66	1700	0	0	0	0	0	1722	64	74	0	109	3735
Approved Project Trips													
San Mateo ATI	8	-35	0	0	0	0	0	49	9	-16	0	-20	-5
Total Approved Trips	8	-35	0	0	0	0	0	49	9	-16	0	-20	-5
Background Conditions	74	1665	0	0	0	0	0	1771	73	58	0	89	3730
check	74	1665	0	0	0	0	0	1771	73	58	0	89	
Project Trips													
Project Trips	0	25	0	0	0	0	0	10	0	0	0	0	35
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	25	0	0	0	0	0	10	0	0	0	0	35
Existing + Project	66	1725	0	0	0	0	0	1732	64	74	0	109	3770
Existing + Project Check	66	1725	0	0	0	0	0	1732	64	74	0	109	
Background + Project	74	1690	0	0	0	0	0	1781	73	58	0	89	3765
Bkgrd+Proj check	74	1690	0	0	0	0	0	1781	73	58	0	89	
Cumulative w/o Condition	66	1943	0	0	0	0	0	1945	65	74	0	90	4183
Cumulative Check	66	1943	0	0	0	0	0	1945	65	74	0	90	4183

Intersection Number: 9
Traffix Node Number: 902
Intersection Name: El Camino Real & 17th Avenue/Bovet Road
Peak Hour: PM
Date of Analysis: 06/27/14
Count Date: 06/04/14
Scenario: 33,544 sf office building and 60 units apartment

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	25	1687	82	48	79	250	288	1734	256	389	87	103	5028
Approved Project Trips													
San Mateo ATI	-3	-76	5	2	5	18	53	137	2	-18	8	4	137
Total Approved Trips	-3	-76	5	2	5	18	53	137	2	-18	8	4	137
Background Conditions	22	1611	87	50	84	268	341	1871	258	371	95	107	5165
check	22	1611	87	50	84	268	341	1871	258	371	95	107	
Project Trips													
Project Trips	0	25	0	0	0	0	0	10	0	0	0	0	35
Project Trips-2	0	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips-3	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	25	0	0	0	0	0	10	0	0	0	0	35
Existing + Project	25	1712	82	48	79	250	288	1744	256	389	87	103	5063
Existing + Project Check	25	1712	82	48	79	250	288	1744	256	389	87	103	
Background + Project	22	1636	87	50	84	268	341	1881	258	371	95	107	5200
Bkgrd+Proj check	22	1636	87	50	84	268	341	1881	258	371	95	107	
Cumulative w/o Condition	37	2076	104	12	27	116	300	2214	325	476	65	50	5802
Cumulative Check	37	2076	104	12	27	116	300	2214	325	476	65	50	5802

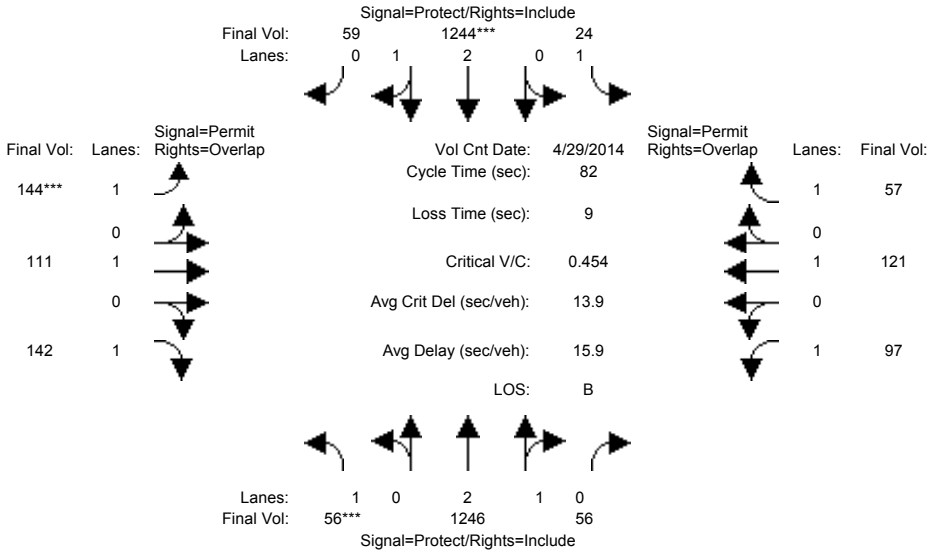
Appendix C

Intersection Level of Service Calculations

885 S. El Camino Real Development
City of San Mateo

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

Intersection #8: 3rd Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Apr 2014 <<												
Base Vol:	56	1246	56	24	1244	59	144	111	142	97	121	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1246	56	24	1244	59	144	111	142	97	121	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1246	56	24	1244	59	144	111	142	97	121	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1246	56	24	1244	59	144	111	142	97	121	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1246	56	24	1244	59	144	111	142	97	121	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1246	56	24	1244	59	144	111	142	97	121	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.63	1.00	0.85	0.65	1.00	0.85
Lanes:	1.00	2.87	0.13	1.00	2.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4934	222	1805	4917	233	1199	1900	1615	1235	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.01	0.25	0.25	0.12	0.06	0.09	0.08	0.06	0.04
Crit Moves:	****				****		****					
Green Time:	7.0	38.7	38.7	13.1	44.8	44.8	21.2	21.2	28.2	21.2	21.2	34.3
Volume/Cap:	0.36	0.54	0.54	0.08	0.46	0.46	0.46	0.23	0.26	0.30	0.25	0.08
Delay/Veh:	36.9	15.5	15.5	29.5	11.4	11.4	26.7	24.1	19.6	25.0	24.3	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	15.5	15.5	29.5	11.4	11.4	26.7	24.1	19.6	25.0	24.3	14.4
LOS by Move:	D	B	B	C	B	B	C	C	B	C	C	B
DesignQueue:	2	12	12	1	11	11	5	4	4	3	4	2

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

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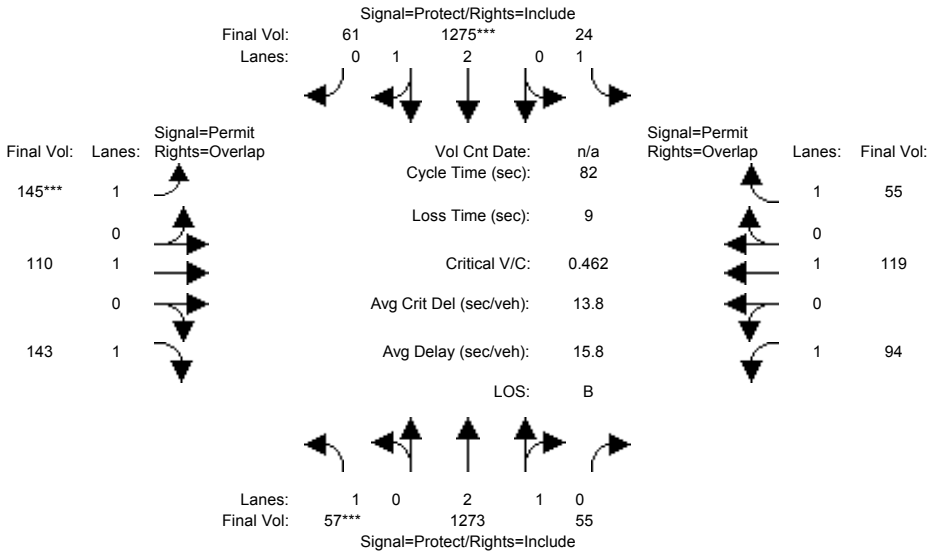
885 S. El Camino Real Development
City of San Mateo

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

Intersection #8: 3rd Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	1273	55	24	1275	61	145	110	143	94	119	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:	57	1273	55	24	1275	61	145	110	143	94	119	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1273	55	24	1275	61	145	110	143	94	119	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:	57	1273	55	24	1275	61	145	110	143	94	119	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1273	55	24	1275	61	145	110	143	94	119	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1273	55	24	1275	61	145	110	143	94	119	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.63	1.00	0.85	0.65	1.00	0.85
Lanes:	1.00	2.88	0.12	1.00	2.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4942	214	1805	4916	235	1205	1900	1615	1237	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.01	0.26	0.26	0.12	0.06	0.09	0.08	0.06	0.03
Crit Moves:	****				****		****					
Green Time:	7.0	39.1	39.1	13.0	45.1	45.1	20.9	20.9	27.9	20.9	20.9	33.9
Volume/Cap:	0.37	0.54	0.54	0.08	0.47	0.47	0.47	0.23	0.26	0.30	0.25	0.08
Delay/Veh:	36.9	15.3	15.3	29.6	11.3	11.3	27.0	24.4	19.8	25.2	24.5	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	15.3	15.3	29.6	11.3	11.3	27.0	24.4	19.8	25.2	24.5	14.7
LOS by Move:	D	B	B	C	B	B	C	C	B	C	C	B
DesignQueue:	2	12	12	1	11	11	5	4	4	3	4	1

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

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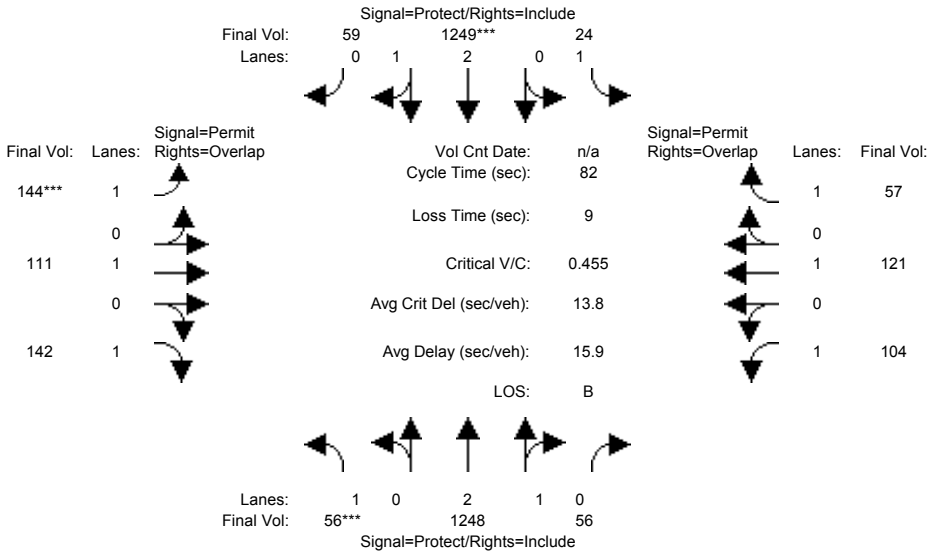
885 S. El Camino Real Development
City of San Mateo

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

Intersection #8: 3rd Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	1248	56	24	1249	59	144	111	142	104	121	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1248	56	24	1249	59	144	111	142	104	121	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1248	56	24	1249	59	144	111	142	104	121	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1248	56	24	1249	59	144	111	142	104	121	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1248	56	24	1249	59	144	111	142	104	121	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1248	56	24	1249	59	144	111	142	104	121	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.63	1.00	0.85	0.65	1.00	0.85
Lanes:	1.00	2.87	0.13	1.00	2.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4934	221	1805	4918	232	1199	1900	1615	1235	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.01	0.25	0.25	0.12	0.06	0.09	0.08	0.06	0.04
Crit Moves:	****				****		****					
Green Time:	7.0	38.7	38.7	13.1	44.8	44.8	21.2	21.2	28.2	21.2	21.2	34.3
Volume/Cap:	0.36	0.54	0.54	0.08	0.46	0.46	0.46	0.23	0.26	0.33	0.25	0.08
Delay/Veh:	36.9	15.5	15.5	29.5	11.4	11.4	26.7	24.2	19.6	25.2	24.3	14.5
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:	36.9	15.5	15.5	29.5	11.4	11.4	26.7	24.2	19.6	25.2	24.3	14.5
LOS by Move:	D	B	B	C	B	B	C	C	B	C	C	B
DesignQueue:	2	12	12	1	11	11	5	4	4	4	4	2

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

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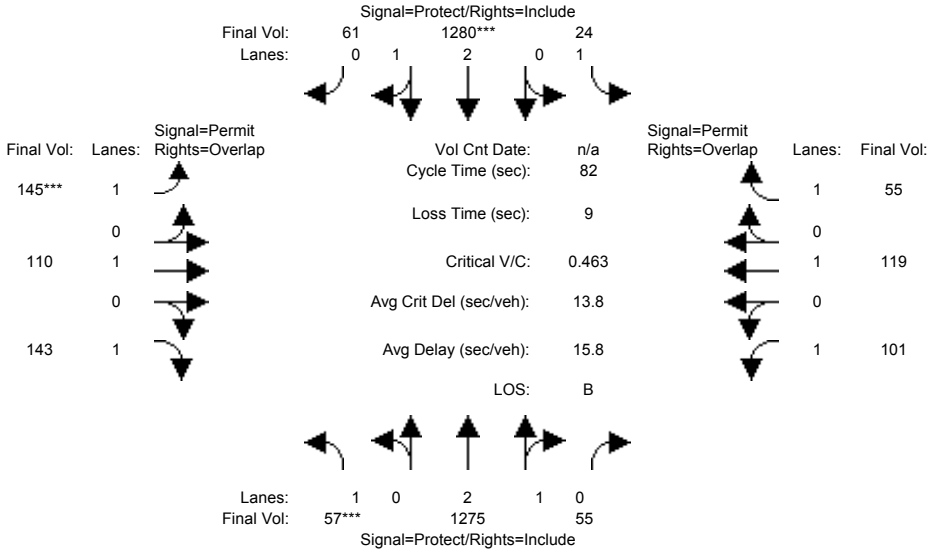
885 S. El Camino Real Development
City of San Mateo

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

Intersection #8: 3rd Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	1275	55	24	1280	61	145	110	143	101	119	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:	57	1275	55	24	1280	61	145	110	143	101	119	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1275	55	24	1280	61	145	110	143	101	119	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:	57	1275	55	24	1280	61	145	110	143	101	119	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1275	55	24	1280	61	145	110	143	101	119	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1275	55	24	1280	61	145	110	143	101	119	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.63	1.00	0.85	0.65	1.00	0.85
Lanes:	1.00	2.88	0.12	1.00	2.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4943	213	1805	4916	234	1203	1900	1615	1237	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.01	0.26	0.26	0.12	0.06	0.09	0.08	0.06	0.03
Crit Moves:	****				****		****					
Green Time:	7.0	39.2	39.2	13.0	45.1	45.1	20.9	20.9	27.9	20.9	20.9	33.8
Volume/Cap:	0.37	0.54	0.54	0.08	0.47	0.47	0.47	0.23	0.26	0.32	0.25	0.08
Delay/Veh:	36.9	15.3	15.3	29.6	11.3	11.3	27.0	24.4	19.8	25.4	24.6	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	15.3	15.3	29.6	11.3	11.3	27.0	24.4	19.8	25.4	24.6	14.7
LOS by Move:	D	B	B	C	B	B	C	C	B	C	C	B
DesignQueue:	2	12	12	1	11	11	5	4	4	3	4	1

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

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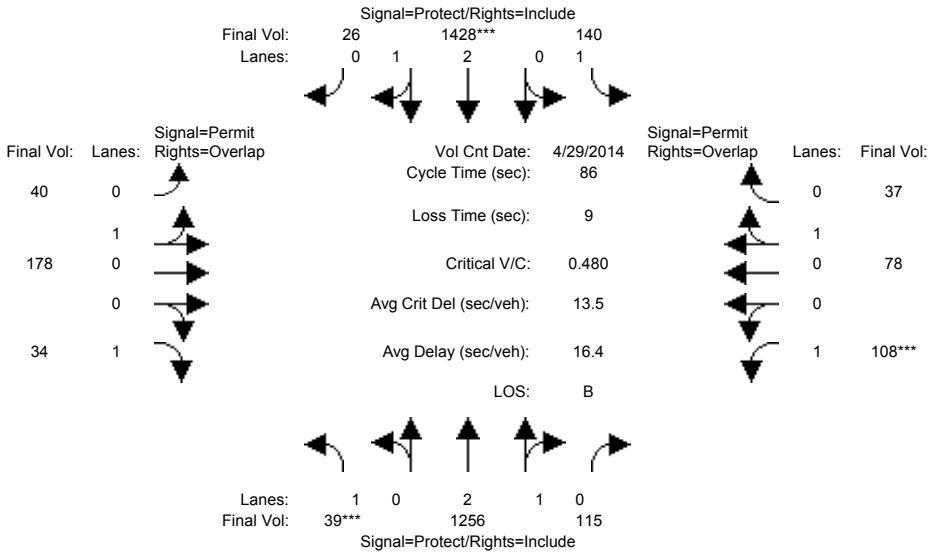
885 S. El Camino Real Development
City of San Mateo

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

Intersection #16: 4th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Apr 2014 <<												
Base Vol:	39	1256	115	140	1428	26	40	178	34	108	78	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:	39	1256	115	140	1428	26	40	178	34	108	78	37
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:	39	1256	115	140	1428	26	40	178	34	108	78	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:	39	1256	115	140	1428	26	40	178	34	108	78	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1256	115	140	1428	26	40	178	34	108	78	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
FinalVolume:	39	1256	115	140	1428	26	40	178	34	108	78	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.93	0.93	0.85	0.45	0.95	0.95
Lanes:	1.00	2.75	0.25	1.00	2.95	0.05	0.18	0.82	1.00	1.00	0.68	0.32
Final Sat.:	1805	4690	429	1805	5079	92	325	1446	1615	853	1227	582
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.08	0.28	0.28	0.12	0.12	0.02	0.13	0.06	0.06
Crit Moves:	****				****					****		
Green Time:	7.0	42.4	42.4	12.9	48.3	48.3	21.7	21.7	28.7	21.7	21.7	34.6
Volume/Cap:	0.27	0.54	0.54	0.52	0.50	0.50	0.49	0.49	0.06	0.50	0.25	0.16
Delay/Veh:	38.1	15.4	15.4	35.5	11.7	11.7	28.2	28.2	19.5	29.3	25.9	16.5
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:	38.1	15.4	15.4	35.5	11.7	11.7	28.2	28.2	19.5	29.3	25.9	16.5
LOS by Move:	D	B	B	D	B	B	C	C	B	C	C	B
DesignQueue:	2	13	13	6	12	12	8	8	1	4	4	3

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

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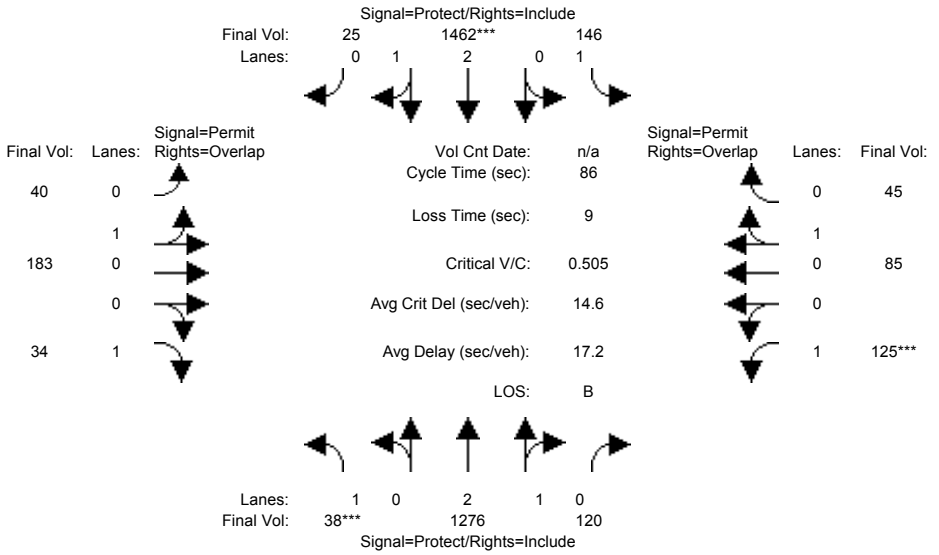
885 S. El Camino Real Development
City of San Mateo

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

Intersection #16: 4th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	1276	120	146	1462	25	40	183	34	125	85	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:	38	1276	120	146	1462	25	40	183	34	125	85	45
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	1276	120	146	1462	25	40	183	34	125	85	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:	38	1276	120	146	1462	25	40	183	34	125	85	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1276	120	146	1462	25	40	183	34	125	85	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
FinalVolume:	38	1276	120	146	1462	25	40	183	34	125	85	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.93	0.93	0.85	0.46	0.95	0.95
Lanes:	1.00	2.74	0.26	1.00	2.95	0.05	0.18	0.82	1.00	1.00	0.65	0.35
Final Sat.:	1805	4679	440	1805	5084	87	317	1450	1615	870	1178	623
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.08	0.29	0.29	0.13	0.13	0.02	0.14	0.07	0.07
Crit Moves:	****				****					****		
Green Time:	7.0	41.3	41.3	12.3	46.7	46.7	23.3	23.3	30.3	23.3	23.3	35.7
Volume/Cap:	0.26	0.57	0.57	0.56	0.53	0.53	0.47	0.47	0.06	0.53	0.27	0.17
Delay/Veh:	38.0	16.3	16.3	37.2	12.8	12.8	26.9	26.9	18.5	28.9	24.9	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:	38.0	16.3	16.3	37.2	12.8	12.8	26.9	26.9	18.5	28.9	24.9	16.0
LOS by Move:	D	B	B	D	B	B	C	C	B	C	C	B
DesignQueue:	2	14	14	6	13	13	8	8	1	4	5	4

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

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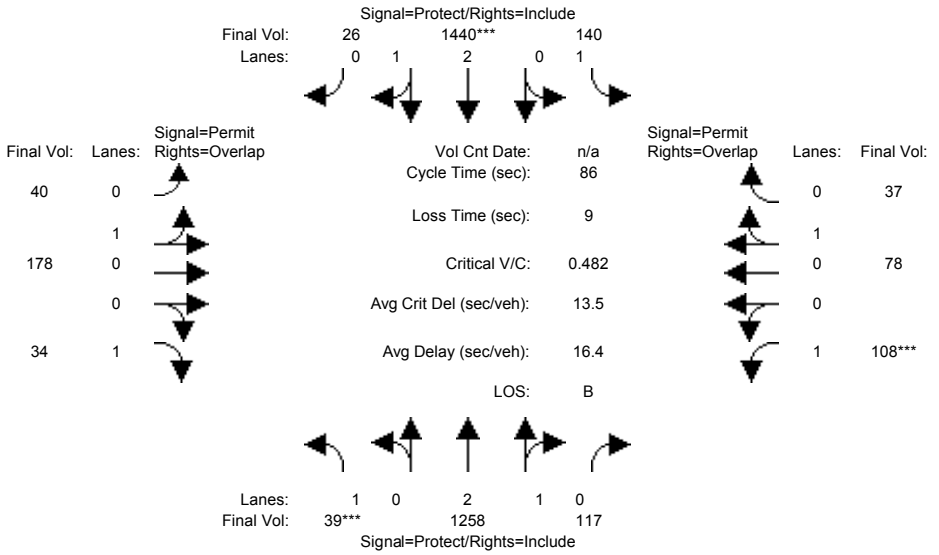
885 S. El Camino Real Development
City of San Mateo

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

Intersection #16: 4th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	39	1258	117	140	1440	26	40	178	34	108	78	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:	39	1258	117	140	1440	26	40	178	34	108	78	37
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:	39	1258	117	140	1440	26	40	178	34	108	78	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:	39	1258	117	140	1440	26	40	178	34	108	78	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1258	117	140	1440	26	40	178	34	108	78	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
FinalVolume:	39	1258	117	140	1440	26	40	178	34	108	78	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.93	0.93	0.85	0.45	0.95	0.95
Lanes:	1.00	2.74	0.26	1.00	2.95	0.05	0.18	0.82	1.00	1.00	0.68	0.32
Final Sat.:	1805	4684	436	1805	5080	92	325	1446	1615	851	1227	582
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.08	0.28	0.28	0.12	0.12	0.02	0.13	0.06	0.06
Crit Moves:	****				****					****		
Green Time:	7.0	42.5	42.5	12.9	48.4	48.4	21.6	21.6	28.6	21.6	21.6	34.5
Volume/Cap:	0.27	0.54	0.54	0.52	0.50	0.50	0.49	0.49	0.06	0.50	0.25	0.16
Delay/Veh:	38.1	15.3	15.3	35.5	11.6	11.6	28.3	28.3	19.6	29.5	26.0	16.6
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:	38.1	15.3	15.3	35.5	11.6	11.6	28.3	28.3	19.6	29.5	26.0	16.6
LOS by Move:	D	B	B	D	B	B	C	C	B	C	C	B
DesignQueue:	2	13	13	6	12	12	8	8	1	4	4	3

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

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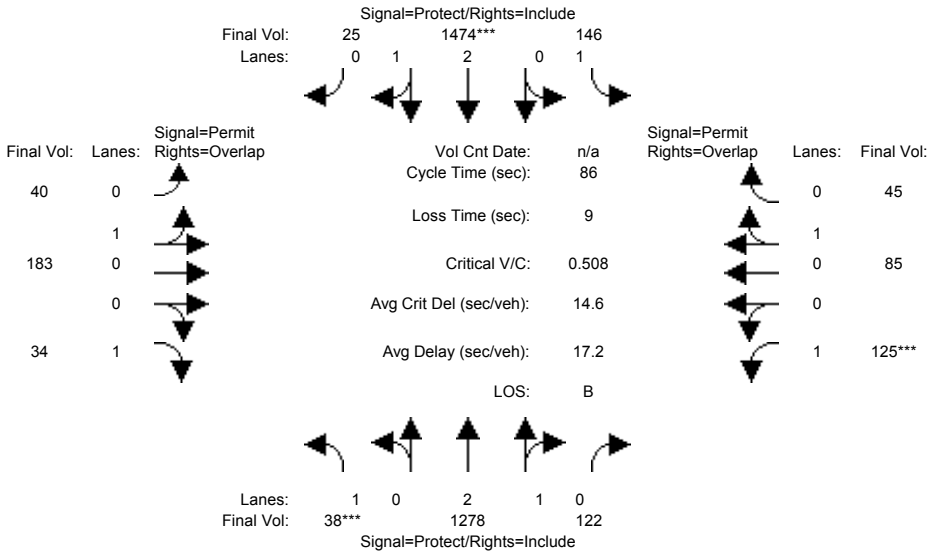
885 S. El Camino Real Development
City of San Mateo

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

Intersection #16: 4th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	38	1278	122	146	1474	25	40	183	34	125	85	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:	38	1278	122	146	1474	25	40	183	34	125	85	45
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	1278	122	146	1474	25	40	183	34	125	85	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:	38	1278	122	146	1474	25	40	183	34	125	85	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1278	122	146	1474	25	40	183	34	125	85	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
FinalVolume:	38	1278	122	146	1474	25	40	183	34	125	85	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.93	0.93	0.85	0.46	0.95	0.95
Lanes:	1.00	2.74	0.26	1.00	2.95	0.05	0.18	0.82	1.00	1.00	0.65	0.35
Final Sat.:	1805	4673	446	1805	5085	86	317	1450	1615	868	1178	623
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.08	0.29	0.29	0.13	0.13	0.02	0.14	0.07	0.07
Crit Moves:	****				****					****		
Green Time:	7.0	41.4	41.4	12.3	46.8	46.8	23.2	23.2	30.2	23.2	23.2	35.6
Volume/Cap:	0.26	0.57	0.57	0.56	0.53	0.53	0.47	0.47	0.06	0.53	0.27	0.17
Delay/Veh:	38.0	16.2	16.2	37.2	12.8	12.8	26.9	26.9	18.5	29.1	25.0	16.1
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:	38.0	16.2	16.2	37.2	12.8	12.8	26.9	26.9	18.5	29.1	25.0	16.1
LOS by Move:	D	B	B	D	B	B	C	C	B	C	C	B
DesignQueue:	2	14	14	6	13	13	8	8	1	4	5	4

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

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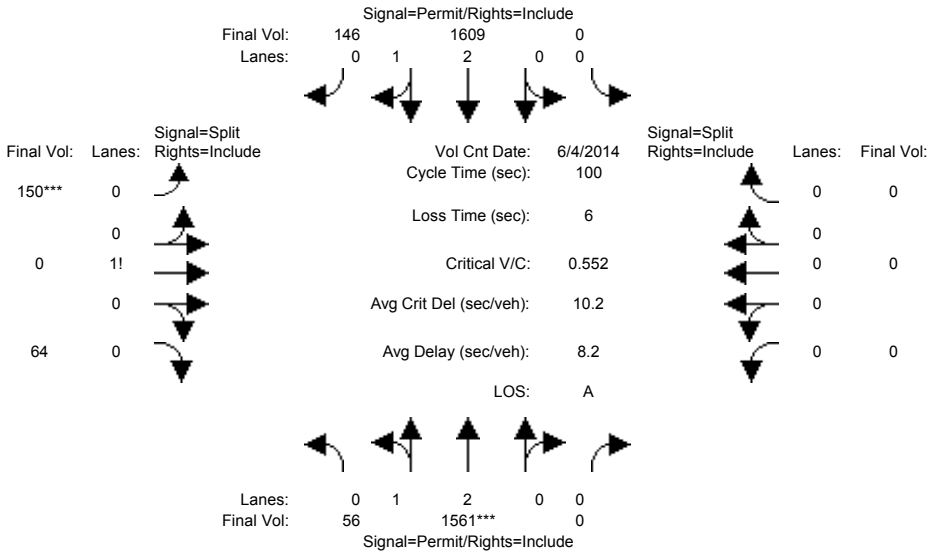
885 S. El Camino Real Development
City of San Mateo

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

Intersection #35: El Camino Real and Barneson Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2014 <<												
Base Vol:	56	1561	0	0	1609	146	150	0	64	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1561	0	0	1609	146	150	0	64	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1561	0	0	1609	146	150	0	64	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1561	0	0	1609	146	150	0	64	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1561	0	0	1609	146	150	0	64	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1561	0	0	1609	146	150	0	64	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	1.00	1.00	0.90	0.90	0.93	1.00	0.93	1.00	1.00	1.00
Lanes:	0.10	2.90	0.00	0.00	2.75	0.25	0.70	0.00	0.30	0.00	0.00	0.00
Final Sat.:	141	3926	0	0	4698	426	1235	0	527	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.00	0.00	0.34	0.34	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****					****					
Green Time:	72.0	72.0	0.0	0.0	72.0	72.0	22.0	0.0	22.0	0.0	0.0	0.0
Volume/Cap:	0.55	0.55	0.00	0.00	0.48	0.48	0.55	0.00	0.55	0.00	0.00	0.00
Delay/Veh:	6.7	6.7	0.0	0.0	6.1	6.1	36.4	0.0	36.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.7	6.7	0.0	0.0	6.1	6.1	36.4	0.0	36.4	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
DesignQueue:	10	10	0	0	11	11	10	0	10	0	0	0

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

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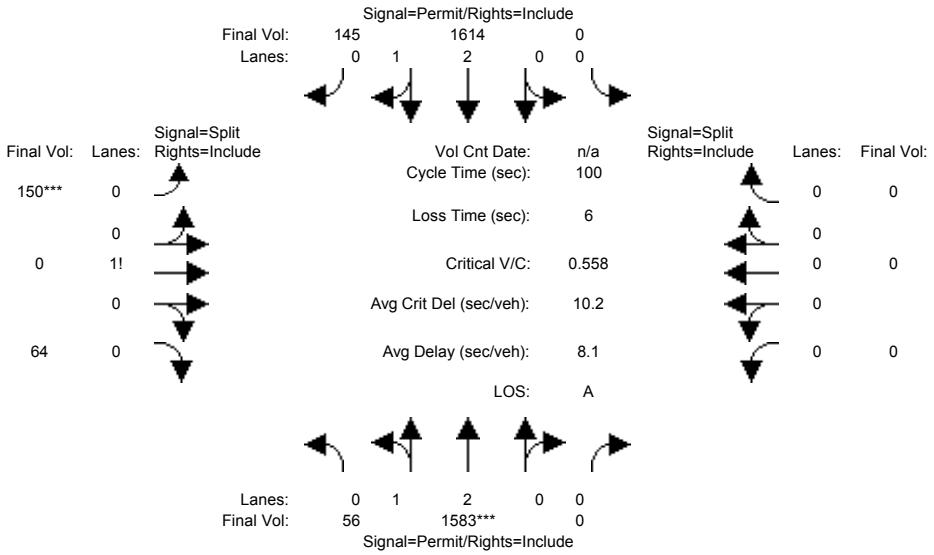
885 S. El Camino Real Development
City of San Mateo

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

Intersection #35: El Camino Real and Barneson Avenue



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	56	1583	0		0	1614	145		150	0	64		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	56	1583	0		0	1614	145		150	0	64		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	56	1583	0		0	1614	145		150	0	64		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	56	1583	0		0	1614	145		150	0	64		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	1583	0		0	1614	145		150	0	64		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	56	1583	0		0	1614	145		150	0	64		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.71	0.71	1.00		1.00	0.90	0.90		0.93	1.00	0.93		1.00	1.00	1.00	
Lanes:	0.10	2.90	0.00		0.00	2.75	0.25		0.70	0.00	0.30		0.00	0.00	0.00	
Final Sat.:	139	3928	0		0	4702	422		1235	0	527		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.40	0.40	0.00		0.00	0.34	0.34		0.12	0.00	0.12		0.00	0.00	0.00	
Crit Moves:		****							****							
Green Time:	72.2	72.2	0.0		0.0	72.2	72.2		21.8	0.0	21.8		0.0	0.0	0.0	
Volume/Cap:	0.56	0.56	0.00		0.00	0.48	0.48		0.56	0.00	0.56		0.00	0.00	0.00	
Delay/Veh:	6.7	6.7	0.0		0.0	6.0	6.0		36.7	0.0	36.7		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	6.7	6.7	0.0		0.0	6.0	6.0		36.7	0.0	36.7		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		D	A	D		A	A	A	
DesignQueue:	10	10	0		0	11	11		10	0	10		0	0	0	

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

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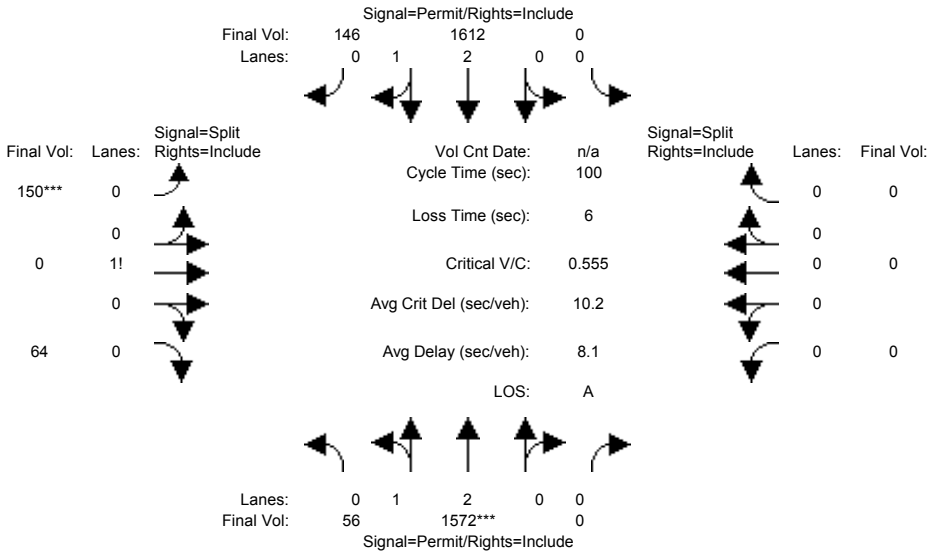
885 S. El Camino Real Development
City of San Mateo

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

Intersection #35: El Camino Real and Barneson Avenue



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	56	1572	0		0	1612	146		150	0	64		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	56	1572	0		0	1612	146		150	0	64		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	56	1572	0		0	1612	146		150	0	64		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	56	1572	0		0	1612	146		150	0	64		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	1572	0		0	1612	146		150	0	64		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	56	1572	0		0	1612	146		150	0	64		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.71	0.71	1.00		1.00	0.90	0.90		0.93	1.00	0.93		1.00	1.00	1.00	
Lanes:	0.10	2.90	0.00		0.00	2.75	0.25		0.70	0.00	0.30		0.00	0.00	0.00	
Final Sat.:	140	3927	0		0	4699	426		1235	0	527		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.40	0.40	0.00		0.00	0.34	0.34		0.12	0.00	0.12		0.00	0.00	0.00	
Crit Moves:		****							****							
Green Time:	72.1	72.1	0.0		0.0	72.1	72.1		21.9	0.0	21.9		0.0	0.0	0.0	
Volume/Cap:	0.56	0.56	0.00		0.00	0.48	0.48		0.56	0.00	0.56		0.00	0.00	0.00	
Delay/Veh:	6.7	6.7	0.0		0.0	6.0	6.0		36.5	0.0	36.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	6.7	6.7	0.0		0.0	6.0	6.0		36.5	0.0	36.5		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		D	A	D		A	A	A	
DesignQueue:	10	10	0		0	11	11		10	0	10		0	0	0	

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

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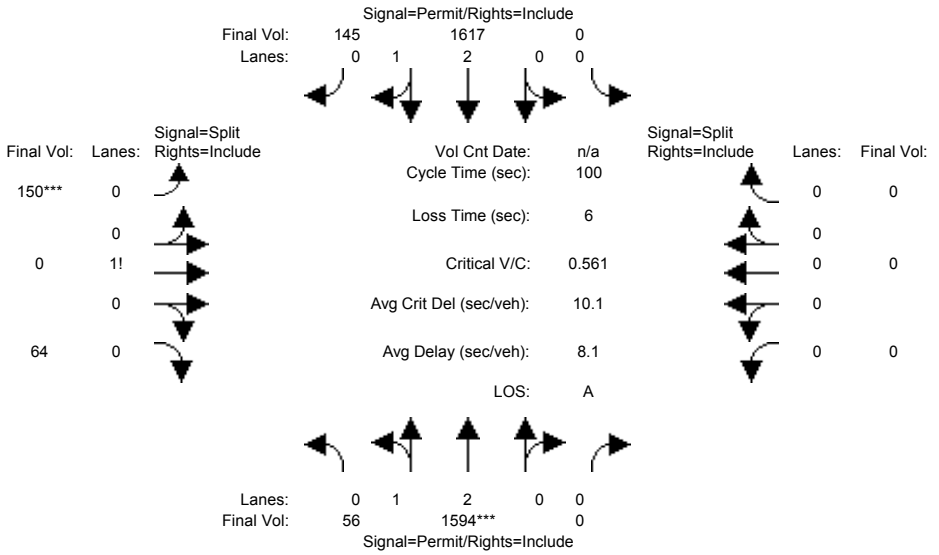
885 S. El Camino Real Development
City of San Mateo

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

Intersection #35: El Camino Real and Barneson Avenue



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	56	1594	0		0	1617	145		150	0	64		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	56	1594	0		0	1617	145		150	0	64		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	56	1594	0		0	1617	145		150	0	64		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	56	1594	0		0	1617	145		150	0	64		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	1594	0		0	1617	145		150	0	64		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	56	1594	0		0	1617	145		150	0	64		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.71	0.71	1.00		1.00	0.90	0.90		0.93	1.00	0.93		1.00	1.00	1.00	
Lanes:	0.10	2.90	0.00		0.00	2.75	0.25		0.70	0.00	0.30		0.00	0.00	0.00	
Final Sat.:	138	3924	0		0	4703	422		1235	0	527		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.41	0.41	0.00		0.00	0.34	0.34		0.12	0.00	0.12		0.00	0.00	0.00	
Crit Moves:		****							****							
Green Time:	72.4	72.4	0.0		0.0	72.4	72.4		21.6	0.0	21.6		0.0	0.0	0.0	
Volume/Cap:	0.56	0.56	0.00		0.00	0.48	0.48		0.56	0.00	0.56		0.00	0.00	0.00	
Delay/Veh:	6.7	6.7	0.0		0.0	5.9	5.9		36.9	0.0	36.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	6.7	6.7	0.0		0.0	5.9	5.9		36.9	0.0	36.9		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		D	A	D		A	A	A	
DesignQueue:	10	10	0		0	11	11		10	0	10		0	0	0	

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

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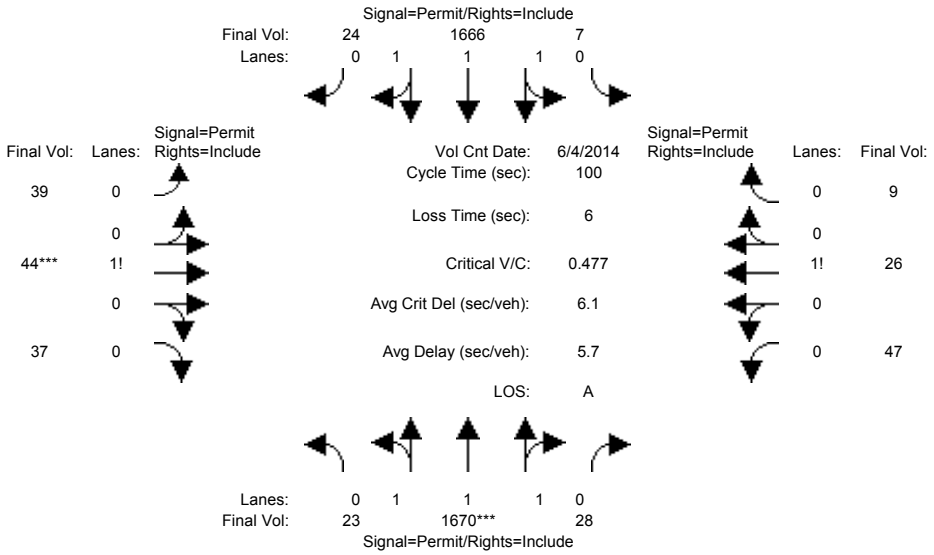
885 S. El Camino Real Development
City of San Mateo

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

Intersection #61: 12th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2014 <<												
Base Vol:	23	1670	28	7	1666	24	39	44	37	47	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1670	28	7	1666	24	39	44	37	47	26	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:	23	1670	28	7	1666	24	39	44	37	47	26	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:	23	1670	28	7	1666	24	39	44	37	47	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1670	28	7	1666	24	39	44	37	47	26	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
FinalVolume:	23	1670	28	7	1666	24	39	44	37	47	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.85	0.85	0.85	0.86	0.86	0.86	0.74	0.74	0.74
Lanes:	0.04	2.91	0.05	0.01	2.95	0.04	0.32	0.37	0.31	0.57	0.32	0.11
Final Sat.:	61	4456	75	20	4742	68	532	601	505	806	446	154
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.35	0.35	0.35	0.07	0.07	0.07	0.06	0.06	0.06
Crit Moves:		****						****				
Green Time:	78.6	78.6	78.6	78.6	78.6	78.6	15.4	15.4	15.4	15.4	15.4	15.4
Volume/Cap:	0.48	0.48	0.48	0.45	0.45	0.45	0.48	0.48	0.48	0.38	0.38	0.38
Delay/Veh:	3.8	3.8	3.8	3.6	3.6	3.6	40.1	40.1	40.1	39.1	39.1	39.1
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:	3.8	3.8	3.8	3.6	3.6	3.6	40.1	40.1	40.1	39.1	39.1	39.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
DesignQueue:	8	8	8	8	8	8	6	6	6	4	4	4

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

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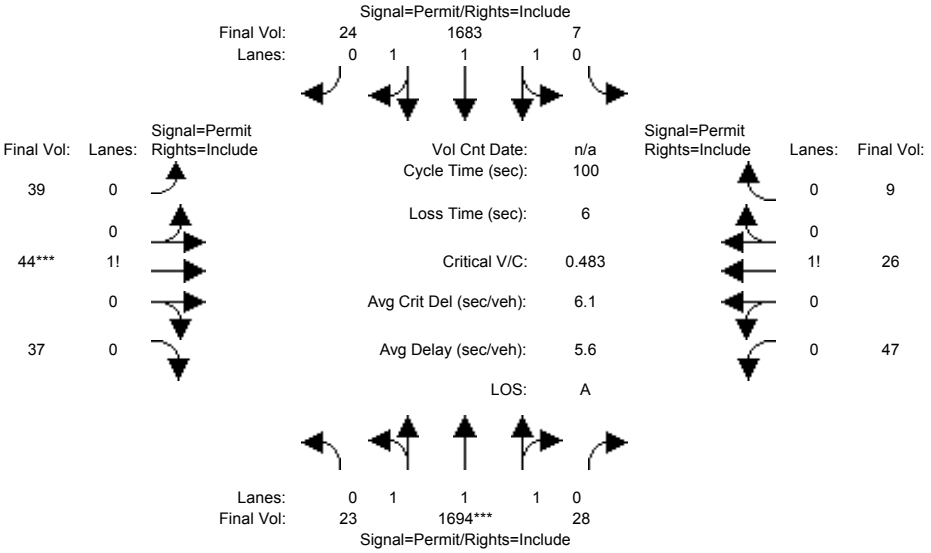
885 S. El Camino Real Development
City of San Mateo

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

Intersection #61: 12th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	1694	28	7	1683	24	39	44	37	47	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1694	28	7	1683	24	39	44	37	47	26	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:	23	1694	28	7	1683	24	39	44	37	47	26	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:	23	1694	28	7	1683	24	39	44	37	47	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1694	28	7	1683	24	39	44	37	47	26	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
FinalVolume:	23	1694	28	7	1683	24	39	44	37	47	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.85	0.85	0.85	0.86	0.86	0.86	0.74	0.74	0.74
Lanes:	0.04	2.91	0.05	0.01	2.95	0.04	0.32	0.37	0.31	0.57	0.32	0.11
Final Sat.:	60	4452	74	20	4742	68	532	601	505	801	443	153
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.35	0.35	0.35	0.07	0.07	0.07	0.06	0.06	0.06
Crit Moves:		****						****				
Green Time:	78.8	78.8	78.8	78.8	78.8	78.8	15.2	15.2	15.2	15.2	15.2	15.2
Volume/Cap:	0.48	0.48	0.48	0.45	0.45	0.45	0.48	0.48	0.48	0.39	0.39	0.39
Delay/Veh:	3.7	3.7	3.7	3.6	3.6	3.6	40.3	40.3	40.3	39.4	39.4	39.4
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:	3.7	3.7	3.7	3.6	3.6	3.6	40.3	40.3	40.3	39.4	39.4	39.4
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
DesignQueue:	8	8	8	8	8	8	6	6	6	4	4	4

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

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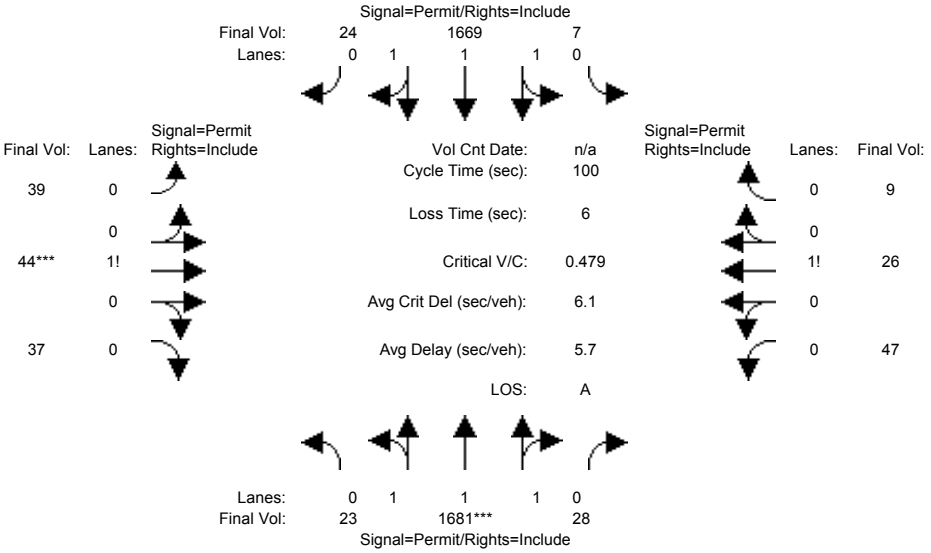
885 S. El Camino Real Development
City of San Mateo

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

Intersection #61: 12th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	1681	28	7	1669	24	39	44	37	47	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1681	28	7	1669	24	39	44	37	47	26	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:	23	1681	28	7	1669	24	39	44	37	47	26	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:	23	1681	28	7	1669	24	39	44	37	47	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1681	28	7	1669	24	39	44	37	47	26	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
FinalVolume:	23	1681	28	7	1669	24	39	44	37	47	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.85	0.85	0.85	0.86	0.86	0.86	0.74	0.74	0.74
Lanes:	0.04	2.91	0.05	0.01	2.95	0.04	0.32	0.37	0.31	0.57	0.32	0.11
Final Sat.:	61	4456	74	20	4742	68	532	601	505	803	444	154
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.35	0.35	0.35	0.07	0.07	0.07	0.06	0.06	0.06
Crit Moves:		****						****				
Green Time:	78.7	78.7	78.7	78.7	78.7	78.7	15.3	15.3	15.3	15.3	15.3	15.3
Volume/Cap:	0.48	0.48	0.48	0.45	0.45	0.45	0.48	0.48	0.48	0.38	0.38	0.38
Delay/Veh:	3.7	3.7	3.7	3.6	3.6	3.6	40.2	40.2	40.2	39.3	39.3	39.3
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:	3.7	3.7	3.7	3.6	3.6	3.6	40.2	40.2	40.2	39.3	39.3	39.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
DesignQueue:	8	8	8	8	8	8	6	6	6	4	4	4

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

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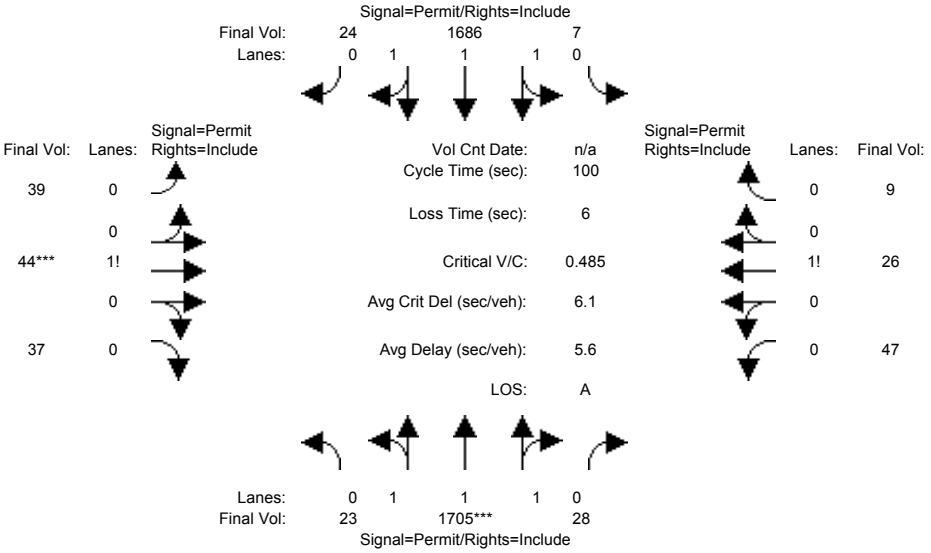
885 S. El Camino Real Development
City of San Mateo

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

Intersection #61: 12th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	1705	28	7	1686	24	39	44	37	47	26	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1705	28	7	1686	24	39	44	37	47	26	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:	23	1705	28	7	1686	24	39	44	37	47	26	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:	23	1705	28	7	1686	24	39	44	37	47	26	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1705	28	7	1686	24	39	44	37	47	26	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
FinalVolume:	23	1705	28	7	1686	24	39	44	37	47	26	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.85	0.85	0.85	0.86	0.86	0.86	0.73	0.73	0.73
Lanes:	0.04	2.91	0.05	0.01	2.95	0.04	0.32	0.37	0.31	0.57	0.32	0.11
Final Sat.:	60	4453	73	20	4743	68	532	601	505	800	443	153
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.36	0.36	0.36	0.07	0.07	0.07	0.06	0.06	0.06
Crit Moves:		****						****				
Green Time:	78.9	78.9	78.9	78.9	78.9	78.9	15.1	15.1	15.1	15.1	15.1	15.1
Volume/Cap:	0.49	0.49	0.49	0.45	0.45	0.45	0.49	0.49	0.49	0.39	0.39	0.39
Delay/Veh:	3.7	3.7	3.7	3.5	3.5	3.5	40.4	40.4	40.4	39.5	39.5	39.5
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:	3.7	3.7	3.7	3.5	3.5	3.5	40.4	40.4	40.4	39.5	39.5	39.5
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
DesignQueue:	8	8	8	8	8	8	6	6	6	4	4	4

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

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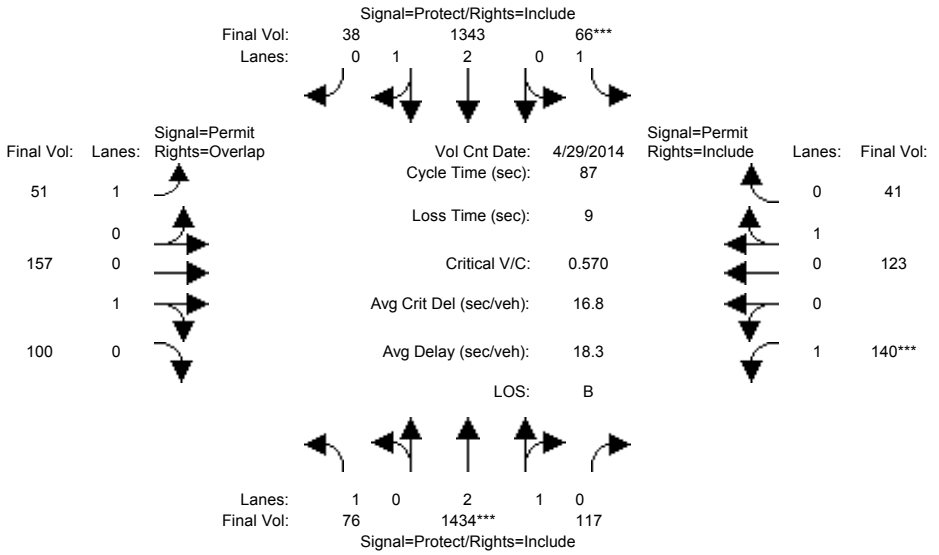
885 S. El Camino Real Development
City of San Mateo

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

Intersection #204: 5th Avenue & El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Apr 2014 <<												
Base Vol:	76	1434	117	66	1343	38	51	157	100	140	123	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1434	117	66	1343	38	51	157	100	140	123	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	1434	117	66	1343	38	51	157	100	140	123	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1434	117	66	1343	38	51	157	100	140	123	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1434	117	66	1343	38	51	157	100	140	123	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1434	117	66	1343	38	51	157	100	140	123	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.57	0.94	0.94	0.43	0.96	0.96
Lanes:	1.00	2.77	0.23	1.00	2.92	0.08	1.00	0.61	0.39	1.00	0.75	0.25
Final Sat.:	1805	4743	387	1805	5024	142	1079	1093	696	813	1372	457
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.04	0.27	0.27	0.05	0.14	0.14	0.17	0.09	0.09
Crit Moves:		****		****						****		
Green Time:	12.1	45.2	45.2	7.0	40.2	40.2	25.8	25.8	37.8	25.8	25.8	25.8
Volume/Cap:	0.30	0.58	0.58	0.45	0.58	0.58	0.16	0.48	0.33	0.58	0.30	0.30
Delay/Veh:	34.4	14.7	14.7	40.4	17.6	17.6	22.9	25.9	16.5	29.6	24.0	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:	34.4	14.7	14.7	40.4	17.6	17.6	22.9	25.9	16.5	29.6	24.0	24.0
LOS by Move:	C	B	B	D	B	B	C	C	B	C	C	C
DesignQueue:	3	14	14	3	14	14	2	9	7	5	6	6

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

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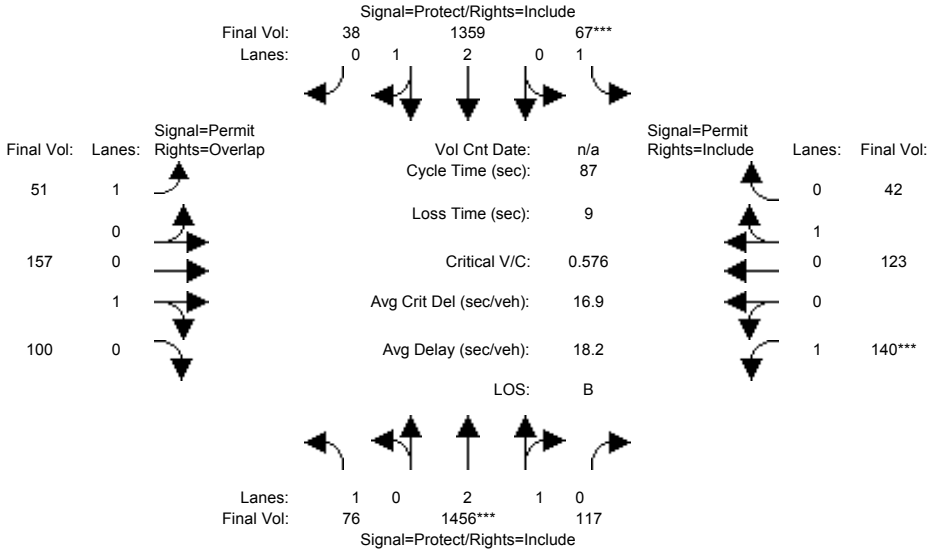
885 S. El Camino Real Development
City of San Mateo

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

Intersection #204: 5th Avenue & El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	1456	117	67	1359	38	51	157	100	140	123	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1456	117	67	1359	38	51	157	100	140	123	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	1456	117	67	1359	38	51	157	100	140	123	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1456	117	67	1359	38	51	157	100	140	123	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1456	117	67	1359	38	51	157	100	140	123	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1456	117	67	1359	38	51	157	100	140	123	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.57	0.94	0.94	0.43	0.96	0.96
Lanes:	1.00	2.78	0.22	1.00	2.92	0.08	1.00	0.61	0.39	1.00	0.75	0.25
Final Sat.:	1805	4748	382	1805	5026	141	1075	1093	696	809	1363	465
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.04	0.27	0.27	0.05	0.14	0.14	0.17	0.09	0.09
Crit Moves:		****		****						****		
Green Time:	12.0	45.4	45.4	7.0	40.4	40.4	25.6	25.6	37.6	25.6	25.6	25.6
Volume/Cap:	0.30	0.59	0.59	0.46	0.58	0.58	0.16	0.49	0.33	0.59	0.31	0.31
Delay/Veh:	34.4	14.7	14.7	40.5	17.5	17.5	23.0	26.0	16.6	30.0	24.1	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:	34.4	14.7	14.7	40.5	17.5	17.5	23.0	26.0	16.6	30.0	24.1	24.1
LOS by Move:	C	B	B	D	B	B	C	C	B	C	C	C
DesignQueue:	3	14	14	3	14	14	2	9	7	5	6	6

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

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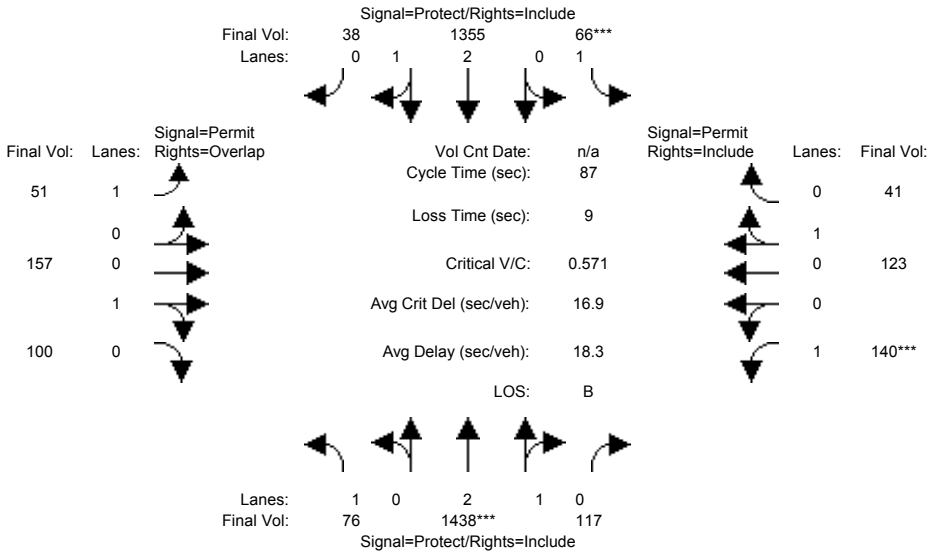
885 S. El Camino Real Development
City of San Mateo

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

Intersection #204: 5th Avenue & El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	1438	117	66	1355	38	51	157	100	140	123	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1438	117	66	1355	38	51	157	100	140	123	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	1438	117	66	1355	38	51	157	100	140	123	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1438	117	66	1355	38	51	157	100	140	123	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1438	117	66	1355	38	51	157	100	140	123	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1438	117	66	1355	38	51	157	100	140	123	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.57	0.94	0.94	0.43	0.96	0.96
Lanes:	1.00	2.77	0.23	1.00	2.92	0.08	1.00	0.61	0.39	1.00	0.75	0.25
Final Sat.:	1805	4744	386	1805	5025	141	1079	1093	696	811	1372	457
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.04	0.27	0.27	0.05	0.14	0.14	0.17	0.09	0.09
Crit Moves:		****		****						****		
Green Time:	12.0	45.2	45.2	7.0	40.2	40.2	25.8	25.8	37.8	25.8	25.8	25.8
Volume/Cap:	0.31	0.58	0.58	0.45	0.58	0.58	0.16	0.49	0.33	0.58	0.30	0.30
Delay/Veh:	34.4	14.7	14.7	40.4	17.6	17.6	22.9	25.9	16.5	29.7	24.0	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:	34.4	14.7	14.7	40.4	17.6	17.6	22.9	25.9	16.5	29.7	24.0	24.0
LOS by Move:	C	B	B	D	B	B	C	C	B	C	C	C
DesignQueue:	3	14	14	3	14	14	2	9	7	5	6	6

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

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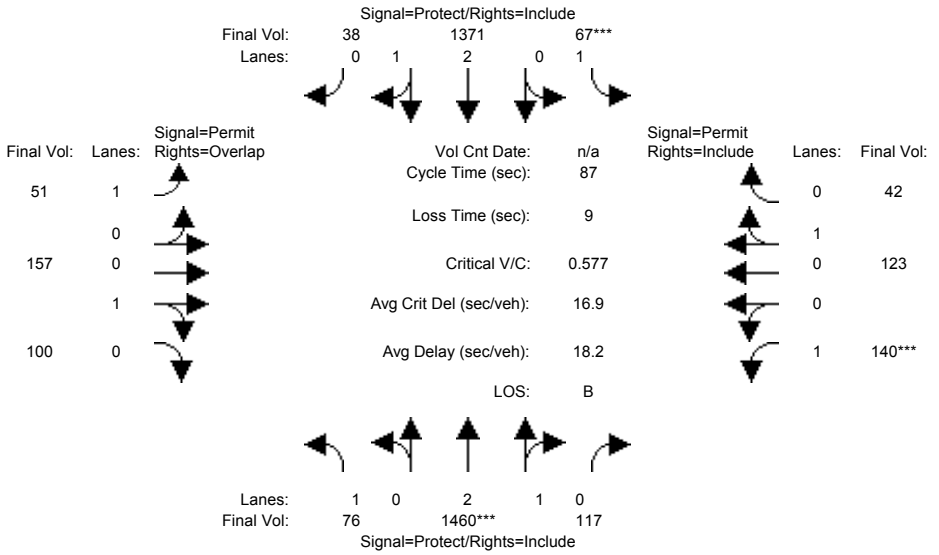
885 S. El Camino Real Development
City of San Mateo

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

Intersection #204: 5th Avenue & El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	76	1460	117	67	1371	38	51	157	100	140	123	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1460	117	67	1371	38	51	157	100	140	123	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	1460	117	67	1371	38	51	157	100	140	123	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1460	117	67	1371	38	51	157	100	140	123	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1460	117	67	1371	38	51	157	100	140	123	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1460	117	67	1371	38	51	157	100	140	123	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.56	0.94	0.94	0.43	0.96	0.96
Lanes:	1.00	2.78	0.22	1.00	2.92	0.08	1.00	0.61	0.39	1.00	0.75	0.25
Final Sat.:	1805	4749	381	1805	5027	139	1074	1093	696	809	1363	465
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.04	0.27	0.27	0.05	0.14	0.14	0.17	0.09	0.09
Crit Moves:		****		****						****		
Green Time:	11.9	45.4	45.4	7.0	40.5	40.5	25.6	25.6	37.5	25.6	25.6	25.6
Volume/Cap:	0.31	0.59	0.59	0.46	0.59	0.59	0.16	0.49	0.33	0.59	0.31	0.31
Delay/Veh:	34.5	14.7	14.7	40.5	17.5	17.5	23.0	26.0	16.7	30.1	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:	34.5	14.7	14.7	40.5	17.5	17.5	23.0	26.0	16.7	30.1	24.2	24.2
LOS by Move:	C	B	B	D	B	B	C	C	B	C	C	C
DesignQueue:	3	15	15	3	14	14	2	9	7	5	6	6

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

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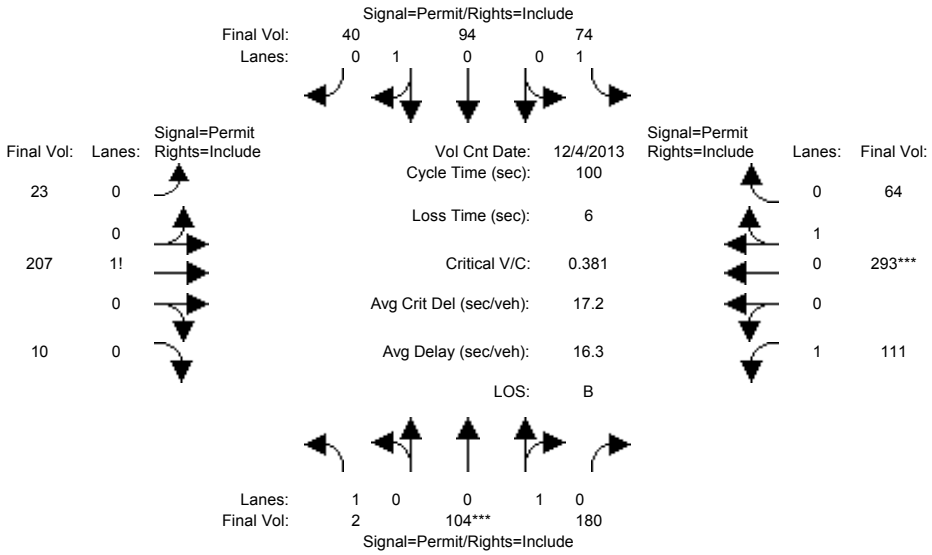
885 S. El Camino Real Development
City of San Mateo

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

Intersection #503: 9th Avenue & B St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Dec 2013 <<												
Base Vol:	2	104	180	74	94	40	23	207	10	111	293	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:	2	104	180	74	94	40	23	207	10	111	293	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:	2	104	180	74	94	40	23	207	10	111	293	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:	2	104	180	74	94	40	23	207	10	111	293	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	104	180	74	94	40	23	207	10	111	293	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	104	180	74	94	40	23	207	10	111	293	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.91	0.91	0.48	0.96	0.96	0.94	0.94	0.94	0.66	0.97	0.97
Lanes:	1.00	0.37	0.63	1.00	0.70	0.30	0.10	0.86	0.04	1.00	0.82	0.18
Final Sat.:	1220	630	1090	906	1273	542	172	1547	75	1248	1517	331
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.08	0.07	0.07	0.13	0.13	0.13	0.09	0.19	0.19
Crit Moves:		****									****	
Green Time:	43.3	43.3	43.3	43.3	43.3	43.3	50.7	50.7	50.7	50.7	50.7	50.7
Volume/Cap:	0.00	0.38	0.38	0.19	0.17	0.17	0.26	0.26	0.26	0.18	0.38	0.38
Delay/Veh:	16.1	19.6	19.6	17.7	17.4	17.4	14.2	14.2	14.2	13.5	15.3	15.3
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:	16.1	19.6	19.6	17.7	17.4	17.4	14.2	14.2	14.2	13.5	15.3	15.3
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
DesignQueue:	0	9	9	2	4	4	7	7	7	3	10	10

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

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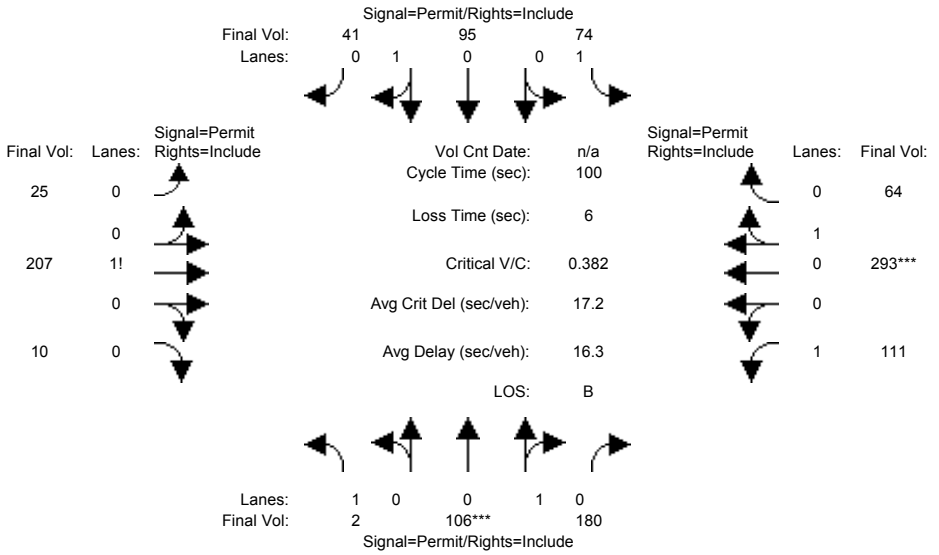
885 S. El Camino Real Development
City of San Mateo

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

Intersection #503: 9th Avenue & B St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	106	180	74	95	41	25	207	10	111	293	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:	2	106	180	74	95	41	25	207	10	111	293	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:	2	106	180	74	95	41	25	207	10	111	293	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:	2	106	180	74	95	41	25	207	10	111	293	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	106	180	74	95	41	25	207	10	111	293	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	106	180	74	95	41	25	207	10	111	293	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.91	0.91	0.48	0.96	0.96	0.94	0.94	0.94	0.66	0.97	0.97
Lanes:	1.00	0.37	0.63	1.00	0.70	0.30	0.10	0.86	0.04	1.00	0.82	0.18
Final Sat.:	1216	638	1083	904	1267	547	185	1531	74	1248	1517	331
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.08	0.07	0.07	0.14	0.14	0.14	0.09	0.19	0.19
Crit Moves:		****									****	
Green Time:	43.5	43.5	43.5	43.5	43.5	43.5	50.5	50.5	50.5	50.5	50.5	50.5
Volume/Cap:	0.00	0.38	0.38	0.19	0.17	0.17	0.27	0.27	0.27	0.18	0.38	0.38
Delay/Veh:	16.0	19.5	19.5	17.6	17.4	17.4	14.3	14.3	14.3	13.6	15.4	15.4
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:	16.0	19.5	19.5	17.6	17.4	17.4	14.3	14.3	14.3	13.6	15.4	15.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
DesignQueue:	0	9	9	2	4	4	7	7	7	3	10	10

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

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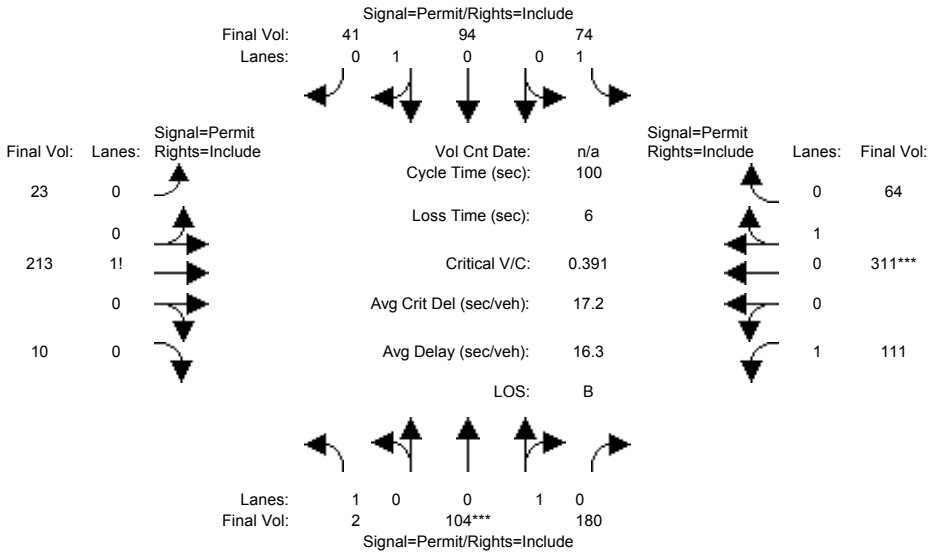
885 S. El Camino Real Development
City of San Mateo

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

Intersection #503: 9th Avenue & B St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	104	180	74	94	41	23	213	10	111	311	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:	2	104	180	74	94	41	23	213	10	111	311	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:	2	104	180	74	94	41	23	213	10	111	311	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:	2	104	180	74	94	41	23	213	10	111	311	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	104	180	74	94	41	23	213	10	111	311	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	104	180	74	94	41	23	213	10	111	311	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.91	0.91	0.47	0.95	0.95	0.95	0.95	0.95	0.65	0.97	0.97
Lanes:	1.00	0.37	0.63	1.00	0.70	0.30	0.09	0.87	0.04	1.00	0.83	0.17
Final Sat.:	1214	630	1090	897	1262	550	168	1558	73	1239	1535	316
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.08	0.07	0.07	0.14	0.14	0.14	0.09	0.20	0.20
Crit Moves:		****									****	
Green Time:	42.2	42.2	42.2	42.2	42.2	42.2	51.8	51.8	51.8	51.8	51.8	51.8
Volume/Cap:	0.00	0.39	0.39	0.20	0.18	0.18	0.26	0.26	0.26	0.17	0.39	0.39
Delay/Veh:	16.7	20.4	20.4	18.5	18.2	18.2	13.6	13.6	13.6	12.9	14.8	14.8
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:	16.7	20.4	20.4	18.5	18.2	18.2	13.6	13.6	13.6	12.9	14.8	14.8
LOS by Move:	B	C	C	B	B	B	B	B	B	B	B	B
DesignQueue:	0	9	9	2	4	4	7	7	7	3	11	11

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

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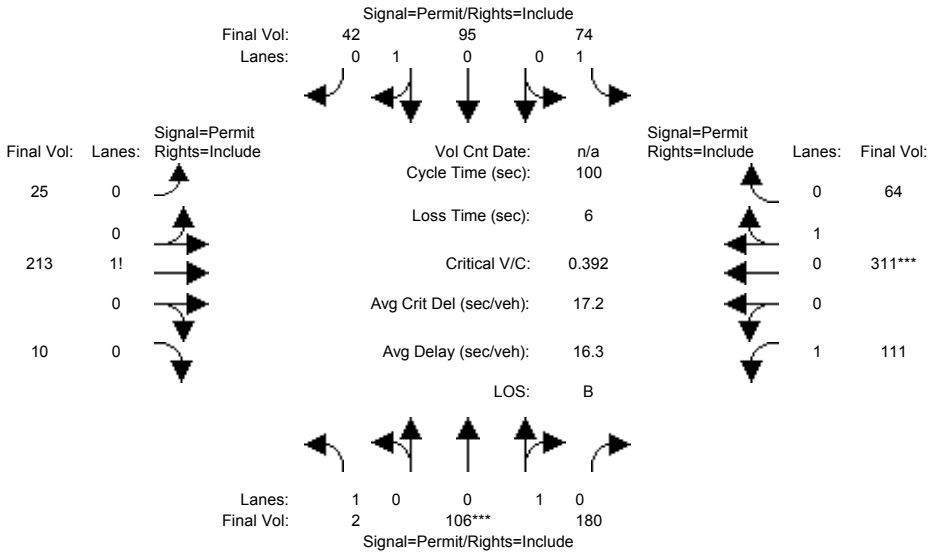
885 S. El Camino Real Development
City of San Mateo

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

Intersection #503: 9th Avenue & B St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	106	180	74	95	42	25	213	10	111	311	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:	2	106	180	74	95	42	25	213	10	111	311	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:	2	106	180	74	95	42	25	213	10	111	311	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:	2	106	180	74	95	42	25	213	10	111	311	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	106	180	74	95	42	25	213	10	111	311	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	106	180	74	95	42	25	213	10	111	311	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.91	0.91	0.47	0.95	0.95	0.94	0.94	0.94	0.65	0.97	0.97
Lanes:	1.00	0.37	0.63	1.00	0.69	0.31	0.10	0.86	0.04	1.00	0.83	0.17
Final Sat.:	1210	638	1083	895	1257	556	180	1536	72	1239	1535	316
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.08	0.08	0.08	0.14	0.14	0.14	0.09	0.20	0.20
Crit Moves:		****									****	
Green Time:	42.3	42.3	42.3	42.3	42.3	42.3	51.7	51.7	51.7	51.7	51.7	51.7
Volume/Cap:	0.00	0.39	0.39	0.20	0.18	0.18	0.27	0.27	0.27	0.17	0.39	0.39
Delay/Veh:	16.6	20.3	20.3	18.4	18.1	18.1	13.7	13.7	13.7	13.0	14.9	14.9
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:	16.6	20.3	20.3	18.4	18.1	18.1	13.7	13.7	13.7	13.0	14.9	14.9
LOS by Move:	B	C	C	B	B	B	B	B	B	B	B	B
DesignQueue:	0	10	10	2	4	4	7	7	7	3	11	11

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

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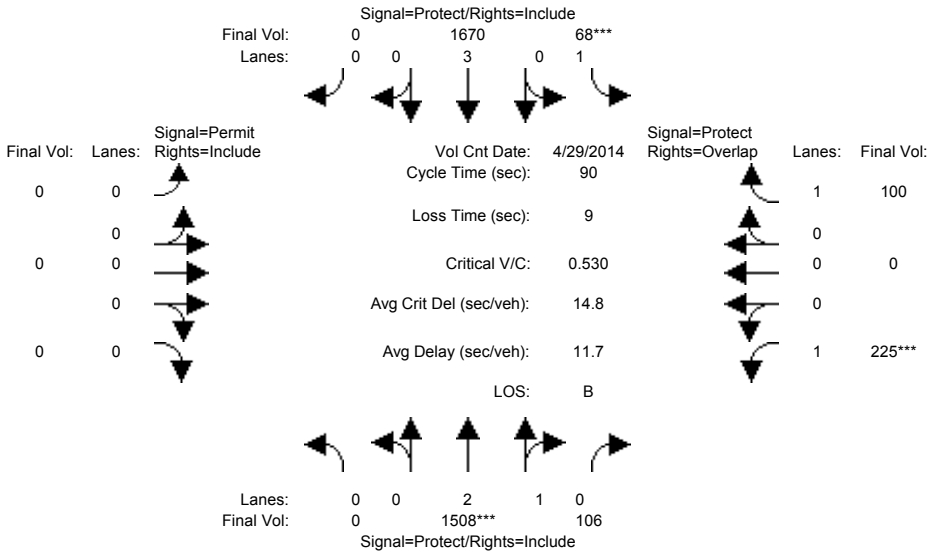
885 S. El Camino Real Development
City of San Mateo

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

Intersection #505: 9th Avenue and El Camin Real



Street Name:	El Camin Real						9th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Apr 2014 <<												
Base Vol:	0	1508	106	68	1670	0	0	0	0	225	0	100
Growth Adj:	1.00	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	1508	106	68	1670	0	0	0	0	225	0	100
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	1508	106	68	1670	0	0	0	0	225	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1508	106	68	1670	0	0	0	0	225	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1508	106	68	1670	0	0	0	0	225	0	100
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	1508	106	68	1670	0	0	0	0	225	0	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.80	0.20	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4798	337	1805	5187	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.04	0.32	0.00	0.00	0.00	0.00	0.12	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	0.0	53.0	53.0	7.0	60.0	0.0	0.0	0.0	0.0	21.0	0.0	28.0
Volume/Cap:	0.00	0.53	0.53	0.48	0.48	0.00	0.00	0.00	0.00	0.53	0.00	0.20
Delay/Veh:	0.0	11.3	11.3	42.4	7.5	0.0	0.0	0.0	0.0	31.5	0.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.3	11.3	42.4	7.5	0.0	0.0	0.0	0.0	31.5	0.0	22.9
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
DesignQueue:	0	13	13	3	11	0	0	0	0	9	0	3

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

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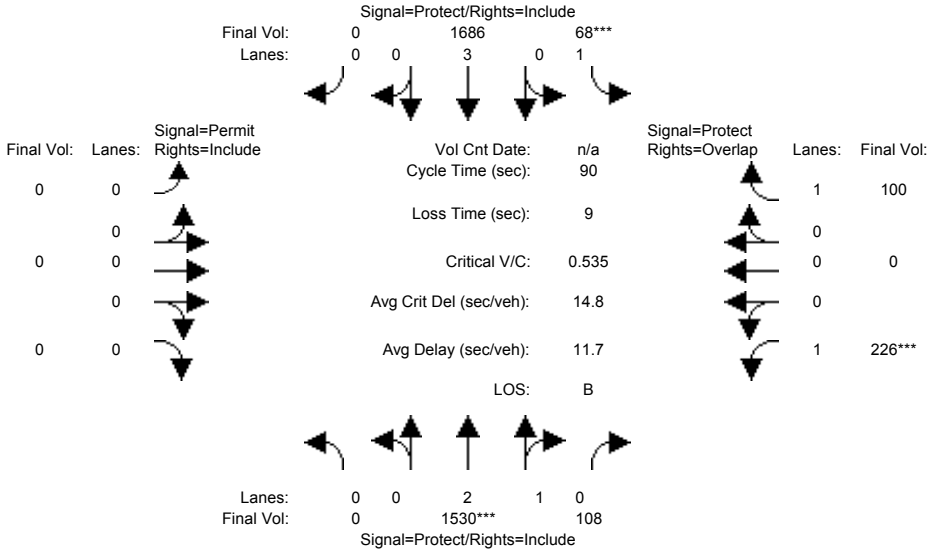
885 S. El Camino Real Development
City of San Mateo

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

Intersection #505: 9th Avenue and El Camin Real



Street Name:	El Camin Real						9th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1530	108	68	1686	0	0	0	0	226	0	100
Growth Adj:	1.00	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	1530	108	68	1686	0	0	0	0	226	0	100
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	1530	108	68	1686	0	0	0	0	226	0	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1530	108	68	1686	0	0	0	0	226	0	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1530	108	68	1686	0	0	0	0	226	0	100
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	1530	108	68	1686	0	0	0	0	226	0	100
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.80	0.20	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4797	339	1805	5187	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.04	0.33	0.00	0.00	0.00	0.00	0.13	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	0.0	53.1	53.1	7.0	60.1	0.0	0.0	0.0	0.0	20.9	0.0	27.9
Volume/Cap:	0.00	0.54	0.54	0.48	0.49	0.00	0.00	0.00	0.00	0.54	0.00	0.20
Delay/Veh:	0.0	11.3	11.3	42.4	7.4	0.0	0.0	0.0	0.0	31.8	0.0	23.1
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	11.3	11.3	42.4	7.4	0.0	0.0	0.0	0.0	31.8	0.0	23.1
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
DesignQueue:	0	13	13	3	11	0	0	0	0	9	0	4

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

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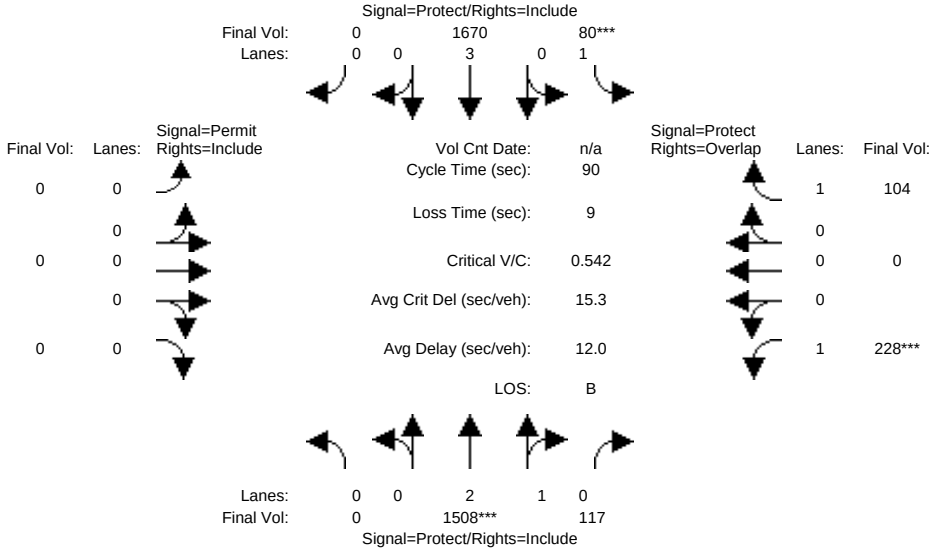
885 S. El Camino Real Development
City of San Mateo

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

Intersection #505: 9th Avenue and El Camin Real



Street Name:	El Camin Real						9th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1508	117	80	1670	0	0	0	0	228	0	104
Growth Adj:	1.00	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	1508	117	80	1670	0	0	0	0	228	0	104
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	1508	117	80	1670	0	0	0	0	228	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1508	117	80	1670	0	0	0	0	228	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1508	117	80	1670	0	0	0	0	228	0	104
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	1508	117	80	1670	0	0	0	0	228	0	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.78	0.22	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4761	369	1805	5187	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.04	0.32	0.00	0.00	0.00	0.00	0.13	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	0.0	52.6	52.6	7.4	60.0	0.0	0.0	0.0	0.0	21.0	0.0	28.4
Volume/Cap:	0.00	0.54	0.54	0.54	0.48	0.00	0.00	0.00	0.00	0.54	0.00	0.20
Delay/Veh:	0.0	11.6	11.6	43.8	7.5	0.0	0.0	0.0	0.0	31.7	0.0	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:	0.0	11.6	11.6	43.8	7.5	0.0	0.0	0.0	0.0	31.7	0.0	22.8
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
DesignQueue:	0	13	13	4	11	0	0	0	0	9	0	4

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

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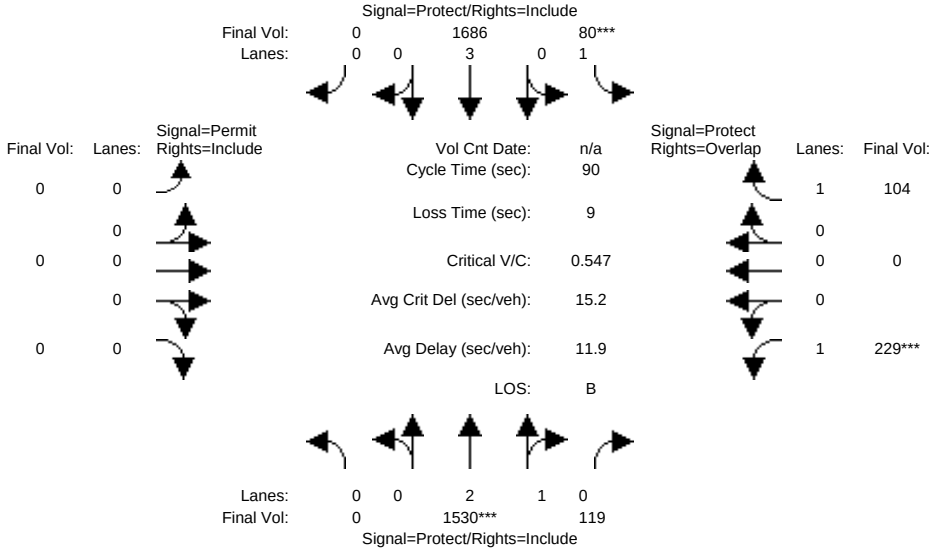
885 S. El Camino Real Development
City of San Mateo

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

Intersection #505: 9th Avenue and El Camin Real



Street Name:	El Camin Real						9th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1530	119	80	1686	0	0	0	0	229	0	104
Growth Adj:	1.00	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	1530	119	80	1686	0	0	0	0	229	0	104
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	1530	119	80	1686	0	0	0	0	229	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1530	119	80	1686	0	0	0	0	229	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1530	119	80	1686	0	0	0	0	229	0	104
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	1530	119	80	1686	0	0	0	0	229	0	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.78	0.22	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4760	370	1805	5187	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.04	0.33	0.00	0.00	0.00	0.00	0.13	0.00	0.06
Crit Moves:		****		****						****		
Green Time:	0.0	52.9	52.9	7.3	60.1	0.0	0.0	0.0	0.0	20.9	0.0	28.1
Volume/Cap:	0.00	0.55	0.55	0.55	0.49	0.00	0.00	0.00	0.00	0.55	0.00	0.21
Delay/Veh:	0.0	11.5	11.5	44.1	7.4	0.0	0.0	0.0	0.0	31.9	0.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.5	11.5	44.1	7.4	0.0	0.0	0.0	0.0	31.9	0.0	22.9
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
DesignQueue:	0	14	14	4	11	0	0	0	0	9	0	4

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

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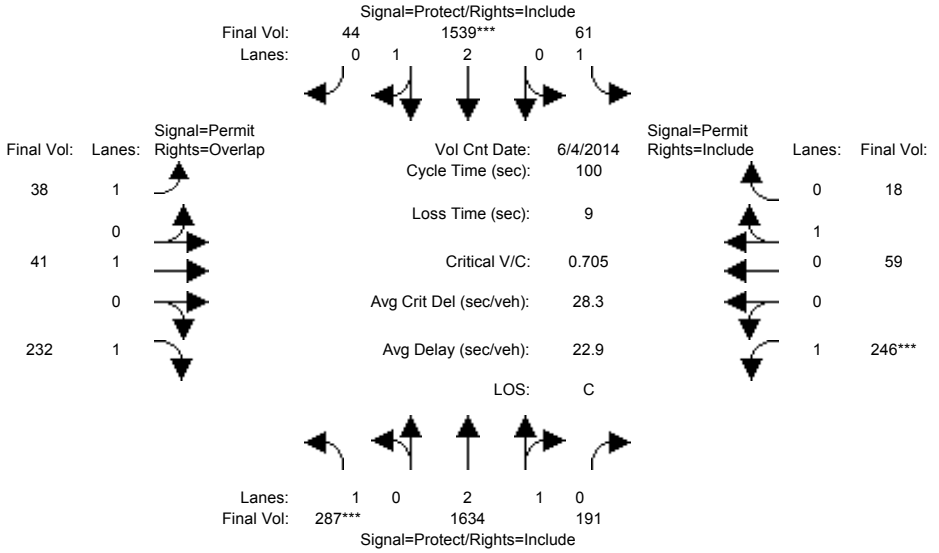
885 S. El Camino Real Development
City of San Mateo

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

Intersection #902: El Camino Real and 17th Avenue/Bovet Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2014 <<												
Base Vol:	287	1634	191	61	1539	44	38	41	232	246	59	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:	287	1634	191	61	1539	44	38	41	232	246	59	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	1634	191	61	1539	44	38	41	232	246	59	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:	287	1634	191	61	1539	44	38	41	232	246	59	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1634	191	61	1539	44	38	41	232	246	59	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	1634	191	61	1539	44	38	41	232	246	59	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.70	1.00	0.85	0.73	0.97	0.97
Lanes:	1.00	2.69	0.31	1.00	2.92	0.08	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	1805	4570	534	1805	5023	144	1324	1900	1615	1395	1405	429
Capacity Analysis Module:												
Vol/Sat:	0.16	0.36	0.36	0.03	0.31	0.31	0.03	0.02	0.14	0.18	0.04	0.04
Crit Moves:	****				****					****		
Green Time:	22.5	55.2	55.2	10.8	43.4	43.4	25.0	25.0	47.6	25.0	25.0	25.0
Volume/Cap:	0.71	0.65	0.65	0.31	0.71	0.71	0.11	0.09	0.30	0.71	0.17	0.17
Delay/Veh:	41.2	16.2	16.2	42.1	24.1	24.1	29.1	28.8	16.3	40.6	29.5	29.5
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:	41.2	16.2	16.2	42.1	24.1	24.1	29.1	28.8	16.3	40.6	29.5	29.5
LOS by Move:	D	B	B	D	C	C	C	C	B	D	C	C
DesignQueue:	13	18	18	3	20	20	2	2	7	11	3	3

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

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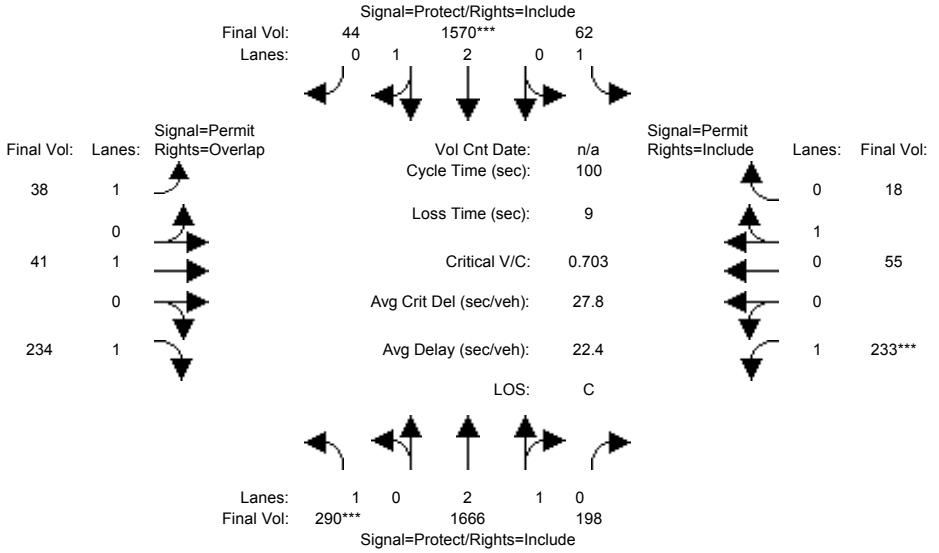
885 S. El Camino Real Development
City of San Mateo

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

Intersection #902: El Camino Real and 17th Avenue/Bovet Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1666	198	62	1570	44	38	41	234	233	55	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:	290	1666	198	62	1570	44	38	41	234	233	55	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1666	198	62	1570	44	38	41	234	233	55	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:	290	1666	198	62	1570	44	38	41	234	233	55	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1666	198	62	1570	44	38	41	234	233	55	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	1666	198	62	1570	44	38	41	234	233	55	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.70	1.00	0.85	0.73	0.96	0.96
Lanes:	1.00	2.68	0.32	1.00	2.92	0.08	1.00	1.00	1.00	1.00	0.75	0.25
Final Sat.:	1805	4562	542	1805	5025	141	1336	1900	1615	1395	1379	451
Capacity Analysis Module:												
Vol/Sat:	0.16	0.37	0.37	0.03	0.31	0.31	0.03	0.02	0.14	0.17	0.04	0.04
Crit Moves:	****				****					****		
Green Time:	22.8	56.4	56.4	10.8	44.4	44.4	23.8	23.8	46.6	23.8	23.8	23.8
Volume/Cap:	0.70	0.65	0.65	0.32	0.70	0.70	0.12	0.09	0.31	0.70	0.17	0.17
Delay/Veh:	40.9	15.5	15.5	42.1	23.5	23.5	30.1	29.8	16.9	41.6	30.5	30.5
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:	40.9	15.5	15.5	42.1	23.5	23.5	30.1	29.8	16.9	41.6	30.5	30.5
LOS by Move:	D	B	B	D	C	C	C	C	B	D	C	C
DesignQueue:	13	18	18	3	20	20	2	2	7	10	3	3

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

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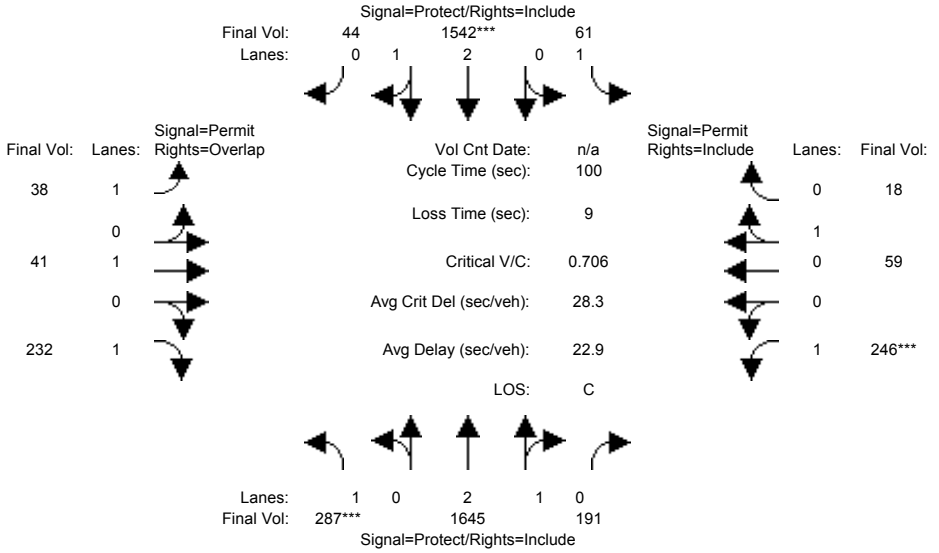
885 S. El Camino Real Development
City of San Mateo

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

Intersection #902: El Camino Real and 17th Avenue/Bovet Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	287	1645	191	61	1542	44	38	41	232	246	59	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:	287	1645	191	61	1542	44	38	41	232	246	59	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	1645	191	61	1542	44	38	41	232	246	59	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:	287	1645	191	61	1542	44	38	41	232	246	59	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	1645	191	61	1542	44	38	41	232	246	59	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	287	1645	191	61	1542	44	38	41	232	246	59	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.70	1.00	0.85	0.73	0.97	0.97
Lanes:	1.00	2.69	0.31	1.00	2.92	0.08	1.00	1.00	1.00	1.00	0.77	0.23
Final Sat.:	1805	4573	531	1805	5023	143	1324	1900	1615	1395	1405	429
Capacity Analysis Module:												
Vol/Sat:	0.16	0.36	0.36	0.03	0.31	0.31	0.03	0.02	0.14	0.18	0.04	0.04
Crit Moves:	****				****					****		
Green Time:	22.5	55.3	55.3	10.8	43.5	43.5	25.0	25.0	47.5	25.0	25.0	25.0
Volume/Cap:	0.71	0.65	0.65	0.31	0.71	0.71	0.11	0.09	0.30	0.71	0.17	0.17
Delay/Veh:	41.3	16.2	16.2	42.2	24.1	24.1	29.1	28.8	16.3	40.6	29.5	29.5
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:	41.3	16.2	16.2	42.2	24.1	24.1	29.1	28.8	16.3	40.6	29.5	29.5
LOS by Move:	D	B	B	D	C	C	C	C	B	D	C	C
DesignQueue:	13	18	18	3	20	20	2	2	7	11	3	3

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

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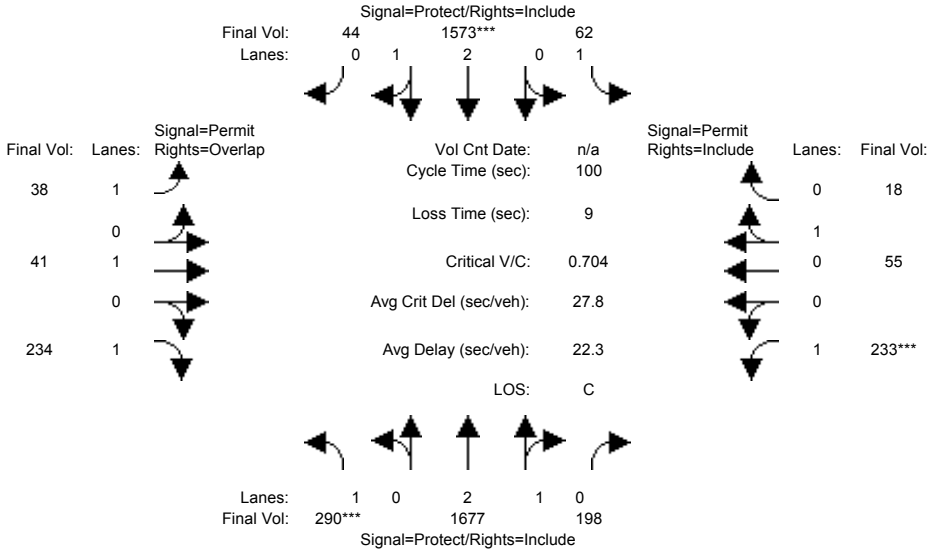
885 S. El Camino Real Development
City of San Mateo

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

Intersection #902: El Camino Real and 17th Avenue/Bovet Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	290	1677	198	62	1573	44	38	41	234	233	55	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:	290	1677	198	62	1573	44	38	41	234	233	55	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1677	198	62	1573	44	38	41	234	233	55	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:	290	1677	198	62	1573	44	38	41	234	233	55	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1677	198	62	1573	44	38	41	234	233	55	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	290	1677	198	62	1573	44	38	41	234	233	55	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.70	1.00	0.85	0.73	0.96	0.96
Lanes:	1.00	2.68	0.32	1.00	2.92	0.08	1.00	1.00	1.00	1.00	0.75	0.25
Final Sat.:	1805	4565	539	1805	5026	141	1336	1900	1615	1395	1379	451
Capacity Analysis Module:												
Vol/Sat:	0.16	0.37	0.37	0.03	0.31	0.31	0.03	0.02	0.14	0.17	0.04	0.04
Crit Moves:	****				****					****		
Green Time:	22.8	56.5	56.5	10.8	44.5	44.5	23.7	23.7	46.5	23.7	23.7	23.7
Volume/Cap:	0.70	0.65	0.65	0.32	0.70	0.70	0.12	0.09	0.31	0.70	0.17	0.17
Delay/Veh:	40.9	15.5	15.5	42.2	23.5	23.5	30.1	29.8	16.9	41.6	30.5	30.5
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:	40.9	15.5	15.5	42.2	23.5	23.5	30.1	29.8	16.9	41.6	30.5	30.5
LOS by Move:	D	B	B	D	C	C	C	C	B	D	C	C
DesignQueue:	13	18	18	3	20	20	2	2	7	10	3	3

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

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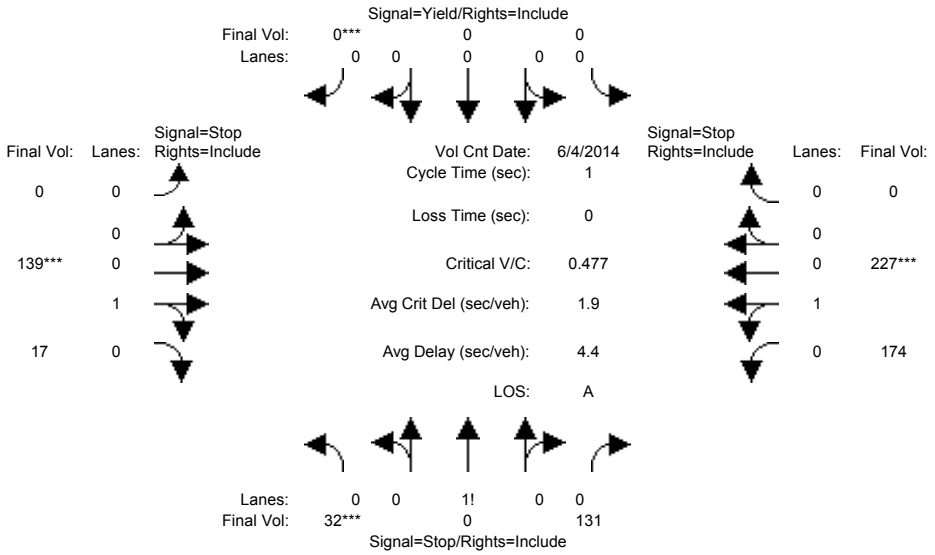
885 S. El Camino Real Development
City of San Mateo

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

Intersection #938: Palm Ave and 9th Avenue




```
Street Name:              Palm Ave                          9th Ave
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2014 <<
Base Vol:       32    0   131     0    0     0     0  139    17   174  227     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:    32    0   131     0    0     0     0  139    17   174  227     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:    32    0   131     0    0     0     0  139    17   174  227     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:     32    0   131     0    0     0     0  139    17   174  227     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    32    0   131     0    0     0     0  139    17   174  227     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:        0    0     0     0    0     0     0    0     0     0    0     0
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:        0.20 0.00  0.80  0.00 0.00  0.00  0.00 0.89  0.11  0.43 0.57  0.00
Final Sat.:     67    0   275     0    0     0     0  676    83   440  573     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.48 0.00  0.48  0.00 0.00  0.00  0.00 0.21  0.21  0.40 0.40  0.00
Crit Moves:   ****                         ****       ****             ****
Green Time:    1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0
Volume/Cap:   0.48 0.00  0.48  0.00 0.00  0.00  0.00 0.21  0.21  0.40 0.40  0.00
Delay/Veh:     6.1  0.0   6.1   0.0  0.0   0.0   0.0  2.2   2.2   4.5  4.5   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:    6.1  0.0   6.1   0.0  0.0   0.0   0.0  2.2   2.2   4.5  4.5   0.0
DesignQueue:     0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #938 Palm Ave and 9th Avenue
*******************************************************************************
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        Yield 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:   32    0   131     0    0     0     0  139    17   174  227     0
ApproachDel:       0.0              0.0              0.0              0.0
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=163]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=720]
   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 #938 Palm Ave and 9th Avenue
********************************************************************************
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       Yield 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:   32    0   131     0    0     0     0  139    17   174  227     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             557
Minor Approach Volume:           163
Minor Approach Volume Threshold: 375
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


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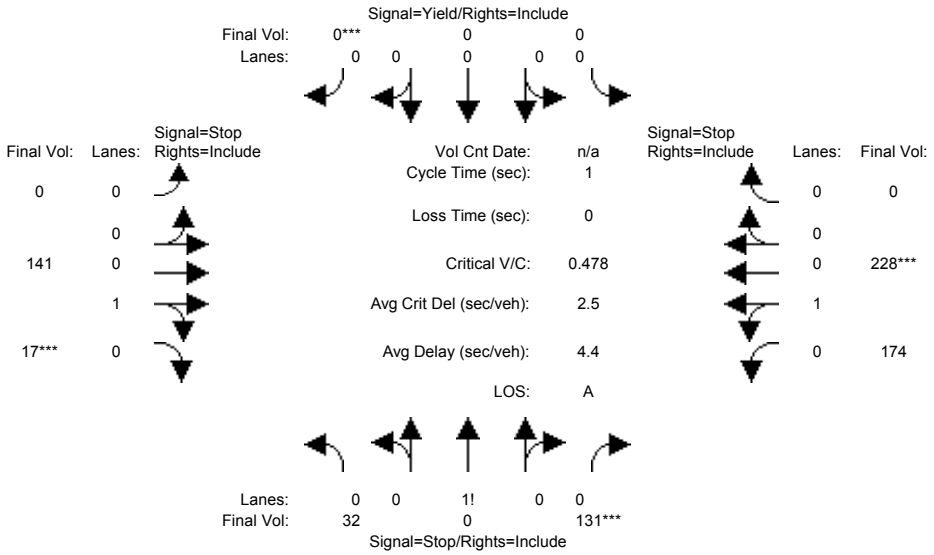
885 S. El Camino Real Development
City of San Mateo

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

Intersection #938: Palm Ave and 9th Avenue




```
Street Name:              Palm Ave                          9th Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      32    0   131     0    0     0     0  141    17   174  228     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:   32    0   131     0    0     0     0  141    17   174  228     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:   32    0   131     0    0     0     0  141    17   174  228     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:    32    0   131     0    0     0     0  141    17   174  228     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   32    0   131     0    0     0     0  141    17   174  228     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:       0    0     0     0    0     0     0    0     0     0    0     0
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:       0.20 0.00  0.80  0.00 0.00  0.00  0.00 0.89  0.11  0.43 0.57  0.00
Final Sat.:    67    0   274     0    0     0     0  678    82   438  575     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.48 0.00  0.48  0.00 0.00  0.00  0.00 0.21  0.21  0.40 0.40  0.00
Crit Moves:             ****             ****             ****       ****
Green Time:   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0
Volume/Cap:  0.48 0.00  0.48  0.00 0.00  0.00  0.00 0.21  0.21  0.40 0.40  0.00
Delay/Veh:    6.1  0.0   6.1   0.0  0.0   0.0   0.0  2.2   2.2   4.5  4.5   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:   6.1  0.0   6.1   0.0  0.0   0.0   0.0  2.2   2.2   4.5  4.5   0.0
DesignQueue:    0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #938 Palm Ave and 9th Avenue
*******************************************************************************
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        Yield 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:   32    0   131     0    0     0     0  141    17   174  228     0
ApproachDel:       0.0              0.0              0.0              0.0
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=163]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=723]
   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 #938 Palm Ave and 9th Avenue
********************************************************************************
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       Yield 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:   32    0   131     0    0     0     0  141    17   174  228     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             560
Minor Approach Volume:           163
Minor Approach Volume Threshold: 374
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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jurisdiction.  Consideration of the other signal warrants, which is beyond
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```


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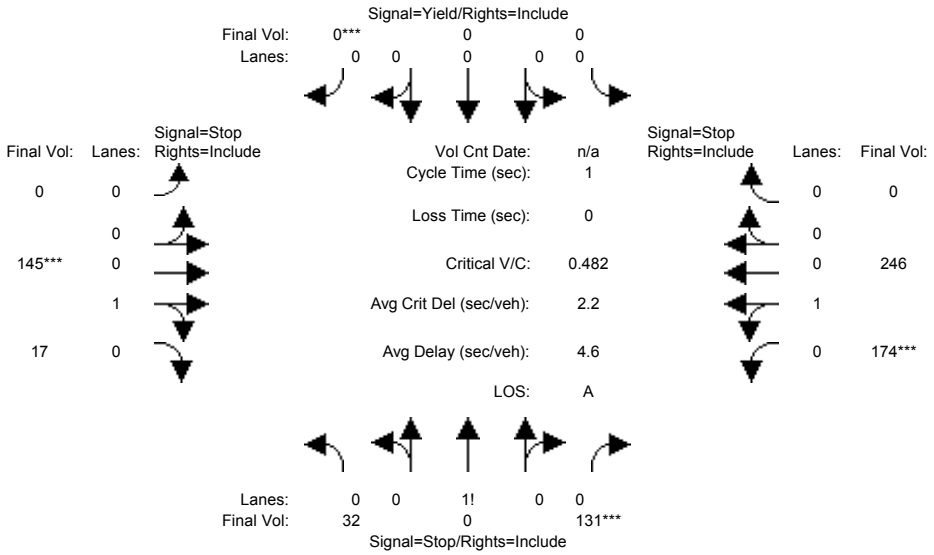
885 S. El Camino Real Development
City of San Mateo

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

Intersection #938: Palm Ave and 9th Avenue




```
Street Name:              Palm Ave                          9th Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      32    0   131     0    0     0     0  145    17   174  246     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:   32    0   131     0    0     0     0  145    17   174  246     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:   32    0   131     0    0     0     0  145    17   174  246     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:    32    0   131     0    0     0     0  145    17   174  246     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   32    0   131     0    0     0     0  145    17   174  246     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:       0    0     0     0    0     0     0    0     0     0    0     0
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:       0.20 0.00  0.80  0.00 0.00  0.00  0.00 0.90  0.10  0.41 0.59  0.00
Final Sat.:    66    0   272     0    0     0     0  689    81   422  597     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.48 0.00  0.48  0.00 0.00  0.00  0.00 0.21  0.21  0.41 0.41  0.00
Crit Moves:             ****             ****       ****        ****
Green Time:   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0
Volume/Cap:  0.48 0.00  0.48  0.00 0.00  0.00  0.00 0.21  0.21  0.41 0.41  0.00
Delay/Veh:    6.2  0.0   6.2   0.0  0.0   0.0   0.0  2.2   2.2   4.8  4.8   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  1.00
AdjDel/Veh:   6.2  0.0   6.2   0.0  0.0   0.0   0.0  2.2   2.2   4.8  4.8   0.0
DesignQueue:    0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #938 Palm Ave and 9th Avenue
*******************************************************************************
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        Yield 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:   32    0   131     0    0     0     0  145    17   174  246     0
ApproachDel:       0.0              0.0              0.0              0.0
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=163]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=745]
   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 #938 Palm Ave and 9th Avenue
********************************************************************************
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       Yield 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:   32    0   131     0    0     0     0  145    17   174  246     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             582
Minor Approach Volume:           163
Minor Approach Volume Threshold: 364
--------------------------------------------------------------------------------
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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jurisdiction.  Consideration of the other signal warrants, which is beyond
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```


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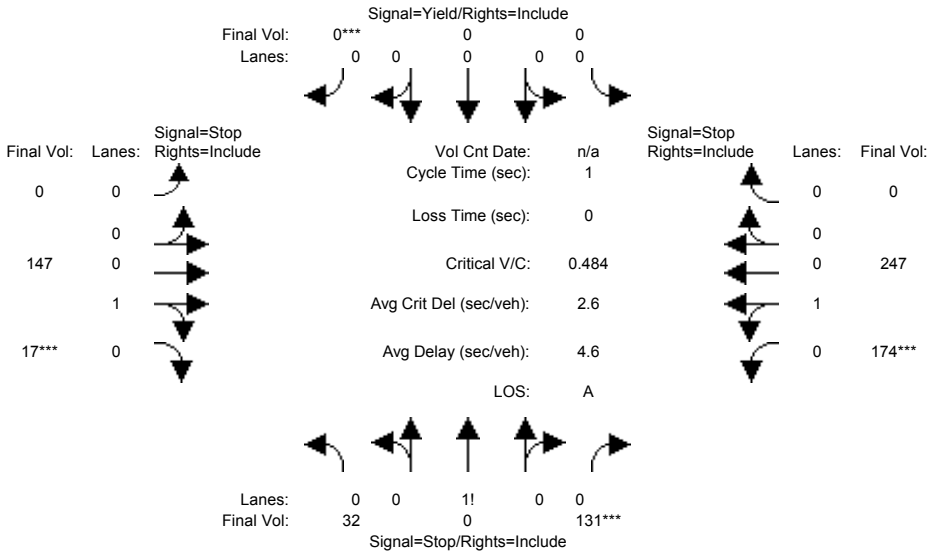
885 S. El Camino Real Development
City of San Mateo

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

Intersection #938: Palm Ave and 9th Avenue




```
Street Name:              Palm Ave                          9th Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      32    0   131     0    0     0     0  147    17   174  247     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:   32    0   131     0    0     0     0  147    17   174  247     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:   32    0   131     0    0     0     0  147    17   174  247     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:    32    0   131     0    0     0     0  147    17   174  247     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   32    0   131     0    0     0     0  147    17   174  247     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:       0    0     0     0    0     0     0    0     0     0    0     0
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:       0.20 0.00  0.80  0.00 0.00  0.00  0.00 0.90  0.10  0.41 0.59  0.00
Final Sat.:    66    0   271     0    0     0     0  691    80   421  598     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.48 0.00  0.48  0.00 0.00  0.00  0.00 0.21  0.21  0.41 0.41  0.00
Crit Moves:             ****             ****             ****  ****
Green Time:   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0
Volume/Cap:  0.48 0.00  0.48  0.00 0.00  0.00  0.00 0.21  0.21  0.41 0.41  0.00
Delay/Veh:    6.3  0.0   6.3   0.0  0.0   0.0   0.0  2.2   2.2   4.8  4.8   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  1.00
AdjDel/Veh:   6.3  0.0   6.3   0.0  0.0   0.0   0.0  2.2   2.2   4.8  4.8   0.0
DesignQueue:    0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #938 Palm Ave and 9th Avenue
*******************************************************************************
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        Yield 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:   32    0   131     0    0     0     0  147    17   174  247     0
ApproachDel:       0.0              0.0              0.0              0.0
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=163]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=748]
   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 #938 Palm Ave and 9th Avenue
********************************************************************************
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       Yield 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:   32    0   131     0    0     0     0  147    17   174  247     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             585
Minor Approach Volume:           163
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.
```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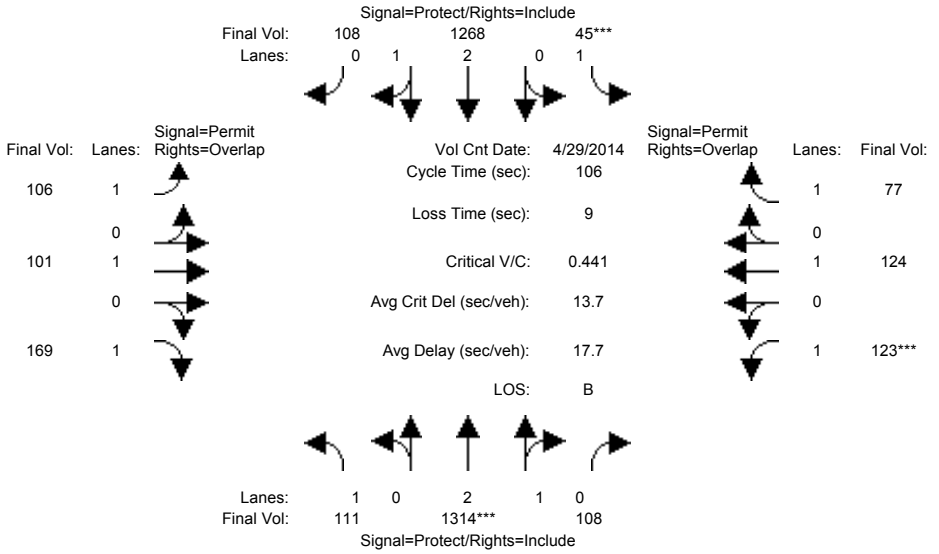
885 S. El Camino Real Development
City of San Mateo

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

Intersection #8: 3rd Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Apr 2014 <<												
Base Vol:	111	1314	108	45	1268	108	106	101	169	123	124	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1314	108	45	1268	108	106	101	169	123	124	77
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:	111	1314	108	45	1268	108	106	101	169	123	124	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1314	108	45	1268	108	106	101	169	123	124	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1314	108	45	1268	108	106	101	169	123	124	77
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:	111	1314	108	45	1268	108	106	101	169	123	124	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.59	1.00	0.85	0.64	1.00	0.85
Lanes:	1.00	2.77	0.23	1.00	2.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4740	390	1805	4723	402	1117	1900	1615	1208	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.02	0.27	0.27	0.09	0.05	0.10	0.10	0.07	0.05
Crit Moves:		****		****						****		
Green Time:	14.4	65.8	65.8	7.0	58.5	58.5	24.2	24.2	38.5	24.2	24.2	31.2
Volume/Cap:	0.45	0.45	0.45	0.38	0.49	0.49	0.42	0.23	0.29	0.45	0.29	0.16
Delay/Veh:	43.5	10.6	10.6	49.4	14.7	14.7	36.0	33.6	24.2	36.3	34.2	27.9
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:	43.5	10.6	10.6	49.4	14.7	14.7	36.0	33.6	24.2	36.3	34.2	27.9
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
DesignQueue:	6	13	13	2	14	14	5	5	6	6	6	3

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

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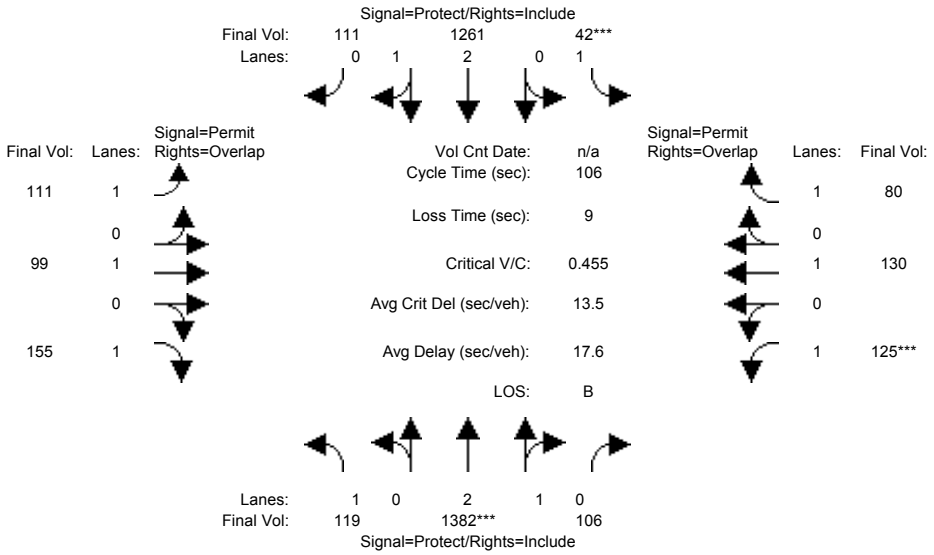
885 S. El Camino Real Development
City of San Mateo

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

Intersection #8: 3rd Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	119	1382	106	42	1261	111	111	99	155	125	130	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	1382	106	42	1261	111	111	99	155	125	130	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	1382	106	42	1261	111	111	99	155	125	130	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	1382	106	42	1261	111	111	99	155	125	130	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1382	106	42	1261	111	111	99	155	125	130	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	1382	106	42	1261	111	111	99	155	125	130	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.57	1.00	0.85	0.64	1.00	0.85
Lanes:	1.00	2.79	0.21	1.00	2.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4765	365	1805	4710	415	1087	1900	1615	1212	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.02	0.27	0.27	0.10	0.05	0.10	0.10	0.07	0.05
Crit Moves:		****		****						****		
Green Time:	14.5	66.4	66.4	7.0	58.9	58.9	23.6	23.6	38.1	23.6	23.6	30.6
Volume/Cap:	0.48	0.46	0.46	0.35	0.48	0.48	0.46	0.23	0.27	0.46	0.31	0.17
Delay/Veh:	43.7	10.5	10.5	49.1	14.4	14.4	37.0	34.1	24.3	37.0	34.8	28.4
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:	43.7	10.5	10.5	49.1	14.4	14.4	37.0	34.1	24.3	37.0	34.8	28.4
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
DesignQueue:	6	13	13	2	14	14	5	5	6	6	6	3

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

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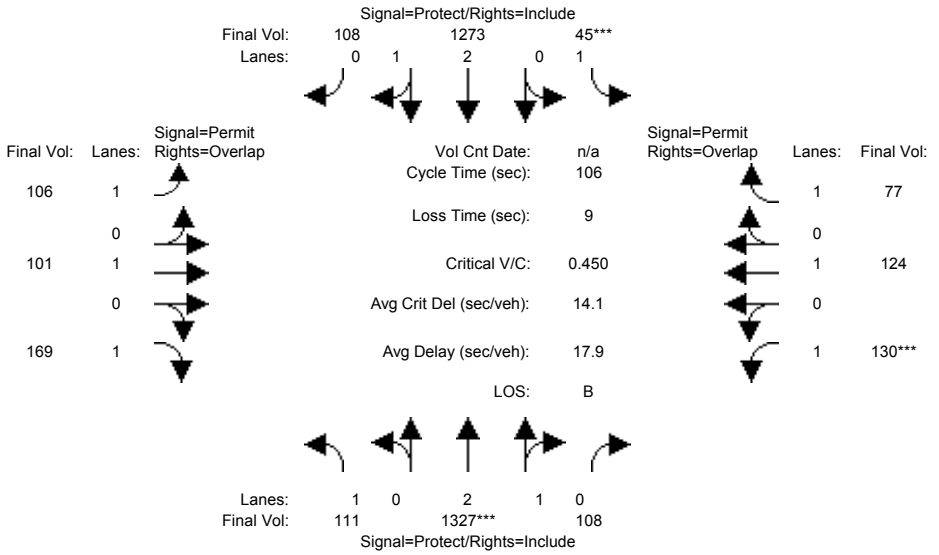
885 S. El Camino Real Development
City of San Mateo

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

Intersection #8: 3rd Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	1327	108	45	1273	108	106	101	169	130	124	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1327	108	45	1273	108	106	101	169	130	124	77
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:	111	1327	108	45	1273	108	106	101	169	130	124	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	1327	108	45	1273	108	106	101	169	130	124	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1327	108	45	1273	108	106	101	169	130	124	77
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:	111	1327	108	45	1273	108	106	101	169	130	124	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.59	1.00	0.85	0.64	1.00	0.85
Lanes:	1.00	2.77	0.23	1.00	2.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4744	386	1805	4724	401	1125	1900	1615	1214	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.02	0.27	0.27	0.09	0.05	0.10	0.11	0.07	0.05
Crit Moves:		****		****						****		
Green Time:	14.2	65.1	65.1	7.0	57.9	57.9	24.9	24.9	39.1	24.9	24.9	31.9
Volume/Cap:	0.46	0.46	0.46	0.38	0.49	0.49	0.40	0.23	0.28	0.46	0.28	0.16
Delay/Veh:	43.8	11.1	11.1	49.4	15.1	15.1	35.2	33.0	23.8	35.9	33.5	27.3
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:	43.8	11.1	11.1	49.4	15.1	15.1	35.2	33.0	23.8	35.9	33.5	27.3
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
DesignQueue:	6	13	13	2	15	15	5	5	6	6	6	3

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

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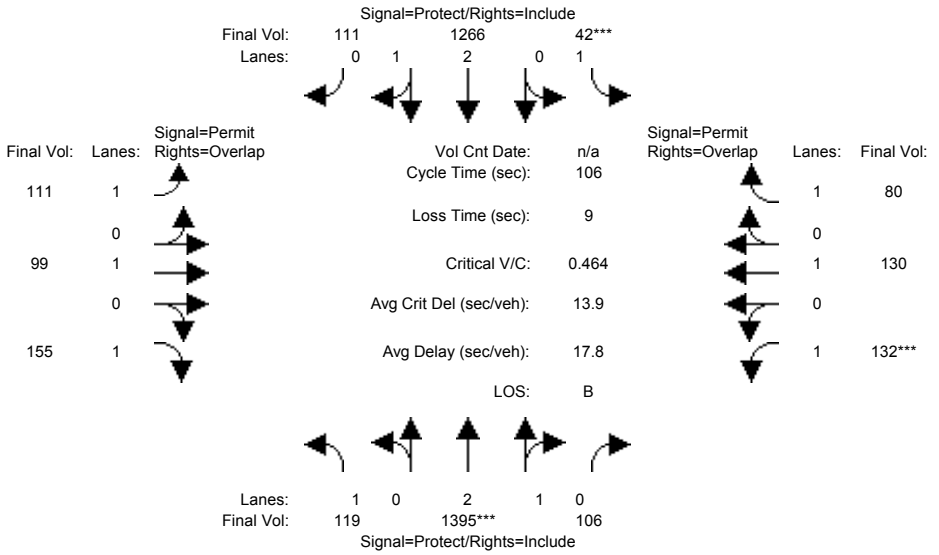
885 S. El Camino Real Development
City of San Mateo

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

Intersection #8: 3rd Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	119	1395	106	42	1266	111	111	99	155	132	130	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	1395	106	42	1266	111	111	99	155	132	130	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	1395	106	42	1266	111	111	99	155	132	130	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	1395	106	42	1266	111	111	99	155	132	130	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	1395	106	42	1266	111	111	99	155	132	130	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	1395	106	42	1266	111	111	99	155	132	130	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.90	0.90	0.58	1.00	0.85	0.64	1.00	0.85
Lanes:	1.00	2.79	0.21	1.00	2.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1805	4768	362	1805	4712	413	1096	1900	1615	1218	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.02	0.27	0.27	0.10	0.05	0.10	0.11	0.07	0.05
Crit Moves:		****		****						****		
Green Time:	14.3	65.7	65.7	7.0	58.3	58.3	24.3	24.3	38.7	24.3	24.3	31.3
Volume/Cap:	0.49	0.47	0.47	0.35	0.49	0.49	0.44	0.23	0.26	0.47	0.30	0.17
Delay/Veh:	44.0	11.0	11.0	49.1	14.8	14.8	36.2	33.5	23.9	36.6	34.2	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	11.0	11.0	49.1	14.8	14.8	36.2	33.5	23.9	36.6	34.2	27.8
LOS by Move:	D	B	B	D	B	B	D	C	C	D	C	C
DesignQueue:	6	13	13	2	14	14	5	5	6	6	6	3

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

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885 S. El Camino Real Development
City of San Mateo

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

Intersection #16: 4th Avenue and El Camino Real

Signal=Protect/Rights=Include

Final Vol:	45	1295	152***		
Lanes:	0	1	2	0	1

Final Vol:	Lanes:	Signal=Permit Rights=Overlap
48	0	
	1	
93	0	
	0	
56	1	

Vol Cnt Date:	4/29/2014
Cycle Time (sec):	110
Loss Time (sec):	9
Critical V/C:	0.580
Avg Crit Del (sec/veh):	21.4
Avg Delay (sec/veh):	20.1
LOS:	C

Signal=Permit Rights=Overlap	Lanes:	Final Vol:
	0	81
	1	
	0	59
	0	
	1	142***

Lanes:	1	0	2	1	0
Final Vol:	21		1449***		152

Signal=Protect/Rights=Include

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Apr 2014 <<												
Base Vol:	21	1449	152	152	1295	45	48	93	56	142	59	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1449	152	152	1295	45	48	93	56	142	59	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1449	152	152	1295	45	48	93	56	142	59	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1449	152	152	1295	45	48	93	56	142	59	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1449	152	152	1295	45	48	93	56	142	59	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1449	152	152	1295	45	48	93	56	142	59	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.86	0.86	0.85	0.55	0.91	0.91
Lanes:	1.00	2.72	0.28	1.00	2.90	0.10	0.34	0.66	1.00	1.00	0.42	0.58
Final Sat.:	1805	4629	486	1805	4988	173	556	1078	1615	1053	731	1004
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.08	0.26	0.26	0.09	0.09	0.03	0.13	0.08	0.08
Crit Moves:		****		****						****		
Green Time:	14.8	59.4	59.4	16.0	60.6	60.6	25.6	25.6	40.4	25.6	25.6	41.6
Volume/Cap:	0.09	0.58	0.58	0.58	0.47	0.47	0.37	0.37	0.09	0.58	0.35	0.21
Delay/Veh:	41.8	17.2	17.2	47.1	15.1	15.1	36.0	36.0	22.8	40.9	35.7	23.3
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:	41.8	17.2	17.2	47.1	15.1	15.1	36.0	36.0	22.8	40.9	35.7	23.3
LOS by Move:	D	B	B	D	B	B	D	D	C	D	D	C
DesignQueue:	1	18	18	8	14	14	7	7	2	7	7	5

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

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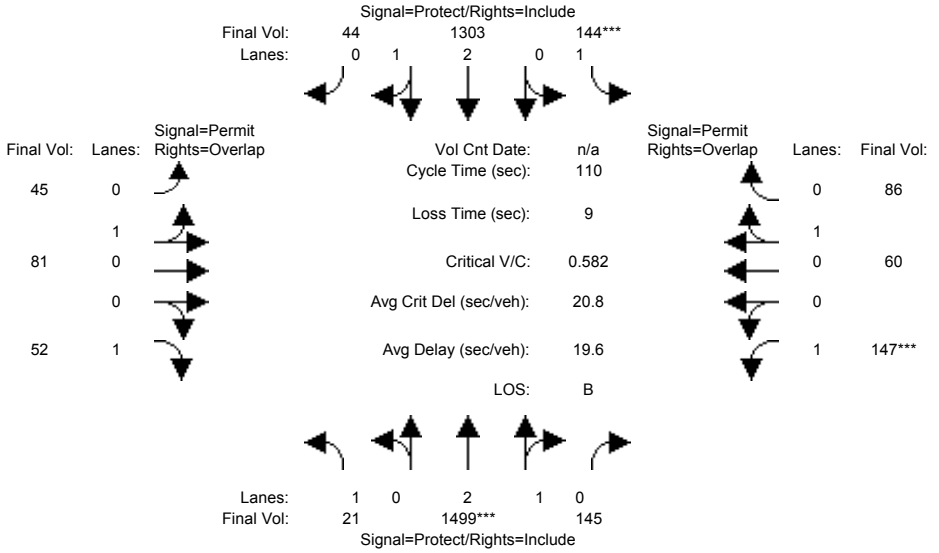
885 S. El Camino Real Development
City of San Mateo

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

Intersection #16: 4th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	1499	145	144	1303	44	45	81	52	147	60	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1499	145	144	1303	44	45	81	52	147	60	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1499	145	144	1303	44	45	81	52	147	60	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1499	145	144	1303	44	45	81	52	147	60	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1499	145	144	1303	44	45	81	52	147	60	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1499	145	144	1303	44	45	81	52	147	60	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.85	0.85	0.85	0.58	0.91	0.91
Lanes:	1.00	2.74	0.26	1.00	2.90	0.10	0.36	0.64	1.00	1.00	0.41	0.59
Final Sat.:	1805	4668	452	1805	4992	169	580	1043	1615	1104	712	1021
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.08	0.26	0.26	0.08	0.08	0.03	0.13	0.08	0.08
Crit Moves:		****		****						****		
Green Time:	14.9	60.7	60.7	15.1	61.0	61.0	25.2	25.2	40.0	25.2	25.2	40.3
Volume/Cap:	0.09	0.58	0.58	0.58	0.47	0.47	0.34	0.34	0.09	0.58	0.37	0.23
Delay/Veh:	41.8	16.6	16.6	48.0	14.9	14.9	36.0	36.0	23.0	41.1	36.3	24.3
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:	41.8	16.6	16.6	48.0	14.9	14.9	36.0	36.0	23.0	41.1	36.3	24.3
LOS by Move:	D	B	B	D	B	B	D	D	C	D	D	C
DesignQueue:	1	18	18	8	14	14	6	6	2	7	7	6

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

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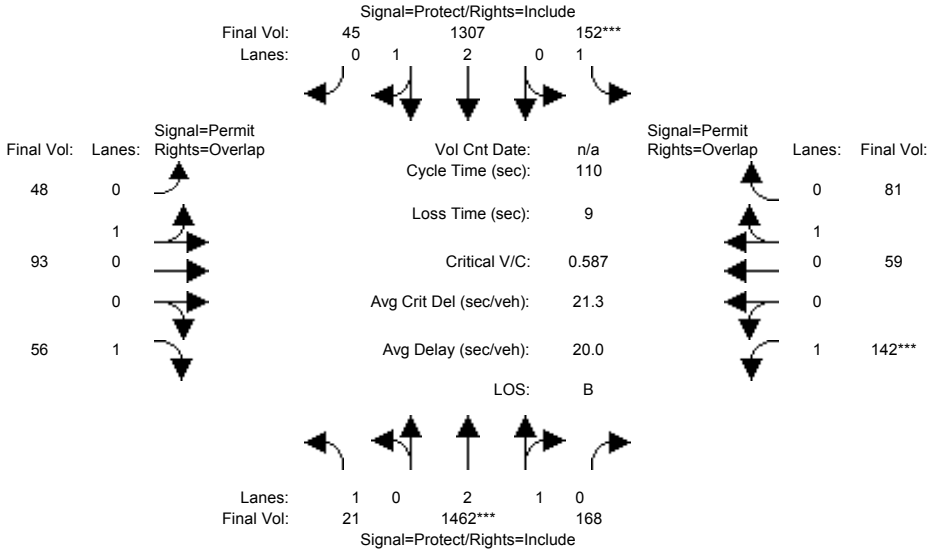
885 S. El Camino Real Development
City of San Mateo

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

Intersection #16: 4th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	1462	168	152	1307	45	48	93	56	142	59	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1462	168	152	1307	45	48	93	56	142	59	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1462	168	152	1307	45	48	93	56	142	59	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1462	168	152	1307	45	48	93	56	142	59	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1462	168	152	1307	45	48	93	56	142	59	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1462	168	152	1307	45	48	93	56	142	59	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.86	0.86	0.85	0.55	0.91	0.91
Lanes:	1.00	2.69	0.31	1.00	2.90	0.10	0.34	0.66	1.00	1.00	0.42	0.58
Final Sat.:	1805	4583	527	1805	4989	172	556	1078	1615	1049	731	1004
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.08	0.26	0.26	0.09	0.09	0.03	0.14	0.08	0.08
Crit Moves:		****		****						****		
Green Time:	14.8	59.8	59.8	15.8	60.8	60.8	25.4	25.4	40.2	25.4	25.4	41.2
Volume/Cap:	0.09	0.59	0.59	0.59	0.47	0.47	0.37	0.37	0.09	0.59	0.35	0.22
Delay/Veh:	41.9	17.1	17.1	47.5	15.0	15.0	36.2	36.2	23.0	41.3	35.9	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	17.1	17.1	47.5	15.0	15.0	36.2	36.2	23.0	41.3	35.9	23.6
LOS by Move:	D	B	B	D	B	B	D	D	C	D	D	C
DesignQueue:	1	18	18	8	15	15	7	7	2	7	7	5

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

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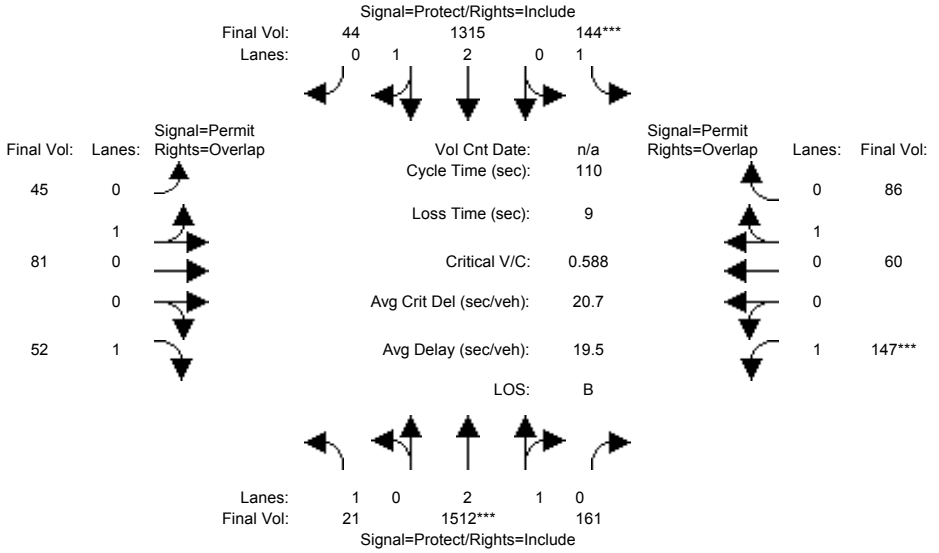
885 S. El Camino Real Development
City of San Mateo

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

Intersection #16: 4th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	1512	161	144	1315	44	45	81	52	147	60	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1512	161	144	1315	44	45	81	52	147	60	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1512	161	144	1315	44	45	81	52	147	60	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1512	161	144	1315	44	45	81	52	147	60	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1512	161	144	1315	44	45	81	52	147	60	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1512	161	144	1315	44	45	81	52	147	60	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.85	0.85	0.85	0.58	0.91	0.91
Lanes:	1.00	2.71	0.29	1.00	2.90	0.10	0.36	0.64	1.00	1.00	0.41	0.59
Final Sat.:	1805	4622	492	1805	4994	167	580	1043	1615	1102	712	1021
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.08	0.26	0.26	0.08	0.08	0.03	0.13	0.08	0.08
Crit Moves:		****		****						****		
Green Time:	14.8	61.2	61.2	14.9	61.3	61.3	24.9	24.9	39.7	24.9	24.9	39.8
Volume/Cap:	0.09	0.59	0.59	0.59	0.47	0.47	0.34	0.34	0.09	0.59	0.37	0.23
Delay/Veh:	41.8	16.4	16.4	48.4	14.8	14.8	36.2	36.2	23.3	41.6	36.5	24.6
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:	41.8	16.4	16.4	48.4	14.8	14.8	36.2	36.2	23.3	41.6	36.5	24.6
LOS by Move:	D	B	B	D	B	B	D	D	C	D	D	C
DesignQueue:	1	18	18	8	14	14	6	6	2	7	7	6

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

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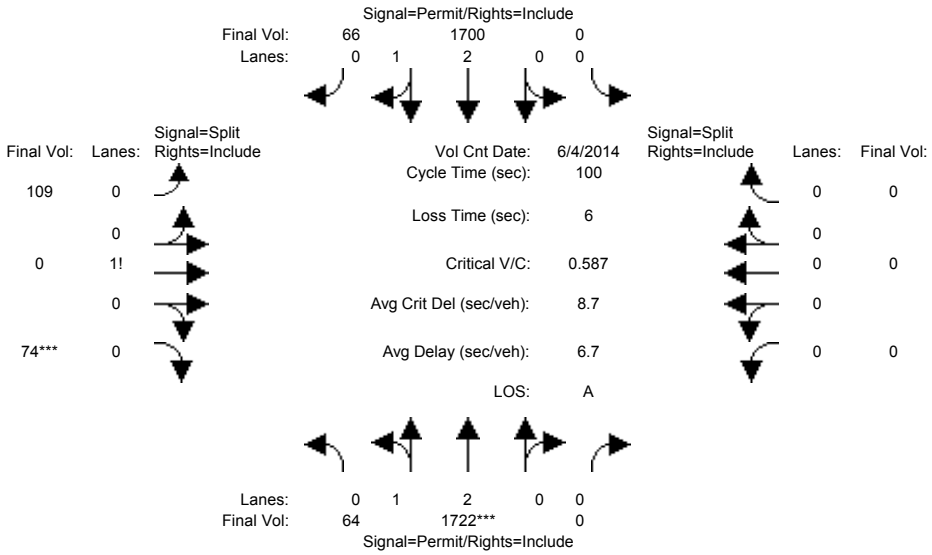
885 S. El Camino Real Development
City of San Mateo

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

Intersection #35: El Camino Real and Barneson Avenue



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		10		10		10		10		10		10		10		10		0		0		0	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module: >> Count Date: 4 Jun 2014 <<																								
Base Vol:	64	1722		0		0	1700			66		109		0		74		0		0		0		
Growth Adj:	1.00	1.00		1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		
Initial Bse:	64	1722		0		0	1700			66		109		0		74		0		0		0		
Added Vol:	0	0		0		0	0			0		0		0		0		0		0		0		
PasserByVol:	0	0		0		0	0			0		0		0		0		0		0		0		
Initial Fut:	64	1722		0		0	1700			66		109		0		74		0		0		0		
User Adj:	1.00	1.00		1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		
PHF Volume:	64	1722		0		0	1700			66		109		0		74		0		0		0		
Reduct Vol:	0	0		0		0	0			0		0		0		0		0		0		0		
Reduced Vol:	64	1722		0		0	1700			66		109		0		74		0		0		0		
PCE Adj:	1.00	1.00		1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		
MLF Adj:	1.00	1.00		1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		
FinalVolume:	64	1722		0		0	1700			66		109		0		74		0		0		0		
Saturation Flow Module:																								
Sat/Lane:	1900	1900		1900		1900	1900			1900		1900		1900		1900		1900		1900		1900		
Adjustment:	0.70	0.70		1.00		1.00	0.90			0.90		0.92		1.00		0.92		1.00		1.00		1.00		
Lanes:	0.11	2.89		0.00		0.00	2.89			0.11		0.60		0.00		0.40		0.00		0.00		0.00		
Final Sat.:	143	3856		0		0	4963			193		1038		0		705		0		0		0		
Capacity Analysis Module:																								
Vol/Sat:	0.45	0.45		0.00		0.00	0.34			0.34		0.10		0.00		0.10		0.00		0.00		0.00		
Crit Moves:		****														****								
Green Time:	76.1	76.1		0.0		0.0	76.1			76.1		17.9		0.0		17.9		0.0		0.0		0.0		
Volume/Cap:	0.59	0.59		0.00		0.00	0.45			0.45		0.59		0.00		0.59		0.00		0.00		0.00		
Delay/Veh:	5.5	5.5		0.0		0.0	4.4			4.4		40.6		0.0		40.6		0.0		0.0		0.0		
User DelAdj:	1.00	1.00		1.00		1.00	1.00			1.00		1.00		1.00		1.00		1.00		1.00		1.00		
AdjDel/Veh:	5.5	5.5		0.0		0.0	4.4			4.4		40.6		0.0		40.6		0.0		0.0		0.0		
LOS by Move:	A	A		A		A	A			A		D		A		D		A		A		A		
DesignQueue:	10	10		0		0	9			9		9		0		9		0		0		0		

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

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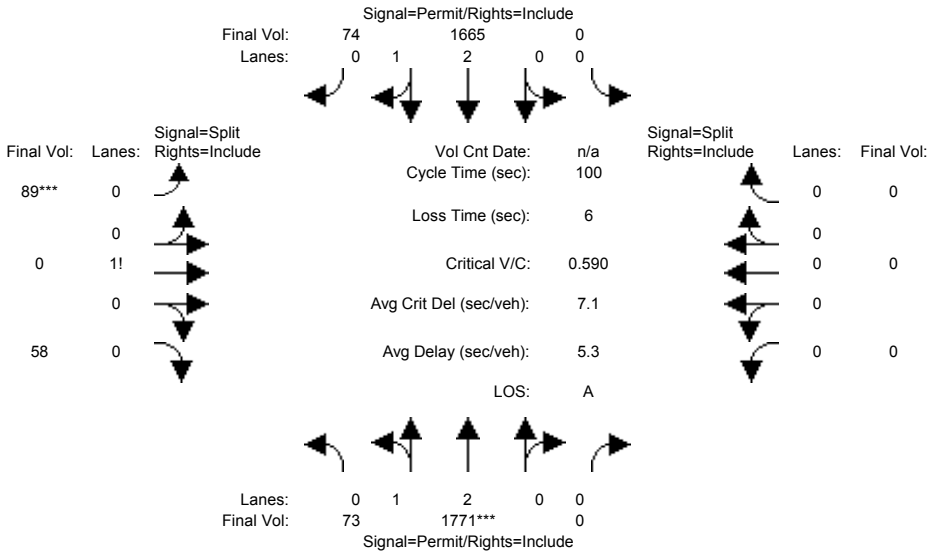
885 S. El Camino Real Development
City of San Mateo

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

Intersection #35: El Camino Real and Barneson Avenue



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	73	1771	0		0	1665	74		89	0	58		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	73	1771	0		0	1665	74		89	0	58		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	73	1771	0		0	1665	74		89	0	58		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	73	1771	0		0	1665	74		89	0	58		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	1771	0		0	1665	74		89	0	58		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	73	1771	0		0	1665	74		89	0	58		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.69	1.00		1.00	0.90	0.90		0.92	1.00	0.92		1.00	1.00	1.00	
Lanes:	0.12	2.88	0.00		0.00	2.87	0.13		0.61	0.00	0.39		0.00	0.00	0.00	
Final Sat.:	155	3761	0		0	4936	219		1058	0	689		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.47	0.47	0.00		0.00	0.34	0.34		0.08	0.00	0.08		0.00	0.00	0.00	
Crit Moves:		****							****							
Green Time:	79.7	79.7	0.0		0.0	79.7	79.7		14.3	0.0	14.3		0.0	0.0	0.0	
Volume/Cap:	0.59	0.59	0.00		0.00	0.42	0.42		0.59	0.00	0.59		0.00	0.00	0.00	
Delay/Veh:	4.2	4.2	0.0		0.0	3.2	3.2		43.9	0.0	43.9		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	4.2	4.2	0.0		0.0	3.2	3.2		43.9	0.0	43.9		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		D	A	D		A	A	A	
DesignQueue:	8	8	0		0	8	8		7	0	7		0	0	0	

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

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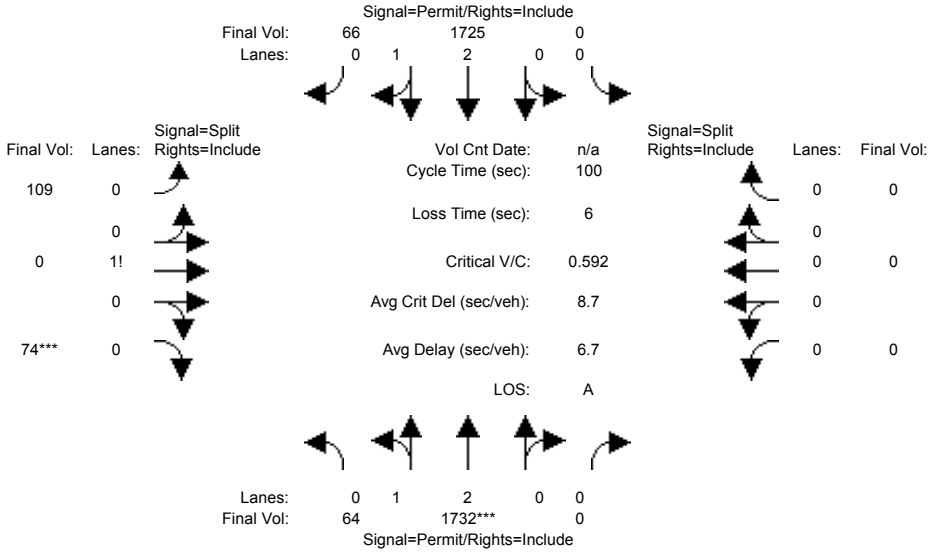
885 S. El Camino Real Development
City of San Mateo

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

Intersection #35: El Camino Real and Barneson Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	1732	0	0	1725	66	109	0	74	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1732	0	0	1725	66	109	0	74	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1732	0	0	1725	66	109	0	74	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1732	0	0	1725	66	109	0	74	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1732	0	0	1725	66	109	0	74	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1732	0	0	1725	66	109	0	74	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.70	1.00	1.00	0.90	0.90	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	0.11	2.89	0.00	0.00	2.89	0.11	0.60	0.00	0.40	0.00	0.00	0.00
Final Sat.:	142	3837	0	0	4966	190	1038	0	705	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.00	0.00	0.35	0.35	0.10	0.00	0.10	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	76.3	76.3	0.0	0.0	76.3	76.3	17.7	0.0	17.7	0.0	0.0	0.0
Volume/Cap:	0.59	0.59	0.00	0.00	0.46	0.46	0.59	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	5.4	5.4	0.0	0.0	4.4	4.4	40.9	0.0	40.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.4	5.4	0.0	0.0	4.4	4.4	40.9	0.0	40.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
DesignQueue:	10	10	0	0	10	10	9	0	9	0	0	0

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

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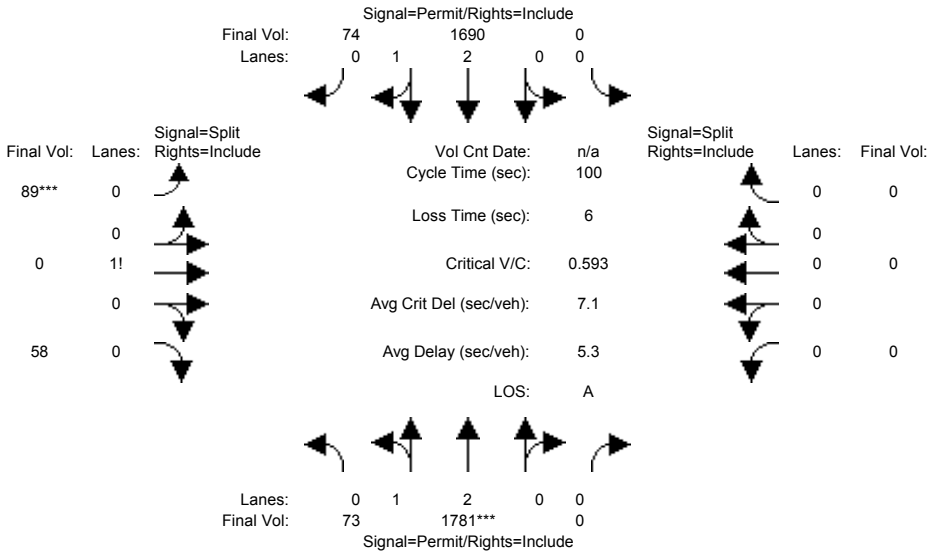
885 S. El Camino Real Development
City of San Mateo

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

Intersection #35: El Camino Real and Barneson Avenue



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	10	10		10	10	10		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	73	1781	0		0	1690	74		89	0	58		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	73	1781	0		0	1690	74		89	0	58		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	73	1781	0		0	1690	74		89	0	58		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	73	1781	0		0	1690	74		89	0	58		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	1781	0		0	1690	74		89	0	58		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	73	1781	0		0	1690	74		89	0	58		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.69	0.69	1.00		1.00	0.90	0.90		0.92	1.00	0.92		1.00	1.00	1.00	
Lanes:	0.12	2.88	0.00		0.00	2.87	0.13		0.61	0.00	0.39		0.00	0.00	0.00	
Final Sat.:	154	3762	0		0	4940	216		1058	0	689		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.47	0.47	0.00		0.00	0.34	0.34		0.08	0.00	0.08		0.00	0.00	0.00	
Crit Moves:		****							****							
Green Time:	79.8	79.8	0.0		0.0	79.8	79.8		14.2	0.0	14.2		0.0	0.0	0.0	
Volume/Cap:	0.59	0.59	0.00		0.00	0.43	0.43		0.59	0.00	0.59		0.00	0.00	0.00	
Delay/Veh:	4.2	4.2	0.0		0.0	3.2	3.2		44.0	0.0	44.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	4.2	4.2	0.0		0.0	3.2	3.2		44.0	0.0	44.0		0.0	0.0	0.0	
LOS by Move:	A	A	A		A	A	A		D	A	D		A	A	A	
DesignQueue:	8	8	0		0	8	8		7	0	7		0	0	0	

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

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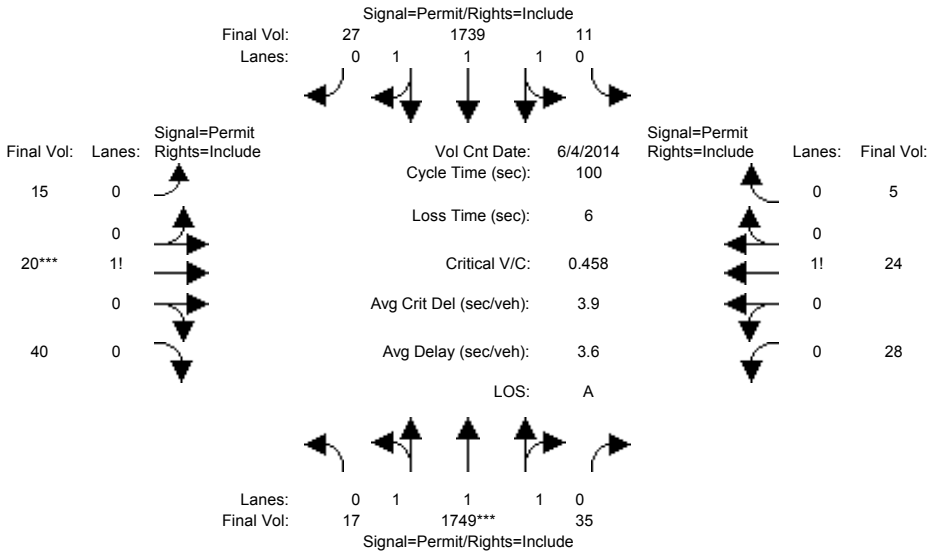
885 S. El Camino Real Development
City of San Mateo

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

Intersection #61: 12th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2014 <<												
Base Vol:	17	1749	35	11	1739	27	15	20	40	28	24	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1749	35	11	1739	27	15	20	40	28	24	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1749	35	11	1739	27	15	20	40	28	24	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1749	35	11	1739	27	15	20	40	28	24	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1749	35	11	1739	27	15	20	40	28	24	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1749	35	11	1739	27	15	20	40	28	24	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.84	0.84	0.84	0.87	0.87	0.87	0.81	0.81	0.81
Lanes:	0.03	2.91	0.06	0.02	2.94	0.04	0.20	0.27	0.53	0.49	0.42	0.09
Final Sat.:	44	4535	91	30	4676	73	331	442	884	754	647	135
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.37	0.37	0.37	0.05	0.05	0.05	0.04	0.04	0.04
Crit Moves:		****						****				
Green Time:	84.0	84.0	84.0	84.0	84.0	84.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.46	0.46	0.46	0.44	0.44	0.44	0.45	0.45	0.45	0.37	0.37	0.37
Delay/Veh:	2.2	2.2	2.2	2.1	2.1	2.1	44.4	44.4	44.4	43.6	43.6	43.6
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:	2.2	2.2	2.2	2.1	2.1	2.1	44.4	44.4	44.4	43.6	43.6	43.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
DesignQueue:	6	6	6	6	6	6	4	4	4	3	3	3

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

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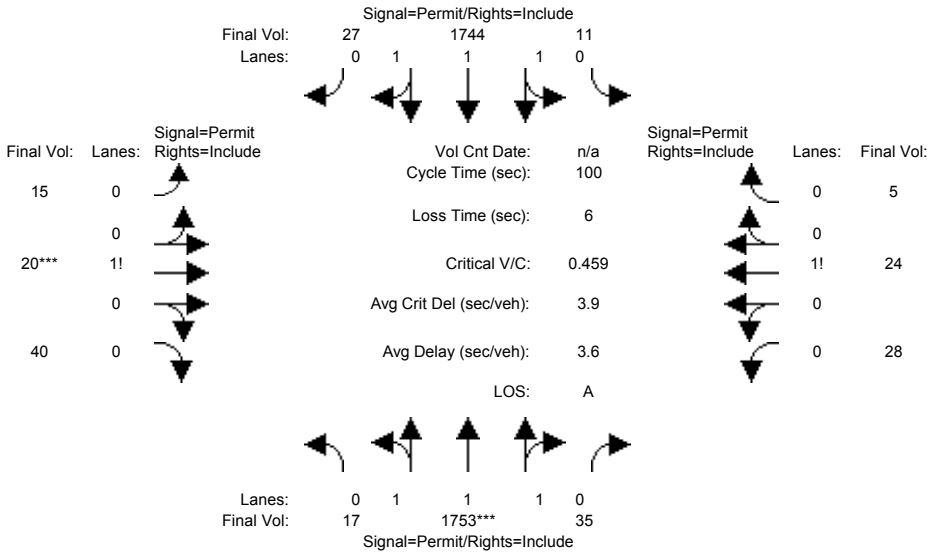
885 S. El Camino Real Development
City of San Mateo

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

Intersection #61: 12th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	1753	35	11	1744	27	15	20	40	28	24	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1753	35	11	1744	27	15	20	40	28	24	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1753	35	11	1744	27	15	20	40	28	24	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1753	35	11	1744	27	15	20	40	28	24	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1753	35	11	1744	27	15	20	40	28	24	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1753	35	11	1744	27	15	20	40	28	24	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.84	0.84	0.84	0.87	0.87	0.87	0.81	0.81	0.81
Lanes:	0.03	2.91	0.06	0.02	2.94	0.04	0.20	0.27	0.53	0.49	0.42	0.09
Final Sat.:	44	4535	91	29	4676	72	331	442	884	754	647	135
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.37	0.37	0.37	0.05	0.05	0.05	0.04	0.04	0.04
Crit Moves:		****						****				
Green Time:	84.0	84.0	84.0	84.0	84.0	84.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.46	0.46	0.46	0.44	0.44	0.44	0.45	0.45	0.45	0.37	0.37	0.37
Delay/Veh:	2.2	2.2	2.2	2.1	2.1	2.1	44.4	44.4	44.4	43.6	43.6	43.6
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:	2.2	2.2	2.2	2.1	2.1	2.1	44.4	44.4	44.4	43.6	43.6	43.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
DesignQueue:	6	6	6	6	6	6	4	4	4	3	3	3

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

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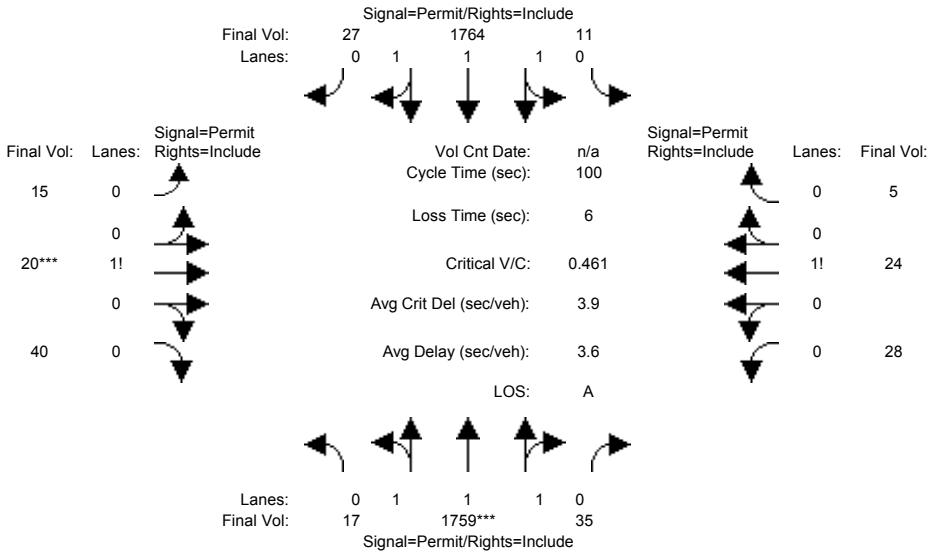
885 S. El Camino Real Development
City of San Mateo

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

Intersection #61: 12th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	1759	35	11	1764	27	15	20	40	28	24	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1759	35	11	1764	27	15	20	40	28	24	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1759	35	11	1764	27	15	20	40	28	24	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1759	35	11	1764	27	15	20	40	28	24	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1759	35	11	1764	27	15	20	40	28	24	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1759	35	11	1764	27	15	20	40	28	24	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.84	0.84	0.84	0.87	0.87	0.87	0.81	0.81	0.81
Lanes:	0.03	2.91	0.06	0.02	2.94	0.04	0.20	0.27	0.53	0.49	0.42	0.09
Final Sat.:	44	4536	90	29	4677	72	331	442	884	754	647	135
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.38	0.38	0.38	0.05	0.05	0.05	0.04	0.04	0.04
Crit Moves:		****						****				
Green Time:	84.0	84.0	84.0	84.0	84.0	84.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45	0.37	0.37	0.37
Delay/Veh:	2.2	2.2	2.2	2.1	2.1	2.1	44.4	44.4	44.4	43.6	43.6	43.6
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:	2.2	2.2	2.2	2.1	2.1	2.1	44.4	44.4	44.4	43.6	43.6	43.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
DesignQueue:	6	6	6	6	6	6	4	4	4	3	3	3

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

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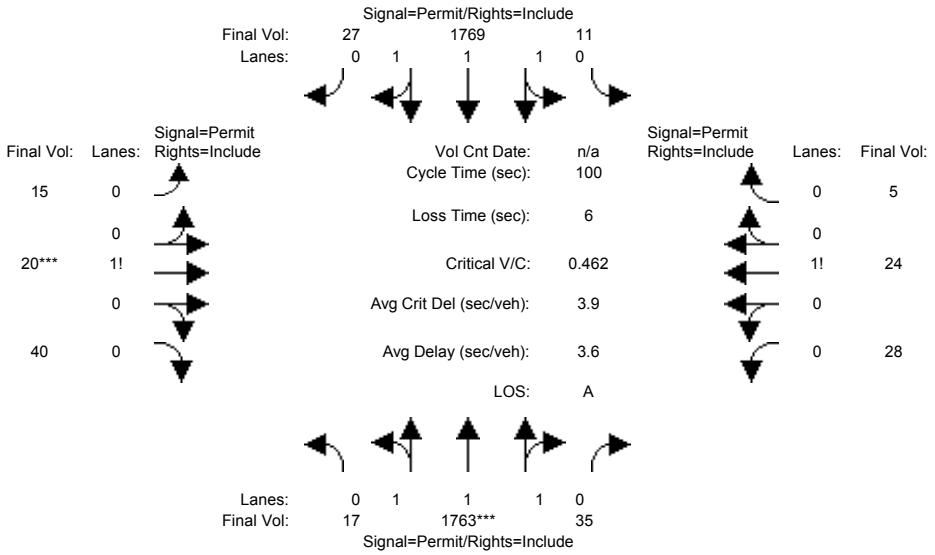
885 S. El Camino Real Development
City of San Mateo

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

Intersection #61: 12th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	1763	35	11	1769	27	15	20	40	28	24	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1763	35	11	1769	27	15	20	40	28	24	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1763	35	11	1769	27	15	20	40	28	24	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1763	35	11	1769	27	15	20	40	28	24	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1763	35	11	1769	27	15	20	40	28	24	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	1763	35	11	1769	27	15	20	40	28	24	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.82	0.82	0.82	0.84	0.84	0.84	0.87	0.87	0.87	0.81	0.81	0.81
Lanes:	0.03	2.91	0.06	0.02	2.94	0.04	0.20	0.27	0.53	0.49	0.42	0.09
Final Sat.:	44	4531	90	29	4678	71	331	442	884	754	647	135
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.38	0.38	0.38	0.05	0.05	0.05	0.04	0.04	0.04
Crit Moves:		****						****				
Green Time:	84.0	84.0	84.0	84.0	84.0	84.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45	0.37	0.37	0.37
Delay/Veh:	2.2	2.2	2.2	2.1	2.1	2.1	44.4	44.4	44.4	43.6	43.6	43.6
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:	2.2	2.2	2.2	2.1	2.1	2.1	44.4	44.4	44.4	43.6	43.6	43.6
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
DesignQueue:	7	7	7	6	6	6	4	4	4	3	3	3

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

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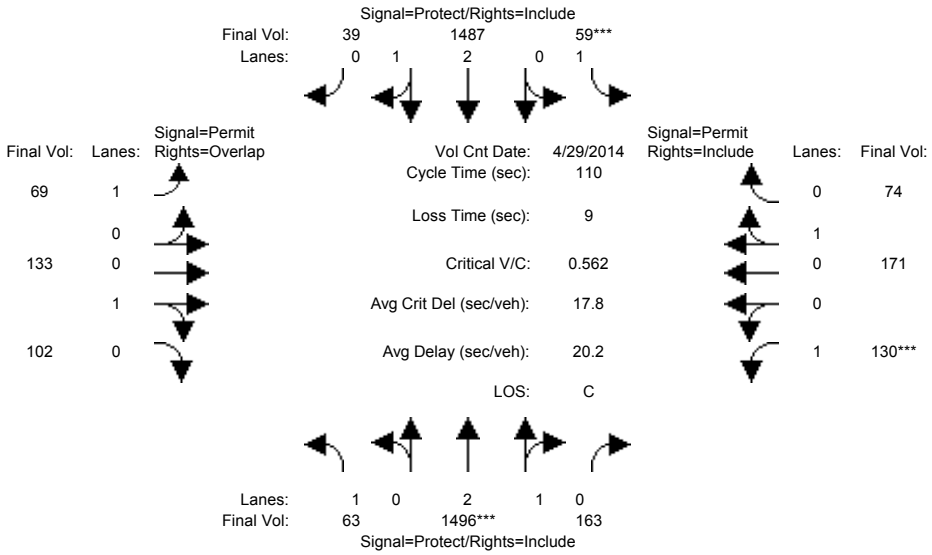
885 S. El Camino Real Development
City of San Mateo

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

Intersection #204: 5th Avenue & El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Apr 2014 <<												
Base Vol:	63	1496	163	59	1487	39	69	133	102	130	171	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1496	163	59	1487	39	69	133	102	130	171	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:	63	1496	163	59	1487	39	69	133	102	130	171	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:	63	1496	163	59	1487	39	69	133	102	130	171	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1496	163	59	1487	39	69	133	102	130	171	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
FinalVolume:	63	1496	163	59	1487	39	69	133	102	130	171	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.42	0.94	0.94	0.43	0.96	0.96
Lanes:	1.00	2.71	0.29	1.00	2.92	0.08	1.00	0.57	0.43	1.00	0.70	0.30
Final Sat.:	1805	4607	502	1805	5034	132	790	1005	771	819	1266	548
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.03	0.30	0.30	0.09	0.13	0.13	0.16	0.14	0.14
Crit Moves:		****		****						****		
Green Time:	12.4	63.1	63.1	7.0	57.7	57.7	30.9	30.9	43.3	30.9	30.9	30.9
Volume/Cap:	0.31	0.57	0.57	0.51	0.56	0.56	0.31	0.47	0.34	0.57	0.48	0.48
Delay/Veh:	45.7	15.0	15.0	53.8	17.9	17.9	32.0	33.5	23.6	37.1	33.6	33.6
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:	45.7	15.0	15.0	53.8	17.9	17.9	32.0	33.5	23.6	37.1	33.6	33.6
LOS by Move:	D	B	B	D	B	B	C	C	C	D	C	C
DesignQueue:	3	17	17	3	18	18	3	11	9	6	11	11

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

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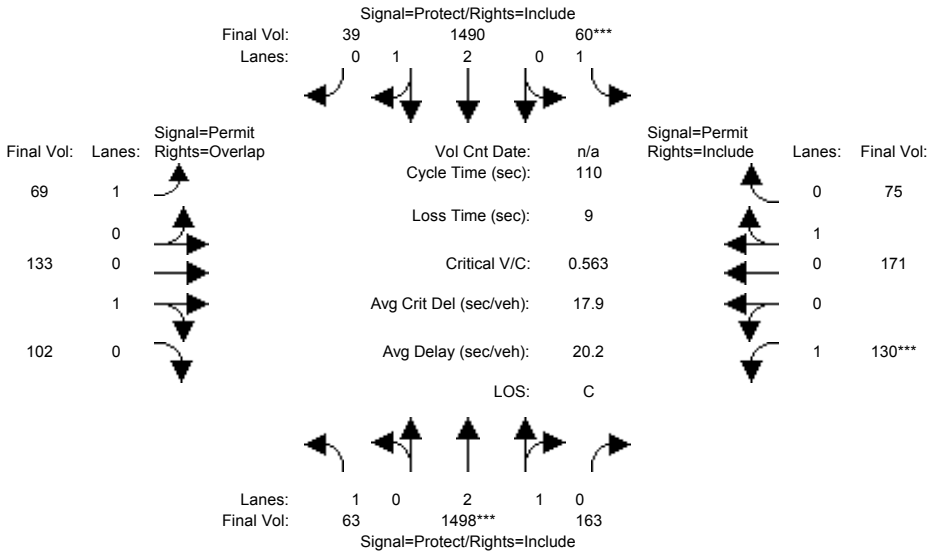
885 S. El Camino Real Development
City of San Mateo

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

Intersection #204: 5th Avenue & El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	1498	163	60	1490	39	69	133	102	130	171	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1498	163	60	1490	39	69	133	102	130	171	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1498	163	60	1490	39	69	133	102	130	171	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1498	163	60	1490	39	69	133	102	130	171	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1498	163	60	1490	39	69	133	102	130	171	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1498	163	60	1490	39	69	133	102	130	171	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.41	0.94	0.94	0.43	0.95	0.95
Lanes:	1.00	2.71	0.29	1.00	2.92	0.08	1.00	0.57	0.43	1.00	0.70	0.30
Final Sat.:	1805	4608	501	1805	5034	132	787	1005	771	819	1260	553
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.03	0.30	0.30	0.09	0.13	0.13	0.16	0.14	0.14
Crit Moves:		****		****						****		
Green Time:	12.4	63.2	63.2	7.0	57.7	57.7	30.8	30.8	43.3	30.8	30.8	30.8
Volume/Cap:	0.31	0.57	0.57	0.52	0.56	0.56	0.31	0.47	0.34	0.57	0.48	0.48
Delay/Veh:	45.7	15.0	15.0	54.2	17.9	17.9	32.0	33.5	23.6	37.1	33.7	33.7
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:	45.7	15.0	15.0	54.2	17.9	17.9	32.0	33.5	23.6	37.1	33.7	33.7
LOS by Move:	D	B	B	D	B	B	C	C	C	D	C	C
DesignQueue:	3	17	17	3	18	18	3	11	9	6	11	11

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

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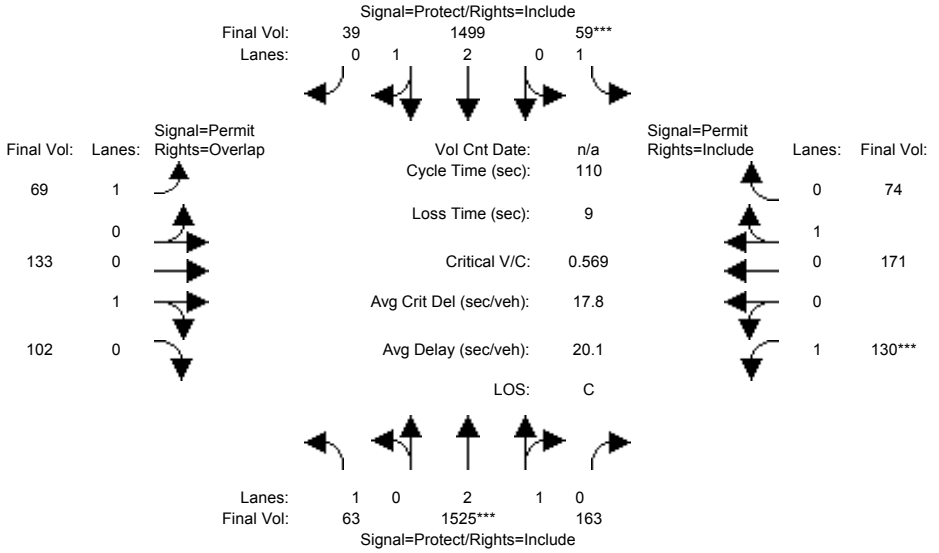
885 S. El Camino Real Development
City of San Mateo

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

Intersection #204: 5th Avenue & El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	1525	163	59	1499	39	69	133	102	130	171	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1525	163	59	1499	39	69	133	102	130	171	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:	63	1525	163	59	1499	39	69	133	102	130	171	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:	63	1525	163	59	1499	39	69	133	102	130	171	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1525	163	59	1499	39	69	133	102	130	171	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
FinalVolume:	63	1525	163	59	1499	39	69	133	102	130	171	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.41	0.94	0.94	0.43	0.96	0.96
Lanes:	1.00	2.71	0.29	1.00	2.92	0.08	1.00	0.57	0.43	1.00	0.70	0.30
Final Sat.:	1805	4616	493	1805	5035	131	785	1005	771	815	1266	548
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.03	0.30	0.30	0.09	0.13	0.13	0.16	0.14	0.14
Crit Moves:		****		****						****		
Green Time:	12.4	63.4	63.4	7.0	58.0	58.0	30.6	30.6	43.0	30.6	30.6	30.6
Volume/Cap:	0.31	0.57	0.57	0.51	0.56	0.56	0.32	0.48	0.34	0.57	0.49	0.49
Delay/Veh:	45.7	15.0	15.0	53.8	17.8	17.8	32.3	33.7	23.8	37.6	33.9	33.9
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:	45.7	15.0	15.0	53.8	17.8	17.8	32.3	33.7	23.8	37.6	33.9	33.9
LOS by Move:	D	B	B	D	B	B	C	C	C	D	C	C
DesignQueue:	3	18	18	3	18	18	3	11	9	6	11	11

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

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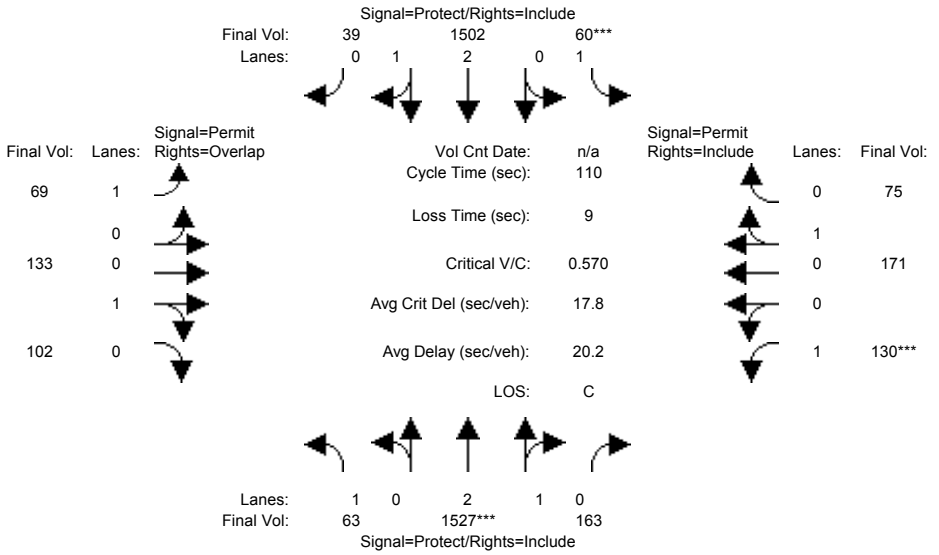
885 S. El Camino Real Development
City of San Mateo

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

Intersection #204: 5th Avenue & El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	1527	163	60	1502	39	69	133	102	130	171	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1527	163	60	1502	39	69	133	102	130	171	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	1527	163	60	1502	39	69	133	102	130	171	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1527	163	60	1502	39	69	133	102	130	171	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1527	163	60	1502	39	69	133	102	130	171	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1527	163	60	1502	39	69	133	102	130	171	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.41	0.94	0.94	0.43	0.95	0.95
Lanes:	1.00	2.71	0.29	1.00	2.92	0.08	1.00	0.57	0.43	1.00	0.70	0.30
Final Sat.:	1805	4621	493	1805	5036	131	783	1005	771	815	1260	553
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.33	0.03	0.30	0.30	0.09	0.13	0.13	0.16	0.14	0.14
Crit Moves:		****		****						****		
Green Time:	12.4	63.4	63.4	7.0	58.0	58.0	30.6	30.6	43.0	30.6	30.6	30.6
Volume/Cap:	0.31	0.57	0.57	0.52	0.57	0.57	0.32	0.48	0.34	0.57	0.49	0.49
Delay/Veh:	45.8	15.0	15.0	54.2	17.8	17.8	32.3	33.7	23.8	37.6	33.9	33.9
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:	45.8	15.0	15.0	54.2	17.8	17.8	32.3	33.7	23.8	37.6	33.9	33.9
LOS by Move:	D	B	B	D	B	B	C	C	C	D	C	C
DesignQueue:	3	18	18	3	18	18	3	11	9	6	11	11

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

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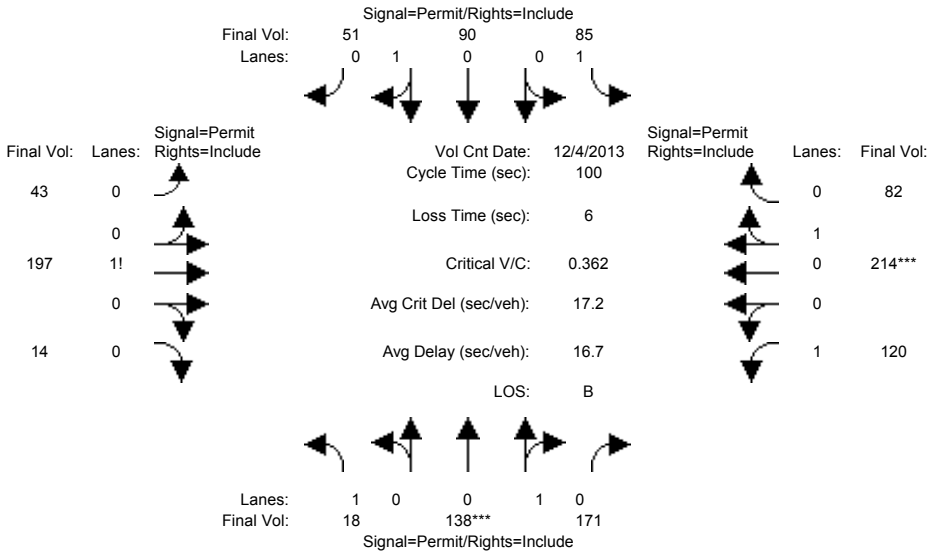
885 S. El Camino Real Development
City of San Mateo

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

Intersection #503: 9th Avenue & B St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Dec 2013 <<												
Base Vol:	18	138	171	85	90	51	43	197	14	120	214	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	138	171	85	90	51	43	197	14	120	214	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	138	171	85	90	51	43	197	14	120	214	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	138	171	85	90	51	43	197	14	120	214	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	138	171	85	90	51	43	197	14	120	214	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	138	171	85	90	51	43	197	14	120	214	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.92	0.92	0.48	0.95	0.95	0.90	0.90	0.90	0.67	0.96	0.96
Lanes:	1.00	0.45	0.55	1.00	0.64	0.36	0.17	0.78	0.05	1.00	0.72	0.28
Final Sat.:	1224	778	964	912	1147	650	290	1330	95	1279	1316	504
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.09	0.08	0.08	0.15	0.15	0.15	0.09	0.16	0.16
Crit Moves:		****									****	
Green Time:	49.0	49.0	49.0	49.0	49.0	49.0	45.0	45.0	45.0	45.0	45.0	45.0
Volume/Cap:	0.03	0.36	0.36	0.19	0.16	0.16	0.33	0.33	0.33	0.21	0.36	0.36
Delay/Veh:	13.2	16.0	16.0	14.5	14.2	14.2	18.0	18.0	18.0	16.9	18.4	18.4
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:	13.2	16.0	16.0	14.5	14.2	14.2	18.0	18.0	18.0	16.9	18.4	18.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
DesignQueue:	1	9	9	2	4	4	8	8	8	4	9	9

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

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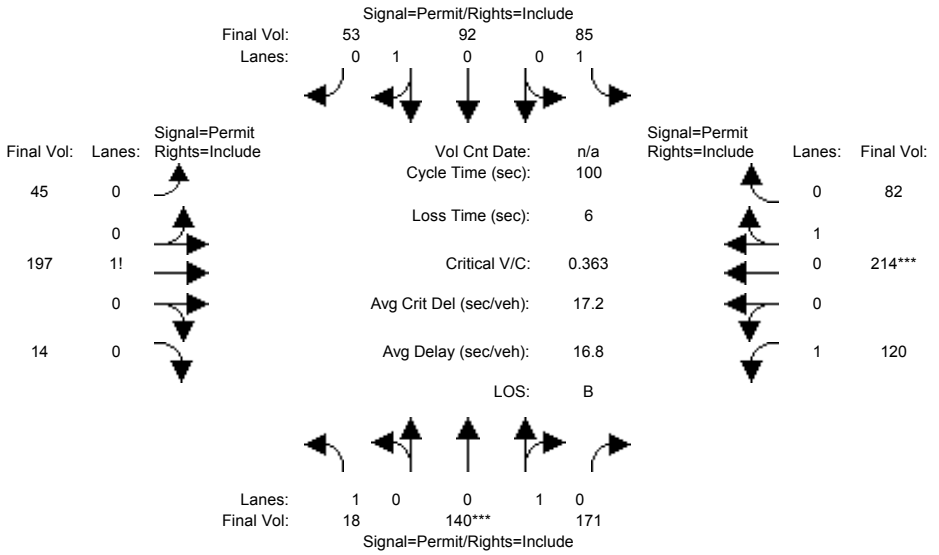
885 S. El Camino Real Development
City of San Mateo

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

Intersection #503: 9th Avenue & B St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	140	171	85	92	53	45	197	14	120	214	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	140	171	85	92	53	45	197	14	120	214	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	140	171	85	92	53	45	197	14	120	214	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	140	171	85	92	53	45	197	14	120	214	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	140	171	85	92	53	45	197	14	120	214	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	140	171	85	92	53	45	197	14	120	214	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.92	0.92	0.48	0.95	0.95	0.90	0.90	0.90	0.67	0.96	0.96
Lanes:	1.00	0.45	0.55	1.00	0.63	0.37	0.18	0.77	0.05	1.00	0.72	0.28
Final Sat.:	1216	785	959	908	1139	656	299	1311	93	1279	1316	504
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.09	0.08	0.08	0.15	0.15	0.15	0.09	0.16	0.16
Crit Moves:		****									****	
Green Time:	49.2	49.2	49.2	49.2	49.2	49.2	44.8	44.8	44.8	44.8	44.8	44.8
Volume/Cap:	0.03	0.36	0.36	0.19	0.16	0.16	0.34	0.34	0.34	0.21	0.36	0.36
Delay/Veh:	13.1	16.0	16.0	14.5	14.1	14.1	18.2	18.2	18.2	17.0	18.4	18.4
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:	13.1	16.0	16.0	14.5	14.1	14.1	18.2	18.2	18.2	17.0	18.4	18.4
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
DesignQueue:	1	9	9	2	4	4	8	8	8	4	9	9

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

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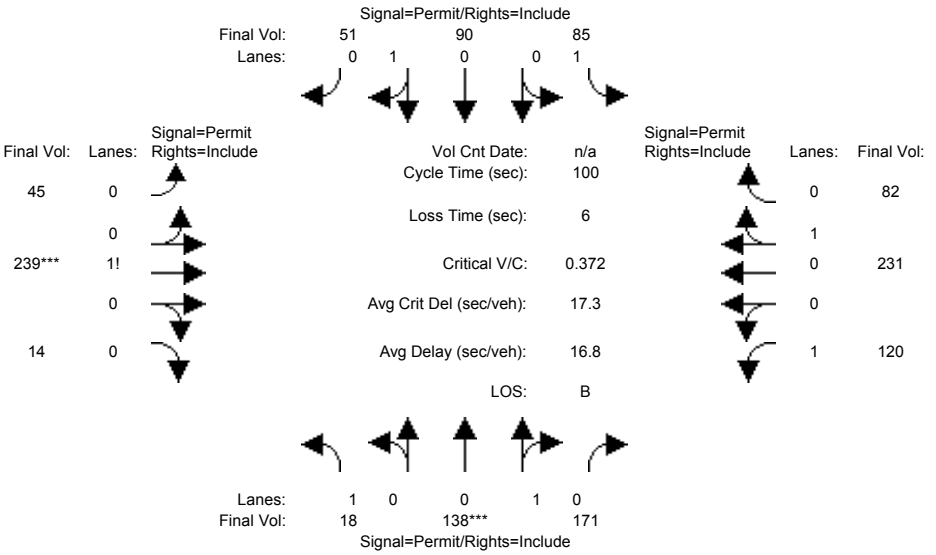
885 S. El Camino Real Development
City of San Mateo

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

Intersection #503: 9th Avenue & B St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	138	171	85	90	51	45	239	14	120	231	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	138	171	85	90	51	45	239	14	120	231	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	138	171	85	90	51	45	239	14	120	231	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	138	171	85	90	51	45	239	14	120	231	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	138	171	85	90	51	45	239	14	120	231	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	138	171	85	90	51	45	239	14	120	231	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.92	0.92	0.47	0.95	0.95	0.91	0.91	0.91	0.66	0.96	0.96
Lanes:	1.00	0.45	0.55	1.00	0.64	0.36	0.15	0.80	0.05	1.00	0.74	0.26
Final Sat.:	1218	778	964	901	1147	650	261	1386	81	1260	1348	478
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.09	0.08	0.08	0.17	0.17	0.17	0.10	0.17	0.17
Crit Moves:		****						****				
Green Time:	47.7	47.7	47.7	47.7	47.7	47.7	46.3	46.3	46.3	46.3	46.3	46.3
Volume/Cap:	0.03	0.37	0.37	0.20	0.16	0.16	0.37	0.37	0.37	0.21	0.37	0.37
Delay/Veh:	13.9	16.9	16.9	15.4	15.0	15.0	17.7	17.7	17.7	16.1	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	16.9	16.9	15.4	15.0	15.0	17.7	17.7	17.7	16.1	17.6	17.6
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
DesignQueue:	1	9	9	3	4	4	9	9	9	4	10	10

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

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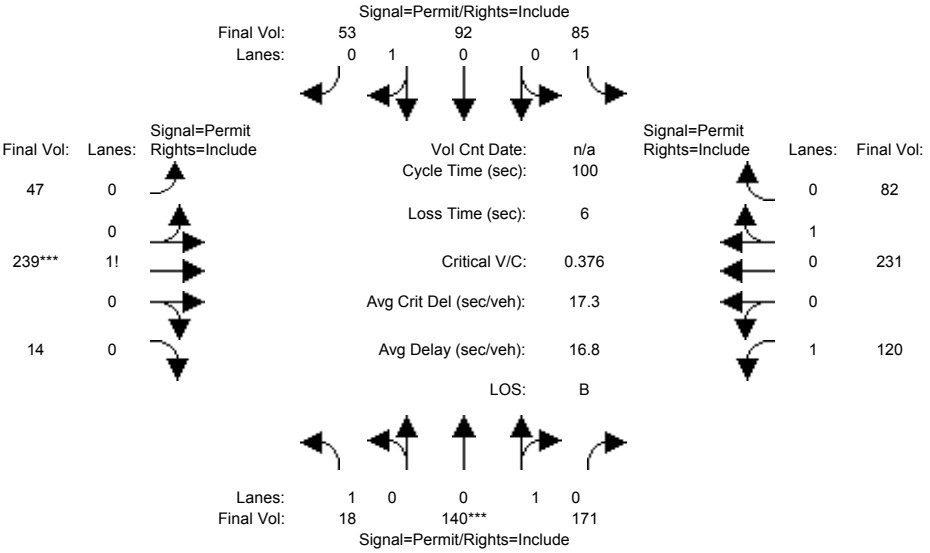
885 S. El Camino Real Development
City of San Mateo

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

Intersection #503: 9th Avenue & B St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	18	140	171	85	92	53	47	239	14	120	231	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	140	171	85	92	53	47	239	14	120	231	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	140	171	85	92	53	47	239	14	120	231	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	140	171	85	92	53	47	239	14	120	231	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	140	171	85	92	53	47	239	14	120	231	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	140	171	85	92	53	47	239	14	120	231	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.92	0.92	0.47	0.95	0.95	0.90	0.90	0.90	0.66	0.96	0.96
Lanes:	1.00	0.45	0.55	1.00	0.63	0.37	0.16	0.79	0.05	1.00	0.74	0.26
Final Sat.:	1210	785	959	895	1139	656	269	1366	80	1258	1348	478
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.09	0.08	0.08	0.17	0.17	0.17	0.10	0.17	0.17
Crit Moves:		****						****				
Green Time:	47.4	47.4	47.4	47.4	47.4	47.4	46.6	46.6	46.6	46.6	46.6	46.6
Volume/Cap:	0.03	0.38	0.38	0.20	0.17	0.17	0.38	0.38	0.38	0.20	0.37	0.37
Delay/Veh:	14.0	17.1	17.1	15.5	15.1	15.1	17.6	17.6	17.6	16.0	17.5	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	17.1	17.1	15.5	15.1	15.1	17.6	17.6	17.6	16.0	17.5	17.5
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
DesignQueue:	1	9	9	3	4	4	9	9	9	4	10	10

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

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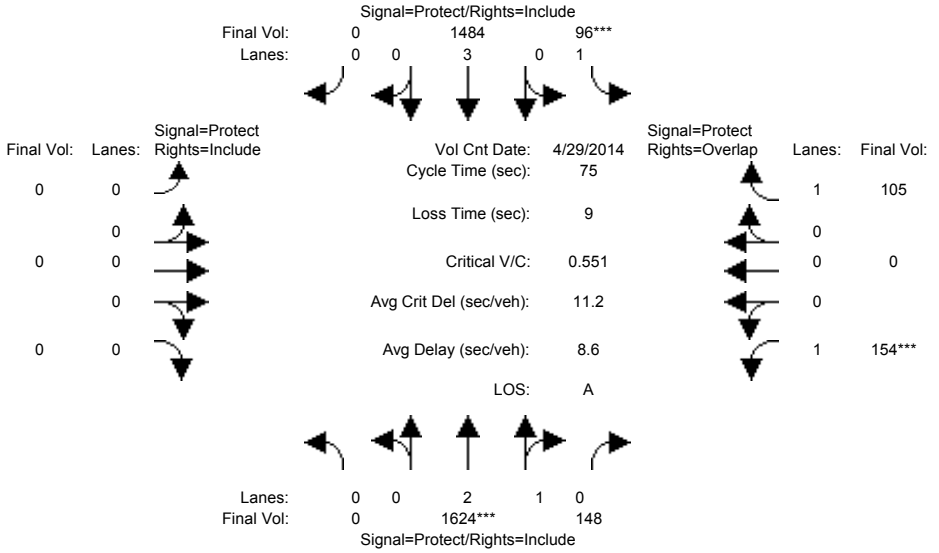
885 S. El Camino Real Development
City of San Mateo

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

Intersection #505: 9th Avenue and El Camin Real

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Street Name:          El Camin Real                          9th Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     7   10    10     7   10    10     7   10    10     7   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 29 Apr 2014 <<
Base Vol:       0 1624   148    96 1484     0     0    0     0   154    0   105
Growth Adj:  1.00 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 1624   148    96 1484     0     0    0     0   154    0   105
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 1624   148    96 1484     0     0    0     0   154    0   105
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 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 1624   148    96 1484     0     0    0     0   154    0   105
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 1624   148    96 1484     0     0    0     0   154    0   105
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 1624   148    96 1484     0     0    0     0   154    0   105
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  1.00 0.90  0.90  0.95 0.91  1.00  1.00 1.00  1.00  0.95 1.00  0.85
Lanes:       0.00 2.75  0.25  1.00 3.00  0.00  0.00 0.00  0.00  1.00 0.00  1.00
Final Sat.:     0 4692   428  1805 5187     0     0    0     0  1805    0  1615
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.35  0.35  0.05 0.29  0.00  0.00 0.00  0.00  0.09 0.00  0.07
Crit Moves:       ****        ****                              ****
Green Time:   0.0 47.1  47.1   7.2 54.4   0.0   0.0  0.0   0.0  11.6  0.0  18.9
Volume/Cap:  0.00 0.55  0.55  0.55 0.39  0.00  0.00 0.00  0.00  0.55 0.00  0.26
Delay/Veh:    0.0  8.1   8.1  36.1  4.0   0.0   0.0  0.0   0.0  31.6  0.0  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:   0.0  8.1   8.1  36.1  4.0   0.0   0.0  0.0   0.0  31.6  0.0  22.8
LOS by Move:    A    A     A     D    A     A     A    A     A     C    A     C
DesignQueue:    0   11    11     4    7     0     0    0     0     6    0     3
Note: Queue reported is the number of cars per lane.
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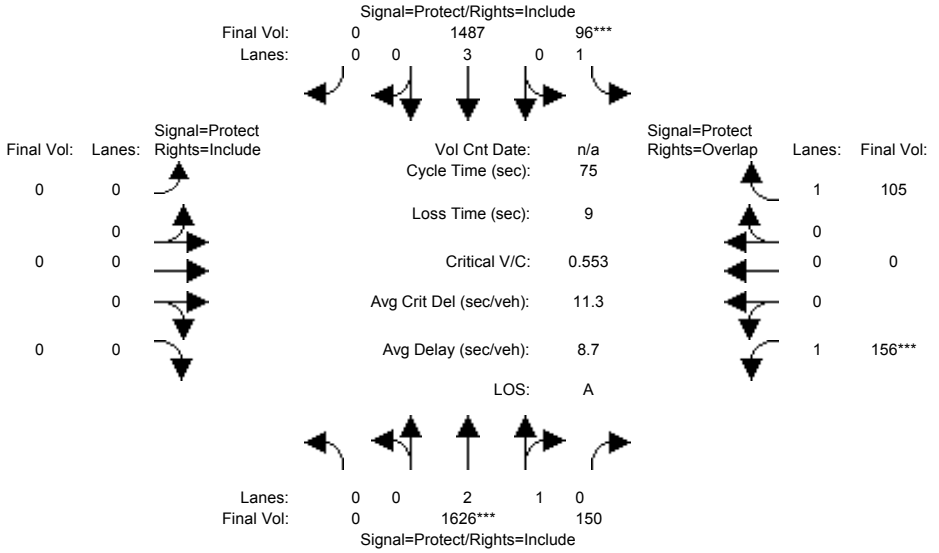
885 S. El Camino Real Development
City of San Mateo

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

Intersection #505: 9th Avenue and El Camin Real



Street Name:	El Camin Real						9th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	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	1626	150	96	1487	0	0	0	0	156	0	105
Growth Adj:	1.00	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	1626	150	96	1487	0	0	0	0	156	0	105
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	1626	150	96	1487	0	0	0	0	156	0	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1626	150	96	1487	0	0	0	0	156	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1626	150	96	1487	0	0	0	0	156	0	105
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	1626	150	96	1487	0	0	0	0	156	0	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.75	0.25	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4687	432	1805	5187	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.05	0.29	0.00	0.00	0.00	0.00	0.09	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	0.0	47.1	47.1	7.2	54.3	0.0	0.0	0.0	0.0	11.7	0.0	18.9
Volume/Cap:	0.00	0.55	0.55	0.55	0.40	0.00	0.00	0.00	0.00	0.55	0.00	0.26
Delay/Veh:	0.0	8.2	8.2	36.2	4.1	0.0	0.0	0.0	0.0	31.6	0.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	8.2	36.2	4.1	0.0	0.0	0.0	0.0	31.6	0.0	22.7
LOS by Move:	A	A	A	D	A	A	A	A	A	C	A	C
DesignQueue:	0	11	11	4	7	0	0	0	0	6	0	3

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

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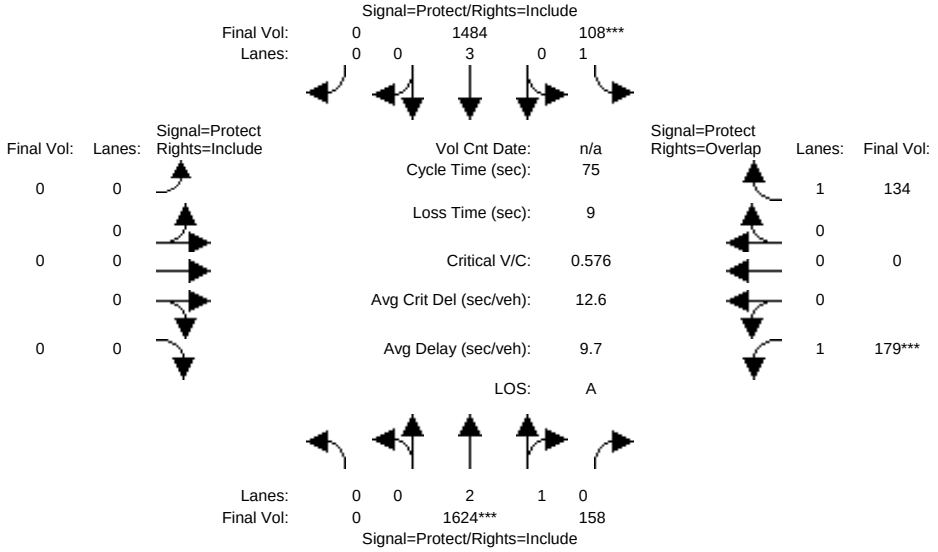
885 S. El Camino Real Development
City of San Mateo

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

Intersection #505: 9th Avenue and El Camin Real



Street Name:	El Camin Real						9th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	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	1624	158	108	1484	0	0	0	0	179	0	134
Growth Adj:	1.00	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	1624	158	108	1484	0	0	0	0	179	0	134
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	1624	158	108	1484	0	0	0	0	179	0	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1624	158	108	1484	0	0	0	0	179	0	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1624	158	108	1484	0	0	0	0	179	0	134
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	1624	158	108	1484	0	0	0	0	179	0	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.73	0.27	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4666	454	1805	5187	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.06	0.29	0.00	0.00	0.00	0.00	0.10	0.00	0.08
Crit Moves:		****		****						****		
Green Time:	0.0	45.3	45.3	7.8	53.1	0.0	0.0	0.0	0.0	12.9	0.0	20.7
Volume/Cap:	0.00	0.58	0.58	0.58	0.40	0.00	0.00	0.00	0.00	0.58	0.00	0.30
Delay/Veh:	0.0	9.3	9.3	36.4	4.6	0.0	0.0	0.0	0.0	31.2	0.0	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	9.3	36.4	4.6	0.0	0.0	0.0	0.0	31.2	0.0	21.8
LOS by Move:	A	A	A	D	A	A	A	A	A	C	A	C
DesignQueue:	0	12	12	4	7	0	0	0	0	6	0	4

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

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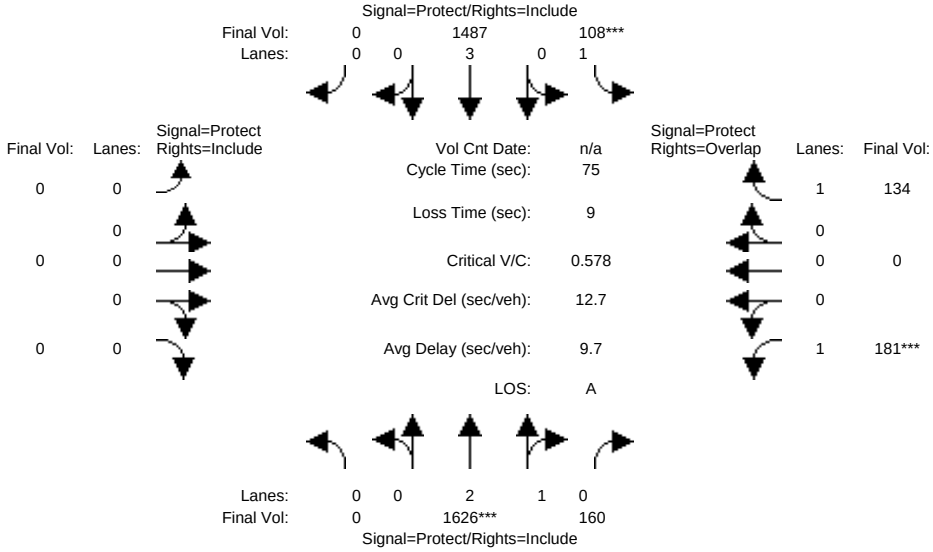
885 S. El Camino Real Development
City of San Mateo

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

Intersection #505: 9th Avenue and El Camin Real



Street Name:	El Camin Real						9th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	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	1626	160	108	1487	0	0	0	0	181	0	134
Growth Adj:	1.00	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	1626	160	108	1487	0	0	0	0	181	0	134
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	1626	160	108	1487	0	0	0	0	181	0	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1626	160	108	1487	0	0	0	0	181	0	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1626	160	108	1487	0	0	0	0	181	0	134
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	1626	160	108	1487	0	0	0	0	181	0	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.73	0.27	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4661	459	1805	5187	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.06	0.29	0.00	0.00	0.00	0.00	0.10	0.00	0.08
Crit Moves:		****		****						****		
Green Time:	0.0	45.2	45.2	7.8	53.0	0.0	0.0	0.0	0.0	13.0	0.0	20.8
Volume/Cap:	0.00	0.58	0.58	0.58	0.41	0.00	0.00	0.00	0.00	0.58	0.00	0.30
Delay/Veh:	0.0	9.3	9.3	36.5	4.6	0.0	0.0	0.0	0.0	31.2	0.0	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	9.3	36.5	4.6	0.0	0.0	0.0	0.0	31.2	0.0	21.8
LOS by Move:	A	A	A	D	A	A	A	A	A	C	A	C
DesignQueue:	0	12	12	4	7	0	0	0	0	6	0	4

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

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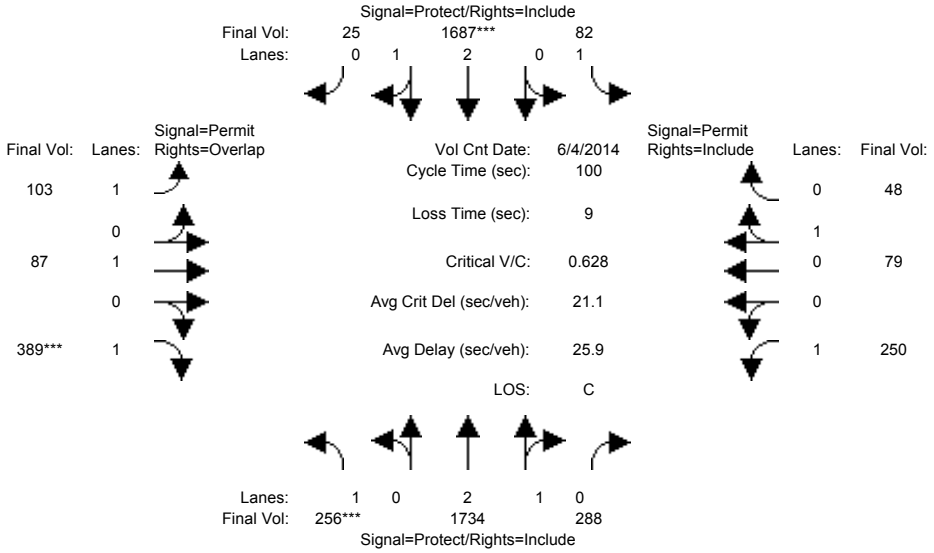
885 S. El Camino Real Development
City of San Mateo

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

Intersection #902: El Camino Real and 17th Avenue/Bovet Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2014 <<												
Base Vol:	256	1734	288	82	1687	25	103	87	389	250	79	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	1734	288	82	1687	25	103	87	389	250	79	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	1734	288	82	1687	25	103	87	389	250	79	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	1734	288	82	1687	25	103	87	389	250	79	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	1734	288	82	1687	25	103	87	389	250	79	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	1734	288	82	1687	25	103	87	389	250	79	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.91	0.91	0.64	1.00	0.85	0.70	0.94	0.94
Lanes:	1.00	2.57	0.43	1.00	2.96	0.04	1.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	1805	4355	723	1805	5101	76	1220	1900	1615	1324	1115	677
Capacity Analysis Module:												
Vol/Sat:	0.14	0.40	0.40	0.05	0.33	0.33	0.08	0.05	0.24	0.19	0.07	0.07
Crit Moves:	****				****				****			
Green Time:	22.6	64.0	64.0	11.2	52.7	52.7	15.8	15.8	38.3	15.8	15.8	15.8
Volume/Cap:	0.63	0.62	0.62	0.40	0.63	0.63	0.54	0.29	0.63	1.20	0.45	0.45
Delay/Veh:	38.0	11.2	11.2	42.6	17.2	17.2	41.7	37.7	27.1	167.8	39.3	39.3
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:	38.0	11.2	11.2	42.6	17.2	17.2	41.7	37.7	27.1	167.8	39.3	39.3
LOS by Move:	D	B	B	D	B	B	D	D	C	F	D	D
DesignQueue:	11	17	17	4	18	18	5	4	14	12	6	6

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

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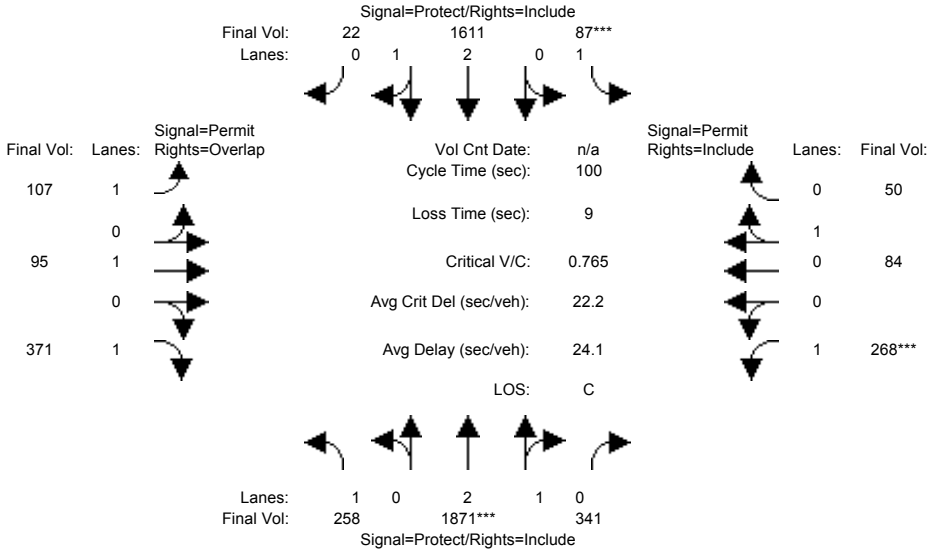
885 S. El Camino Real Development
City of San Mateo

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

Intersection #902: El Camino Real and 17th Avenue/Bovet Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	258	1871	341	87	1611	22	107	95	371	268	84	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	1871	341	87	1611	22	107	95	371	268	84	50
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:	258	1871	341	87	1611	22	107	95	371	268	84	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	1871	341	87	1611	22	107	95	371	268	84	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1871	341	87	1611	22	107	95	371	268	84	50
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:	258	1871	341	87	1611	22	107	95	371	268	84	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.91	0.91	0.60	1.00	0.85	0.67	0.94	0.94
Lanes:	1.00	2.54	0.46	1.00	2.96	0.04	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1805	4286	781	1805	5107	70	1134	1900	1615	1267	1124	669
Capacity Analysis Module:												
Vol/Sat:	0.14	0.44	0.44	0.05	0.32	0.32	0.09	0.05	0.23	0.21	0.07	0.07
Crit Moves:		****		****						****		
Green Time:	19.8	56.6	56.6	7.0	43.8	43.8	27.4	27.4	47.2	27.4	27.4	27.4
Volume/Cap:	0.72	0.77	0.77	0.69	0.72	0.72	0.34	0.18	0.49	0.77	0.27	0.27
Delay/Veh:	44.5	18.1	18.1	60.3	24.3	24.3	29.8	27.9	18.6	43.6	28.8	28.8
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:	44.5	18.1	18.1	60.3	24.3	24.3	29.8	27.9	18.6	43.6	28.8	28.8
LOS by Move:	D	B	B	E	C	C	C	C	B	D	C	C
DesignQueue:	12	22	22	5	20	20	4	4	11	11	6	6

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

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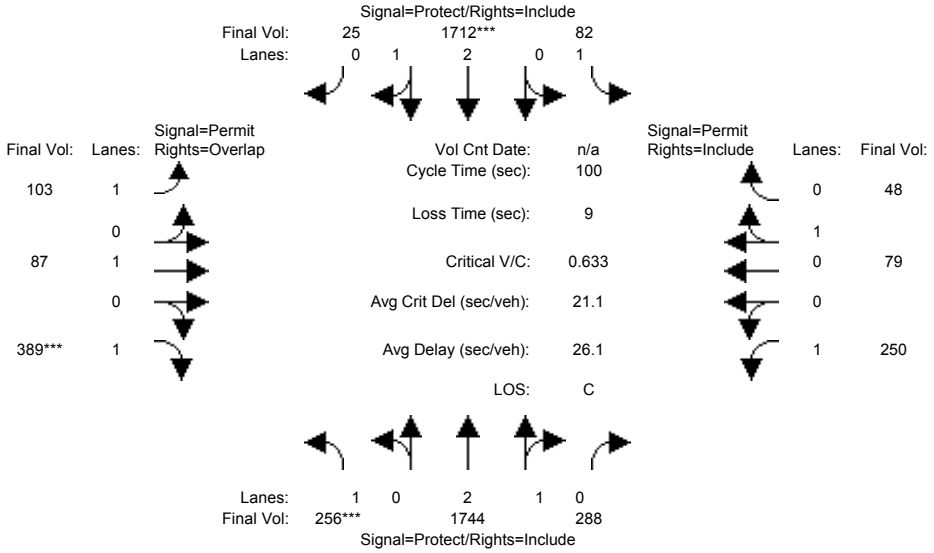
885 S. El Camino Real Development
City of San Mateo

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

Intersection #902: El Camino Real and 17th Avenue/Bovet Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	256	1744	288	82	1712	25	103	87	389	250	79	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	1744	288	82	1712	25	103	87	389	250	79	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	1744	288	82	1712	25	103	87	389	250	79	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	1744	288	82	1712	25	103	87	389	250	79	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	1744	288	82	1712	25	103	87	389	250	79	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	1744	288	82	1712	25	103	87	389	250	79	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.91	0.91	0.64	1.00	0.85	0.70	0.94	0.94
Lanes:	1.00	2.57	0.43	1.00	2.96	0.04	1.00	1.00	1.00	1.00	0.62	0.38
Final Sat.:	1805	4358	720	1805	5102	75	1218	1900	1615	1322	1115	677
Capacity Analysis Module:												
Vol/Sat:	0.14	0.40	0.40	0.05	0.34	0.34	0.08	0.05	0.24	0.19	0.07	0.07
Crit Moves:	****				****				****			
Green Time:	22.4	64.1	64.1	11.2	53.0	53.0	15.6	15.6	38.0	15.6	15.6	15.6
Volume/Cap:	0.63	0.62	0.62	0.40	0.63	0.63	0.54	0.29	0.63	1.21	0.45	0.45
Delay/Veh:	38.4	11.1	11.1	42.6	17.1	17.1	42.0	37.8	27.5	172.6	39.5	39.5
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:	38.4	11.1	11.1	42.6	17.1	17.1	42.0	37.8	27.5	172.6	39.5	39.5
LOS by Move:	D	B	B	D	B	B	D	D	C	F	D	D
DesignQueue:	11	17	17	4	18	18	5	4	14	12	6	6

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

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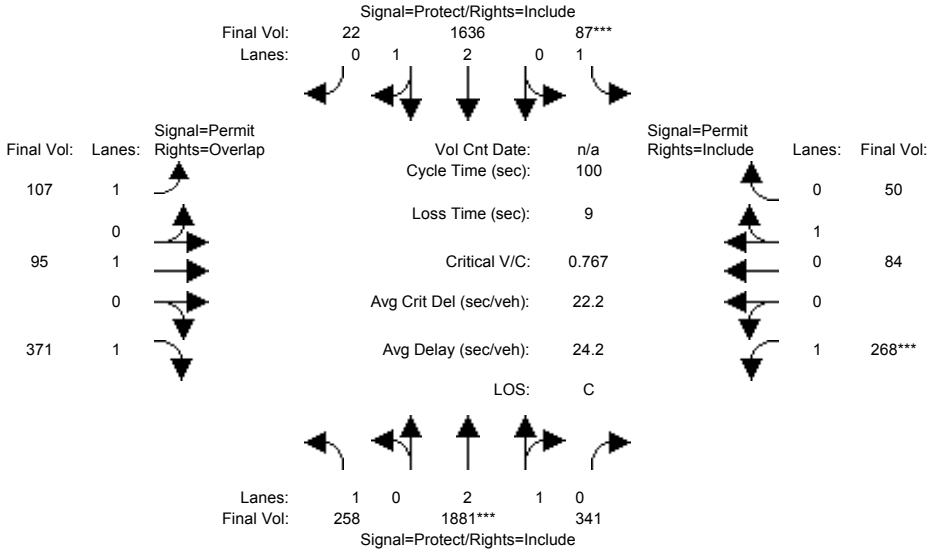
885 S. El Camino Real Development
City of San Mateo

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

Intersection #902: El Camino Real and 17th Avenue/Bovet Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	258	1881	341	87	1636	22	107	95	371	268	84	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	1881	341	87	1636	22	107	95	371	268	84	50
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:	258	1881	341	87	1636	22	107	95	371	268	84	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	1881	341	87	1636	22	107	95	371	268	84	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1881	341	87	1636	22	107	95	371	268	84	50
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:	258	1881	341	87	1636	22	107	95	371	268	84	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.91	0.91	0.60	1.00	0.85	0.67	0.94	0.94
Lanes:	1.00	2.54	0.46	1.00	2.96	0.04	1.00	1.00	1.00	1.00	0.63	0.37
Final Sat.:	1805	4290	778	1805	5108	69	1134	1900	1615	1267	1124	669
Capacity Analysis Module:												
Vol/Sat:	0.14	0.44	0.44	0.05	0.32	0.32	0.09	0.05	0.23	0.21	0.07	0.07
Crit Moves:		****		****						****		
Green Time:	19.6	56.7	56.7	7.0	44.0	44.0	27.3	27.3	47.0	27.3	27.3	27.3
Volume/Cap:	0.73	0.77	0.77	0.69	0.73	0.73	0.35	0.18	0.49	0.77	0.27	0.27
Delay/Veh:	45.1	18.1	18.1	60.3	24.3	24.3	29.8	28.0	18.7	43.9	28.8	28.8
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:	45.1	18.1	18.1	60.3	24.3	24.3	29.8	28.0	18.7	43.9	28.8	28.8
LOS by Move:	D	B	B	E	C	C	C	C	B	D	C	C
DesignQueue:	12	22	22	5	21	21	4	4	12	11	6	6

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

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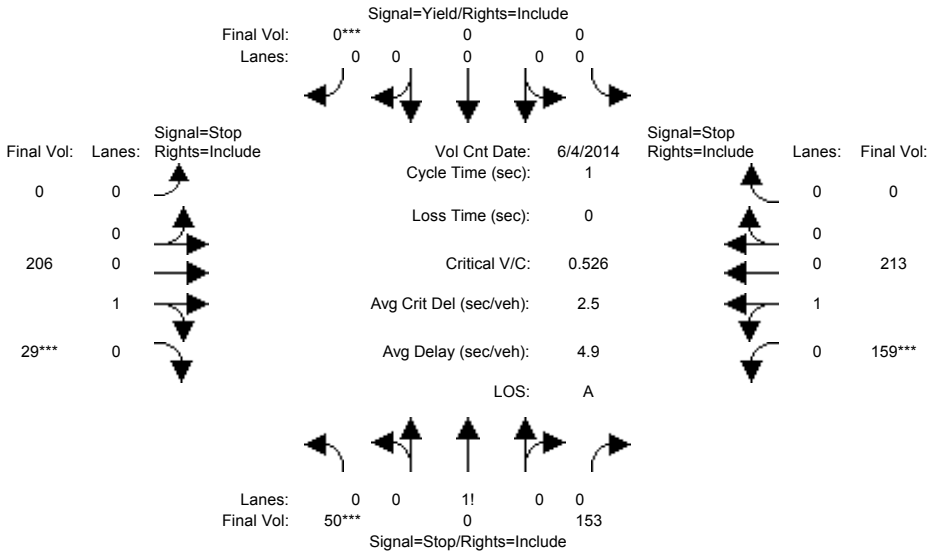
885 S. El Camino Real Development
City of San Mateo

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

Intersection #938: Palm Ave and 9th Avenue




```
Street Name:              Palm Ave                          9th Ave
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 4 Jun 2014 <<
Base Vol:       50    0   153     0    0     0     0  206    29   159  213     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:    50    0   153     0    0     0     0  206    29   159  213     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:    50    0   153     0    0     0     0  206    29   159  213     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:     50    0   153     0    0     0     0  206    29   159  213     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    50    0   153     0    0     0     0  206    29   159  213     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:        0    0     0     0    0     0     0    0     0     0    0     0
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        0.25 0.00  0.75  0.00 0.00  0.00  0.00 0.88  0.12  0.43 0.57  0.00
Final Sat.:     95    0   291     0    0     0     0  645    91   401  538     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.53 0.00  0.53  0.00 0.00  0.00  0.00 0.32  0.32  0.40 0.40  0.00
Crit Moves:   ****                         ****             ****  ****
Green Time:    1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0
Volume/Cap:   0.53 0.00  0.53  0.00 0.00  0.00  0.00 0.32  0.32  0.40 0.40  0.00
Delay/Veh:     7.4  0.0   7.4   0.0  0.0   0.0   0.0  3.4   3.4   4.5  4.5   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  3.4   3.4   4.5  4.5   0.0
DesignQueue:     0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #938 Palm Ave and 9th Avenue
*******************************************************************************
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        Yield 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:   50    0   153     0    0     0     0  206    29   159  213     0
ApproachDel:       0.0              0.0              0.0              0.0
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=203]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=810]
   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 #938 Palm Ave and 9th Avenue
********************************************************************************
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       Yield 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:   50    0   153     0    0     0     0  206    29   159  213     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             607
Minor Approach Volume:           203
Minor Approach Volume Threshold: 353
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```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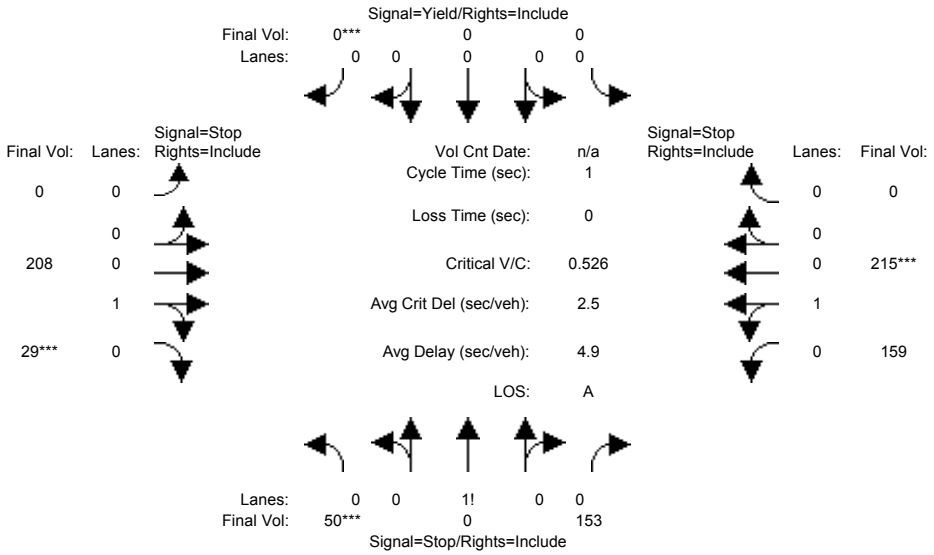
885 S. El Camino Real Development
City of San Mateo

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

Intersection #938: Palm Ave and 9th Avenue



Street Name:	Palm Ave									9th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Volume Module:												
Base Vol:	50	0	153	0	0	0	0	208	29	159	215	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:	50	0	153	0	0	0	0	208	29	159	215	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:	50	0	153	0	0	0	0	208	29	159	215	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:	50	0	153	0	0	0	0	208	29	159	215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	0	153	0	0	0	0	208	29	159	215	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.00	0.75	0.00	0.00	0.00	0.00	0.88	0.12	0.43	0.57	0.00
Final Sat.:	95	0	291	0	0	0	0	647	90	400	540	0
Capacity Analysis Module:												
Vol/Sat:	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.32	0.32	0.40	0.40	0.00
Crit Moves:	****					****			****		****	
Green Time:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Volume/Cap:	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.32	0.32	0.40	0.40	0.00
Delay/Veh:	7.4	0.0	7.4	0.0	0.0	0.0	0.0	3.4	3.4	4.5	4.5	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	3.4	3.4	4.5	4.5	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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

Peak Hour Delay Signal Warrant Report

****

Intersection #938 Palm Ave and 9th Avenue

****

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			Yield Sign			Stop Sign			Stop Sign		
Lanes:	0	0	1! 0	0	0	0	0	0	0	1 0	0	1 0	0

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```
Initial Vol:   50    0   153     0    0     0     0  208    29   159  215     0
ApproachDel:       0.0              0.0              0.0              0.0
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=203]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=814]
   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 #938 Palm Ave and 9th Avenue
********************************************************************************
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       Yield 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:   50    0   153     0    0     0     0  208    29   159  215     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             611
Minor Approach Volume:           203
Minor Approach Volume Threshold: 351
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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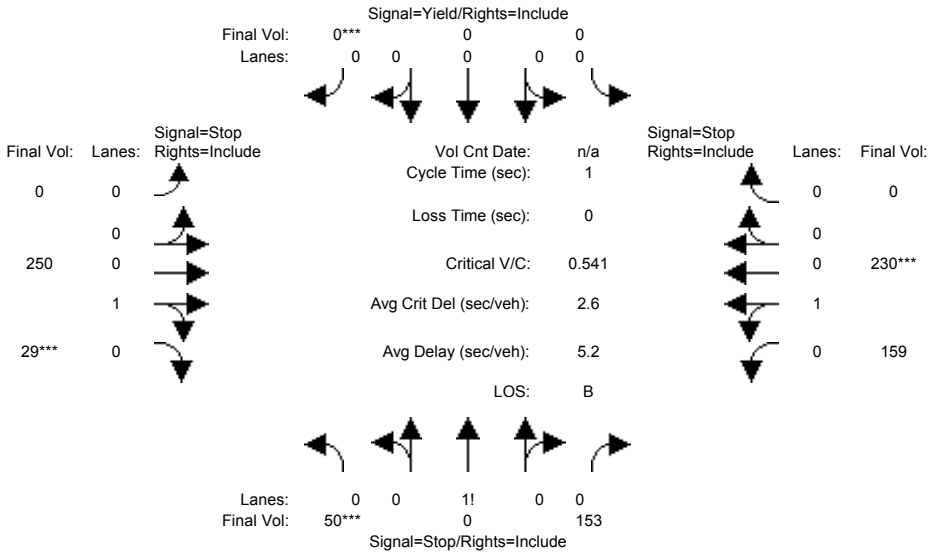
885 S. El Camino Real Development
City of San Mateo

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

Intersection #938: Palm Ave and 9th Avenue




```
Street Name:              Palm Ave                          9th Ave
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       50    0   153     0    0     0     0  250    29   159  230     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:    50    0   153     0    0     0     0  250    29   159  230     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:    50    0   153     0    0     0     0  250    29   159  230     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:     50    0   153     0    0     0     0  250    29   159  230     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    50    0   153     0    0     0     0  250    29   159  230     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:        0    0     0     0    0     0     0    0     0     0    0     0
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        0.25 0.00  0.75  0.00 0.00  0.00  0.00 0.90  0.10  0.41 0.59  0.00
Final Sat.:     92    0   283     0    0     0     0  684    79   386  558     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.54 0.00  0.54  0.00 0.00  0.00  0.00 0.37  0.37  0.41 0.41  0.00
Crit Moves:   ****                          ****              ****       ****
Green Time:    1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0
Volume/Cap:   0.54 0.00  0.54  0.00 0.00  0.00  0.00 0.37  0.37  0.41 0.41  0.00
Delay/Veh:     7.8  0.0   7.8   0.0  0.0   0.0   0.0  4.0   4.0   4.8  4.8   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  1.00
AdjDel/Veh:    7.8  0.0   7.8   0.0  0.0   0.0   0.0  4.0   4.0   4.8  4.8   0.0
DesignQueue:     0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #938 Palm Ave and 9th Avenue
*******************************************************************************
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        Yield 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:   50    0   153     0    0     0     0  250    29   159  230     0
ApproachDel:       0.0              0.0              0.0              0.0
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=203]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=871]
   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 #938 Palm Ave and 9th Avenue
********************************************************************************
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       Yield 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:   50    0   153     0    0     0     0  250    29   159  230     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             668
Minor Approach Volume:           203
Minor Approach Volume Threshold: 327
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```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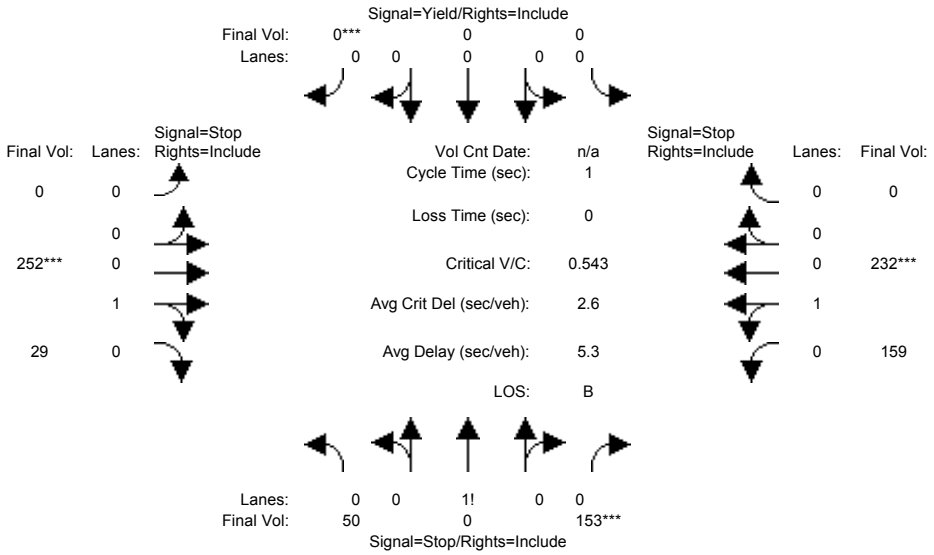
885 S. El Camino Real Development
City of San Mateo

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

Intersection #938: Palm Ave and 9th Avenue




```
Street Name:              Palm Ave                          9th Ave
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      50    0   153     0    0     0     0  252    29   159  232     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:   50    0   153     0    0     0     0  252    29   159  232     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:   50    0   153     0    0     0     0  252    29   159  232     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:    50    0   153     0    0     0     0  252    29   159  232     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   50    0   153     0    0     0     0  252    29   159  232     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:       0    0     0     0    0     0     0    0     0     0    0     0
Adjustment:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:       0.25 0.00  0.75  0.00 0.00  0.00  0.00 0.90  0.10  0.41 0.59  0.00
Final Sat.:    92    0   282     0    0     0     0  685    79   384  561     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.54 0.00  0.54  0.00 0.00  0.00  0.00 0.37  0.37  0.41 0.41  0.00
Crit Moves:             ****             ****       ****             ****
Green Time:   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0
Volume/Cap:  0.54 0.00  0.54  0.00 0.00  0.00  0.00 0.37  0.37  0.41 0.41  0.00
Delay/Veh:    7.9  0.0   7.9   0.0  0.0   0.0   0.0  4.0   4.0   4.8  4.8   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  1.00
AdjDel/Veh:   7.9  0.0   7.9   0.0  0.0   0.0   0.0  4.0   4.0   4.8  4.8   0.0
DesignQueue:    0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #938 Palm Ave and 9th Avenue
*******************************************************************************
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        Yield 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:   50    0   153     0    0     0     0  252    29   159  232     0
ApproachDel:       0.0              0.0              0.0              0.0
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=203]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=875]
   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 #938 Palm Ave and 9th Avenue
********************************************************************************
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       Yield 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:   50    0   153     0    0     0     0  252    29   159  232     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             672
Minor Approach Volume:           203
Minor Approach Volume Threshold: 325
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
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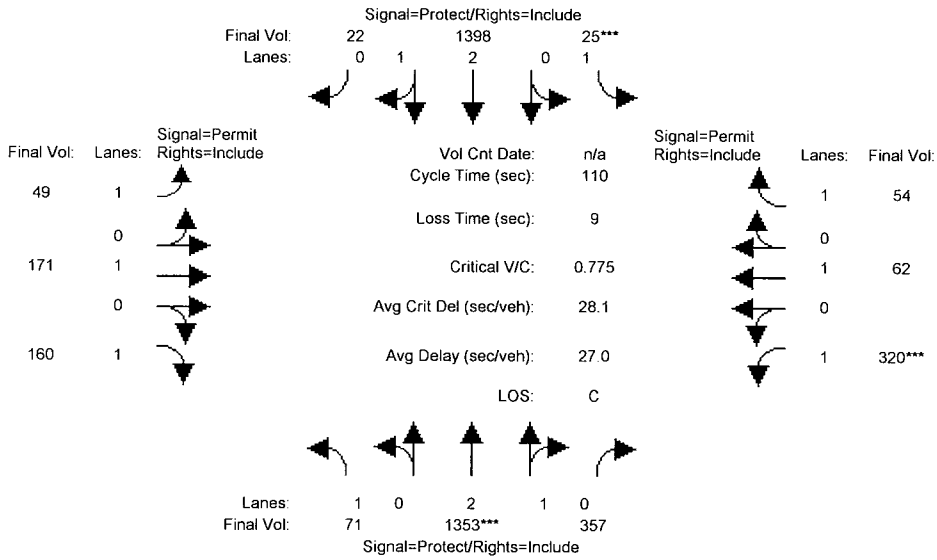
City of San Mateo
LOS Policy
2000 Operations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 - AM

Intersection #8: El Camino Real and 3rd Avenue



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:	71	1353	357	25	1398	22	49	171	160	320	62	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:	71	1353	357	25	1398	22	49	171	160	320	62	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	71	1353	357	25	1398	22	49	171	160	320	62	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:	71	1353	357	25	1398	22	49	171	160	320	62	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1353	357	25	1398	22	49	171	160	320	62	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1353	357	25	1398	22	49	171	160	320	62	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.79	0.79	0.86	0.82	0.82	0.65	0.90	0.77	0.53	0.90	0.77
Lanes:	1.00	2.37	0.63	1.00	2.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1625	3579	944	1625	4587	72	1228	1710	1454	1005	1710	1454
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.02	0.30	0.30	0.04	0.10	0.11	0.32	0.04	0.04
Crit Moves:		****		****						****		
Green/Cycle:	0.06	0.49	0.49	0.02	0.44	0.44	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.69	0.78	0.78	0.78	0.69	0.69	0.10	0.24	0.27	0.78	0.09	0.09
Delay/Veh:	68.0	25.0	25.0	126.0	25.4	25.4	20.0	21.4	21.7	36.9	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:	68.0	25.0	25.0	126.0	25.4	25.4	20.0	21.4	21.7	36.9	19.9	19.9
LOS by Move:	E	C	C	F	C	C	B	C	C	D	B	B
HCM2kAvgQ:	4	19	19	2	15	15	1	4	4	11	1	1

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

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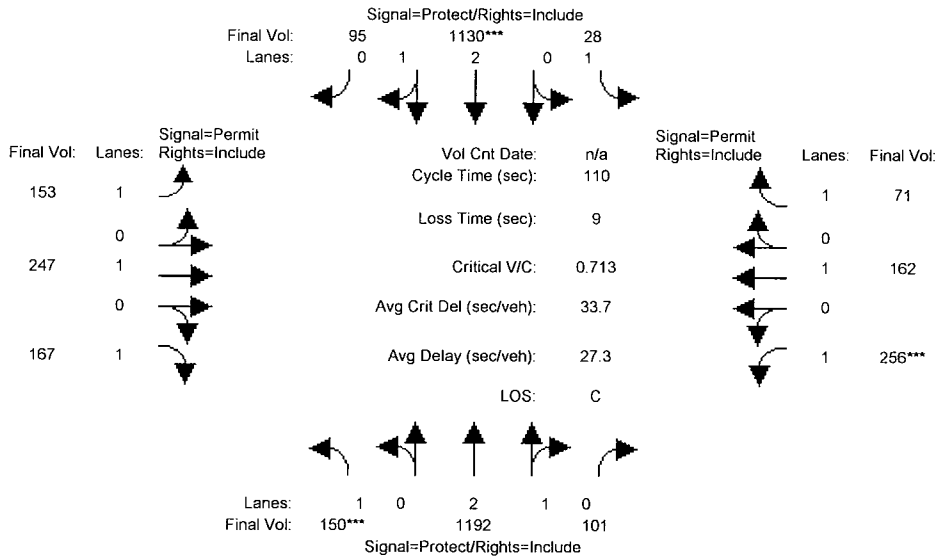
City of San Mateo
LOS Policy
2000 Operations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030- PM

Intersection #8: El Camino Real and 3rd Avenue



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:	150	1192	101	28	1130	95	153	247	167	256	162	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1192	101	28	1130	95	153	247	167	256	162	71
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:	150	1192	101	28	1130	95	153	247	167	256	162	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	1192	101	28	1130	95	153	247	167	256	162	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1192	101	28	1130	95	153	247	167	256	162	71
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:	150	1192	101	28	1130	95	153	247	167	256	162	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.81	0.81	0.86	0.81	0.81	0.54	0.90	0.77	0.45	0.90	0.77
Lanes:	1.00	2.77	0.23	1.00	2.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1625	4252	360	1625	4255	358	1028	1710	1454	862	1710	1454
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.28	0.02	0.27	0.27	0.15	0.14	0.11	0.30	0.09	0.05
Crit Moves:	****				****					****		
Green/Cycle:	0.13	0.47	0.47	0.03	0.37	0.37	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.71	0.59	0.59	0.59	0.71	0.71	0.36	0.35	0.28	0.71	0.23	0.12
Delay/Veh:	56.9	21.7	21.7	71.4	30.9	30.9	22.5	22.2	21.4	33.3	20.9	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	21.7	21.7	71.4	30.9	30.9	22.5	22.2	21.4	33.3	20.9	19.8
LOS by Move:	E	C	C	E	C	C	C	C	C	C	C	B
HCM2kAvgQ:	6	12	12	2	14	14	4	6	4	9	3	1

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

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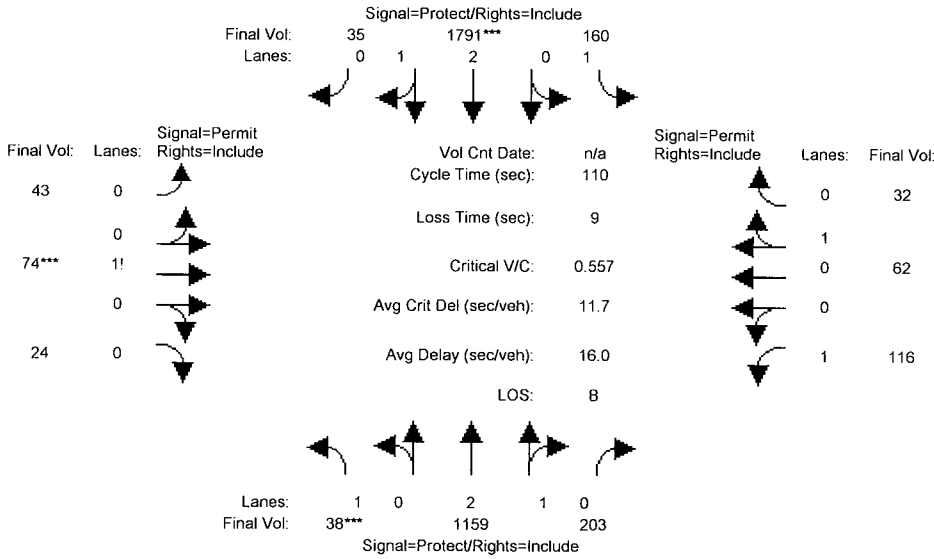
City of San Mateo
LOS Policy
2000 Operations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 - AM

Intersection #16: El Camino Real and 4th Avenue



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:	38	1159	203	160	1791	35	43	74	24	116	62	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1159	203	160	1791	35	43	74	24	116	62	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:	38	1159	203	160	1791	35	43	74	24	116	62	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:	38	1159	203	160	1791	35	43	74	24	116	62	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1159	203	160	1791	35	43	74	24	116	62	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:	38	1159	203	160	1791	35	43	74	24	116	62	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.80	0.80	0.86	0.82	0.82	0.78	0.78	0.78	0.75	0.85	0.85
Lanes:	1.00	2.55	0.45	1.00	2.94	0.06	0.30	0.53	0.17	1.00	0.66	0.34
Final Sat.:	1625	3885	680	1625	4565	89	450	774	251	1418	1070	552
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.10	0.39	0.39	0.10	0.10	0.10	0.08	0.06	0.06
Crit Moves:	****				****			****				
Green/Cycle:	0.04	0.56	0.56	0.19	0.70	0.70	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.56	0.53	0.53	0.53	0.56	0.56	0.56	0.56	0.56	0.48	0.34	0.34
Delay/Veh:	61.5	15.3	15.3	42.3	8.1	8.1	44.5	44.5	44.5	42.6	40.8	40.8
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:	61.5	15.3	15.3	42.3	8.1	8.1	44.5	44.5	44.5	42.6	40.8	40.8
LOS by Move:	E	B	B	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	2	11	11	5	11	11	5	5	5	4	3	3

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

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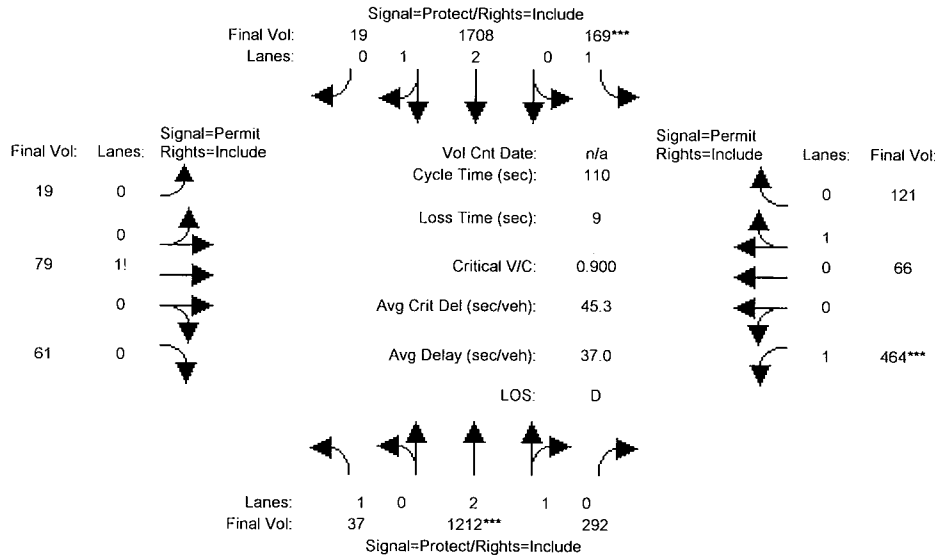
City of San Mateo
LOS Policy
2000 Operations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030- PM

Intersection #16: El Camino Real and 4th Avenue



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:	37	1212	292	169	1708	19	19	79	61	464	66	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1212	292	169	1708	19	19	79	61	464	66	121
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:	37	1212	292	169	1708	19	19	79	61	464	66	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	1212	292	169	1708	19	19	79	61	464	66	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1212	292	169	1708	19	19	79	61	464	66	121
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:	37	1212	292	169	1708	19	19	79	61	464	66	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.80	0.80	0.86	0.82	0.82	0.82	0.82	0.82	0.62	0.81	0.81
Lanes:	1.00	2.42	0.58	1.00	2.97	0.03	0.12	0.50	0.38	1.00	0.35	0.65
Final Sat.:	1625	3653	880	1625	4608	51	186	773	597	1187	545	999
Capacity Analysis Module:												
Vol/Sat:	0.02	0.33	0.33	0.10	0.37	0.37	0.10	0.10	0.10	0.39	0.12	0.12
Crit Moves:		****		****						****		
Green/Cycle:	0.03	0.37	0.37	0.12	0.46	0.46	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.81	0.90	0.90	0.90	0.81	0.81	0.24	0.24	0.24	0.90	0.28	0.28
Delay/Veh:	120.2	39.9	39.9	87.0	28.4	28.4	19.8	19.8	19.8	47.6	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:	120.2	39.9	39.9	87.0	28.4	28.4	19.8	19.8	19.8	47.6	20.3	20.3
LOS by Move:	F	D	D	F	C	C	B	B	B	D	C	C
HCM2kAvgQ:	3	21	21	9	20	20	3	3	3	18	4	4

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

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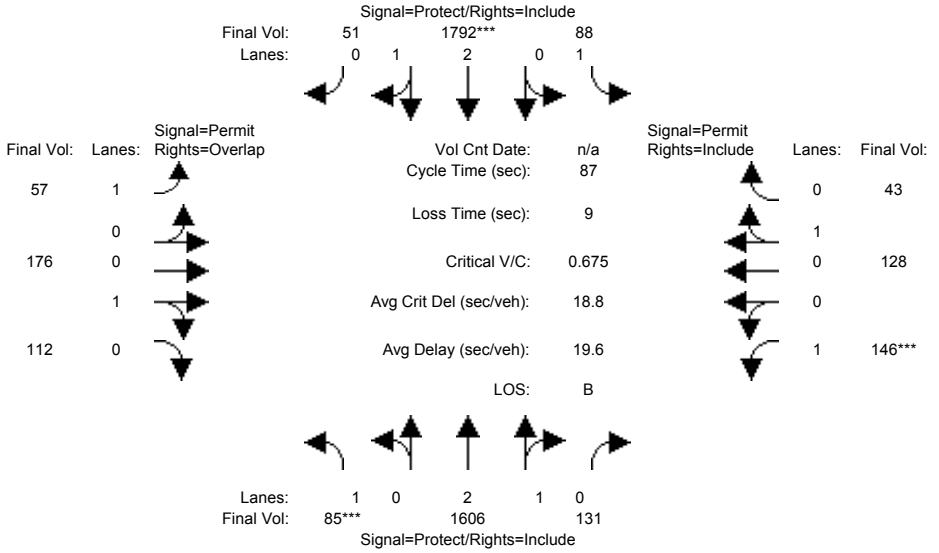
885 S. El Camino Real Development
City of San Mateo

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

Intersection #204: 5th Avenue & El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	85	1606	131	88	1792	51	57	176	112	146	128	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	1606	131	88	1792	51	57	176	112	146	128	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:	85	1606	131	88	1792	51	57	176	112	146	128	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:	85	1606	131	88	1792	51	57	176	112	146	128	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1606	131	88	1792	51	57	176	112	146	128	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
FinalVolume:	85	1606	131	88	1792	51	57	176	112	146	128	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.56	0.94	0.94	0.38	0.96	0.96
Lanes:	1.00	2.77	0.23	1.00	2.92	0.08	1.00	0.61	0.39	1.00	0.75	0.25
Final Sat.:	1805	4743	387	1805	5023	143	1056	1094	696	726	1368	460
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.05	0.36	0.36	0.05	0.16	0.16	0.20	0.09	0.09
Crit Moves:	****				****					****		
Green Time:	7.0	42.3	42.3	10.1	45.4	45.4	25.6	25.6	32.6	25.6	25.6	25.6
Volume/Cap:	0.59	0.70	0.70	0.42	0.68	0.68	0.18	0.55	0.43	0.68	0.32	0.32
Delay/Veh:	44.6	18.2	18.2	37.1	16.2	16.2	23.2	27.0	20.7	35.9	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:	44.6	18.2	18.2	37.1	16.2	16.2	23.2	27.0	20.7	35.9	24.2	24.2
LOS by Move:	D	B	B	D	B	B	C	C	C	D	C	C
DesignQueue:	4	17	17	4	17	17	2	10	9	5	6	6

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

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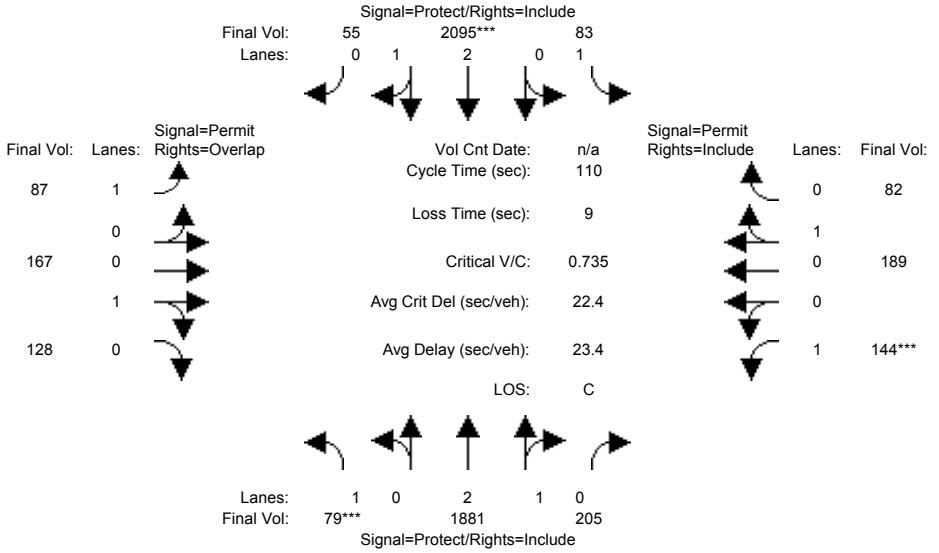
885 S. El Camino Real Development
City of San Mateo

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

Intersection #204: 5th Avenue & El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	79	1881	205	83	2095	55	87	167	128	144	189	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	1881	205	83	2095	55	87	167	128	144	189	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	1881	205	83	2095	55	87	167	128	144	189	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	1881	205	83	2095	55	87	167	128	144	189	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	1881	205	83	2095	55	87	167	128	144	189	82
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:	79	1881	205	83	2095	55	87	167	128	144	189	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.39	0.94	0.94	0.35	0.96	0.96
Lanes:	1.00	2.71	0.29	1.00	2.92	0.08	1.00	0.57	0.43	1.00	0.70	0.30
Final Sat.:	1805	4607	502	1805	5034	132	737	1006	771	671	1265	549
Capacity Analysis Module:												
Vol/Sat:	0.04	0.41	0.41	0.05	0.42	0.42	0.12	0.17	0.17	0.21	0.15	0.15
Crit Moves:	****				****					****		
Green Time:	7.0	59.7	59.7	9.3	62.0	62.0	32.0	32.0	39.0	32.0	32.0	32.0
Volume/Cap:	0.69	0.75	0.75	0.54	0.74	0.74	0.41	0.57	0.47	0.74	0.51	0.51
Delay/Veh:	66.5	20.6	20.6	52.3	19.0	19.0	32.6	34.7	28.0	49.0	33.4	33.4
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	20.6	20.6	52.3	19.0	19.0	32.6	34.7	28.0	49.0	33.4	33.4
LOS by Move:	E	C	C	D	B	B	C	C	C	D	C	C
DesignQueue:	5	24	24	5	24	24	4	13	12	6	12	12

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

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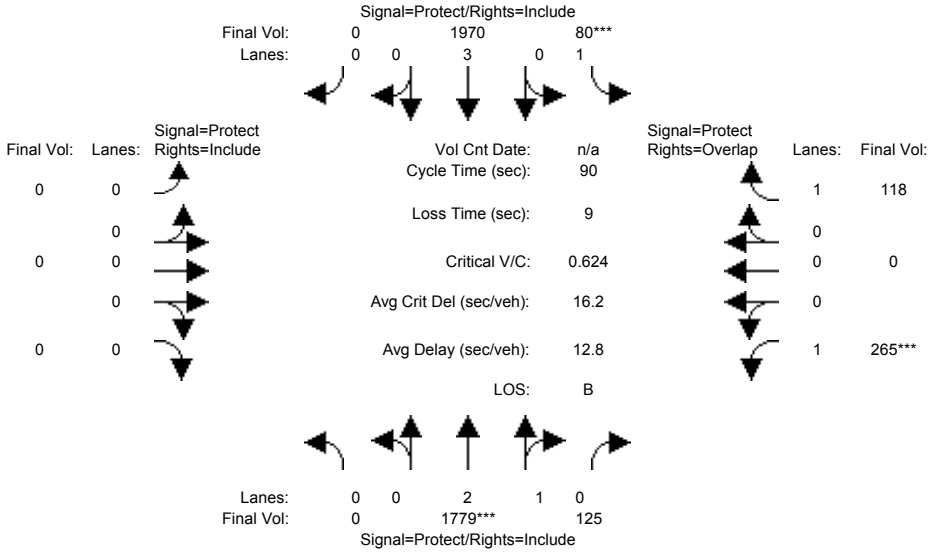
885 S. El Camino Real Development
City of San Mateo

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

Intersection #505: 9th Avenue and El Camin Real



Street Name:	El Camin Real						9th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	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	1779	125	80	1970	0	0	0	0	265	0	118
Growth Adj:	1.00	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	1779	125	80	1970	0	0	0	0	265	0	118
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	1779	125	80	1970	0	0	0	0	265	0	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1779	125	80	1970	0	0	0	0	265	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1779	125	80	1970	0	0	0	0	265	0	118
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	1779	125	80	1970	0	0	0	0	265	0	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.80	0.20	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4798	337	1805	5187	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.04	0.38	0.00	0.00	0.00	0.00	0.15	0.00	0.07
Crit Moves:		****		****						****		
Green Time:	0.0	53.0	53.0	7.0	60.0	0.0	0.0	0.0	0.0	21.0	0.0	28.0
Volume/Cap:	0.00	0.63	0.63	0.57	0.57	0.00	0.00	0.00	0.00	0.63	0.00	0.23
Delay/Veh:	0.0	12.5	12.5	45.5	8.3	0.0	0.0	0.0	0.0	34.1	0.0	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.5	12.5	45.5	8.3	0.0	0.0	0.0	0.0	34.1	0.0	23.3
LOS by Move:	A	B	B	D	A	A	A	A	A	C	A	C
DesignQueue:	0	16	16	4	13	0	0	0	0	11	0	4

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

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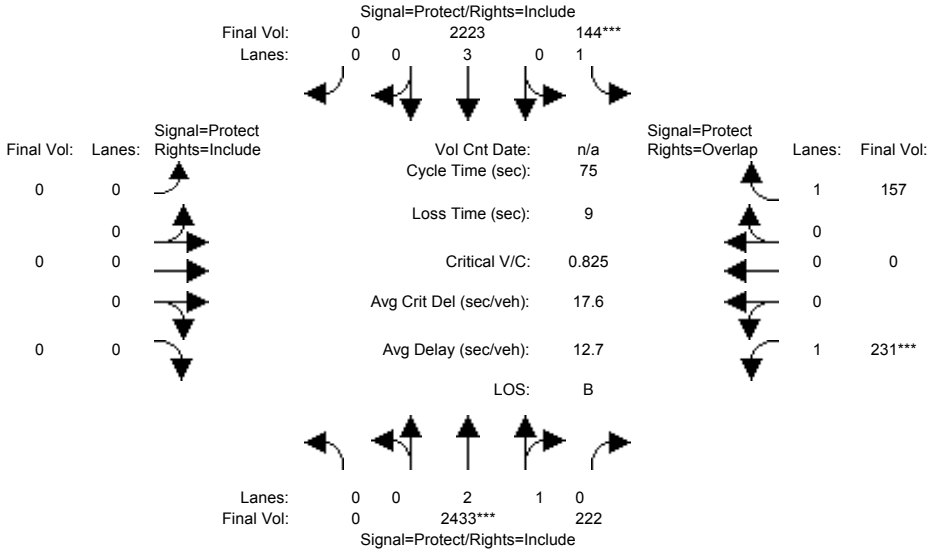
885 S. El Camino Real Development
City of San Mateo

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

Intersection #505: 9th Avenue and El Camin Real



Street Name:	El Camin Real						9th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	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	2433	222	144	2223	0	0	0	0	231	0	157
Growth Adj:	1.00	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	2433	222	144	2223	0	0	0	0	231	0	157
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	2433	222	144	2223	0	0	0	0	231	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2433	222	144	2223	0	0	0	0	231	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2433	222	144	2223	0	0	0	0	231	0	157
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	2433	222	144	2223	0	0	0	0	231	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.90	0.90	0.95	0.91	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	2.75	0.25	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4691	428	1805	5187	0	0	0	0	1805	0	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	0.08	0.43	0.00	0.00	0.00	0.00	0.13	0.00	0.10
Crit Moves:		****		****						****		
Green Time:	0.0	47.1	47.1	7.2	54.4	0.0	0.0	0.0	0.0	11.6	0.0	18.9
Volume/Cap:	0.00	0.83	0.83	0.83	0.59	0.00	0.00	0.00	0.00	0.83	0.00	0.39
Delay/Veh:	0.0	12.6	12.6	59.6	5.2	0.0	0.0	0.0	0.0	48.6	0.0	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.6	12.6	59.6	5.2	0.0	0.0	0.0	0.0	48.6	0.0	23.9
LOS by Move:	A	B	B	E	A	A	A	A	A	D	A	C
DesignQueue:	0	17	17	6	11	0	0	0	0	8	0	5

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

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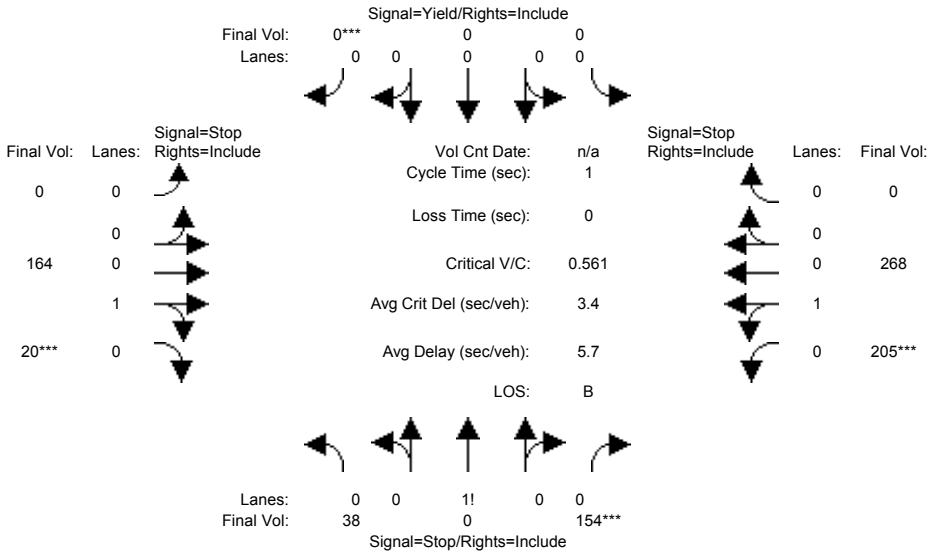
885 S. El Camino Real Development
City of San Mateo

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

Intersection #938: Palm Ave and 9th Avenue



Street Name:	Palm Ave						9th Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	38	0	154	0	0	0	0	164	20	205	268	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:	38	0	154	0	0	0	0	164	20	205	268	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:	38	0	154	0	0	0	0	164	20	205	268	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:	38	0	154	0	0	0	0	164	20	205	268	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	0	154	0	0	0	0	164	20	205	268	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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:	0.20	0.00	0.80	0.00	0.00	0.00	0.00	0.89	0.11	0.43	0.57	0.00
Final Sat.:	68	0	274	0	0	0	0	676	82	439	573	0
Capacity Analysis Module:												
Vol/Sat:	0.56	0.00	0.56	0.00	0.00	0.00	0.00	0.24	0.24	0.47	0.47	0.00
Crit Moves:			****			****			****	****		
Green Time:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Volume/Cap:	0.56	0.00	0.56	0.00	0.00	0.00	0.00	0.24	0.24	0.47	0.47	0.00
Delay/Veh:	8.4	0.0	8.4	0.0	0.0	0.0	0.0	2.5	2.5	5.9	5.9	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:	8.4	0.0	8.4	0.0	0.0	0.0	0.0	2.5	2.5	5.9	5.9	0.0
DesignQueue:	0	0	0	0	0	0	0	0	0	0	0	0

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

Peak Hour Delay Signal Warrant Report

****

Intersection #938 Palm Ave and 9th Avenue

****

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			Yield 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

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```
Initial Vol:   38    0   154     0    0     0     0  164    20   205  268     0
ApproachDel:       0.0              0.0              0.0              0.0
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=192]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=849]
   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 #938 Palm Ave and 9th Avenue
********************************************************************************
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       Yield 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:   38    0   154     0    0     0     0  164    20   205  268     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             657
Minor Approach Volume:           192
Minor Approach Volume Threshold: 331
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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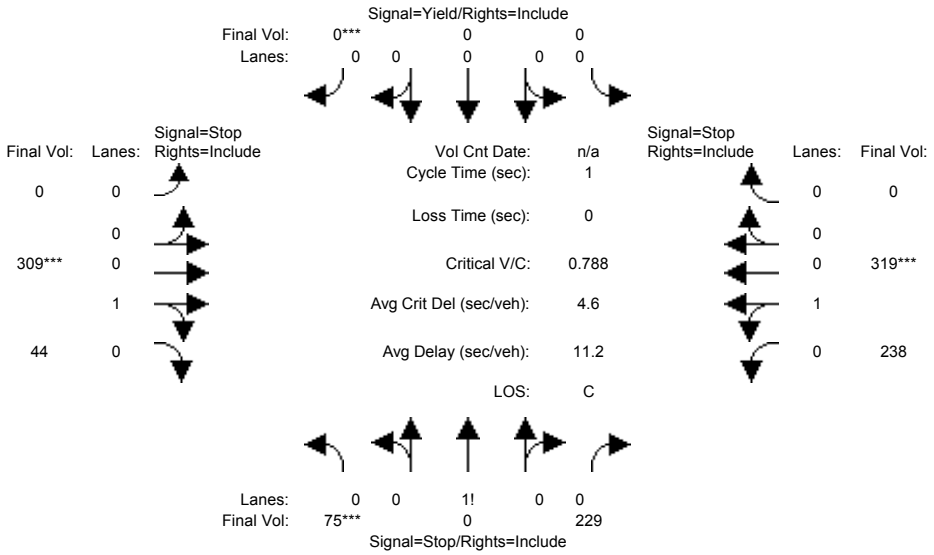
885 S. El Camino Real Development
City of San Mateo

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

Intersection #938: Palm Ave and 9th Avenue




```
Street Name:              Palm Ave                          9th Ave
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:      L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       75    0   229     0    0     0     0  309    44   238  319     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:    75    0   229     0    0     0     0  309    44   238  319     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:    75    0   229     0    0     0     0  309    44   238  319     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:     75    0   229     0    0     0     0  309    44   238  319     0
Reduct Vol:      0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    75    0   229     0    0     0     0  309    44   238  319     0
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:        0    0     0     0    0     0     0    0     0     0    0     0
Adjustment:   1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Lanes:        0.25 0.00  0.75  0.00 0.00  0.00  0.00 0.88  0.12  0.43 0.57  0.00
Final Sat.:     95    0   291     0    0     0     0  644    92   401  538     0
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:      0.79 0.00  0.79  0.00 0.00  0.00  0.00 0.48  0.48  0.59 0.59  0.00
Crit Moves:   ****                         ****       ****             ****
Green Time:    1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0   1.0  1.0   1.0
Volume/Cap:   0.79 0.00  0.79  0.00 0.00  0.00  0.00 0.48  0.48  0.59 0.59  0.00
Delay/Veh:    19.9  0.0  19.9   0.0  0.0   0.0   0.0  6.2   6.2   9.5  9.5   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:   19.9  0.0  19.9   0.0  0.0   0.0   0.0  6.2   6.2   9.5  9.5   0.0
DesignQueue:     0    0     0     0    0     0     0    0     0     0    0     0
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #938 Palm Ave and 9th Avenue
*******************************************************************************
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        Yield 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:   75    0   229     0    0     0     0  309    44   238  319     0
ApproachDel:       0.0              0.0              0.0              0.0
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=304]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1214]
   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 #938 Palm Ave and 9th Avenue
********************************************************************************
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       Yield 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:   75    0   229     0    0     0     0  309    44   238  319     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             910
Minor Approach Volume:           304
Minor Approach Volume Threshold: 245
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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

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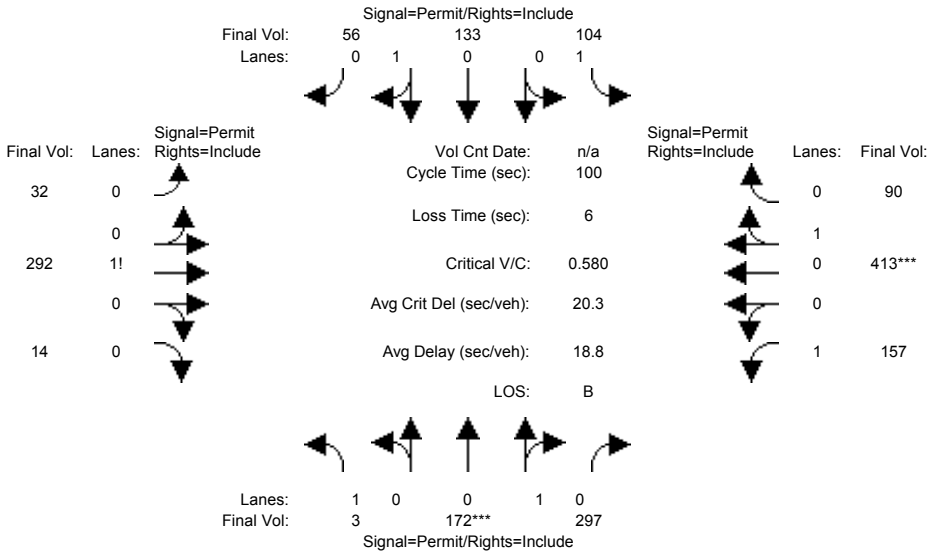
885 S. El Camino Real Development
City of San Mateo

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

Intersection #503: 9th Avenue & B St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	3	172	297	104	133	56	32	292	14	157	413	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	172	297	104	133	56	32	292	14	157	413	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	172	297	104	133	56	32	292	14	157	413	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	172	297	104	133	56	32	292	14	157	413	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	172	297	104	133	56	32	292	14	157	413	90
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:	3	172	297	104	133	56	32	292	14	157	413	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.59	0.91	0.91	0.33	0.96	0.96	0.92	0.92	0.92	0.66	0.97	0.97
Lanes:	1.00	0.37	0.63	1.00	0.70	0.30	0.09	0.87	0.04	1.00	0.82	0.18
Final Sat.:	1117	631	1089	621	1278	538	166	1514	73	1248	1518	331
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.17	0.10	0.10	0.19	0.19	0.19	0.13	0.27	0.27
Crit Moves:		****									****	
Green Time:	47.1	47.1	47.1	47.1	47.1	47.1	46.9	46.9	46.9	46.9	46.9	46.9
Volume/Cap:	0.01	0.58	0.58	0.36	0.22	0.22	0.41	0.41	0.41	0.27	0.58	0.58
Delay/Veh:	14.1	20.3	20.3	17.6	15.8	15.8	17.8	17.8	17.8	16.3	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:	14.1	20.3	20.3	17.6	15.8	15.8	17.8	17.8	17.8	16.3	20.3	20.3
LOS by Move:	B	C	C	B	B	B	B	B	B	B	C	C
DesignQueue:	0	15	15	3	6	6	10	10	10	5	16	16

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

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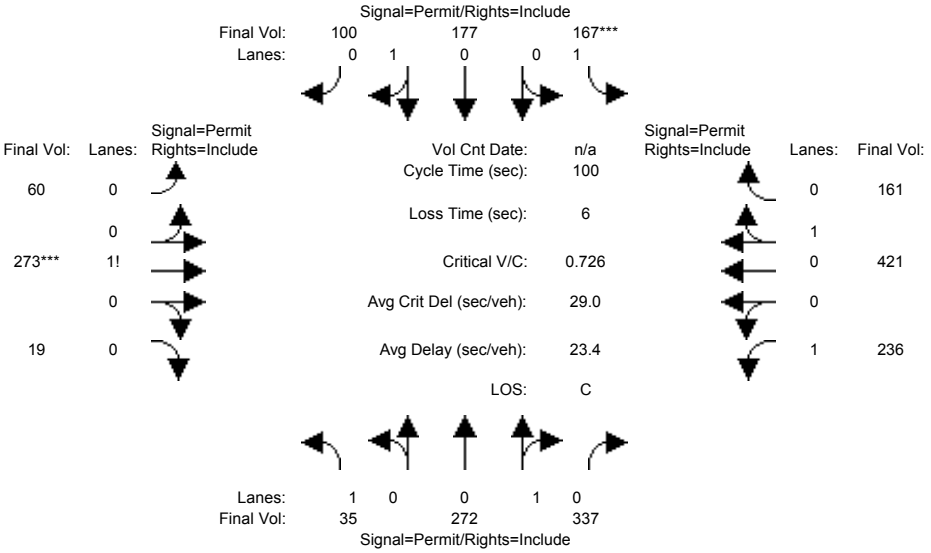
885 S. El Camino Real Development
City of San Mateo

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

Intersection #503: 9th Avenue & B St.



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	35	272	337	167	177	100	60	273	19	236	421	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	272	337	167	177	100	60	273	19	236	421	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	272	337	167	177	100	60	273	19	236	421	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	272	337	167	177	100	60	273	19	236	421	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	272	337	167	177	100	60	273	19	236	421	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	272	337	167	177	100	60	273	19	236	421	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.52	0.92	0.92	0.25	0.95	0.95	0.57	0.57	0.57	0.68	0.96	0.96
Lanes:	1.00	0.45	0.55	1.00	0.64	0.36	0.17	0.78	0.05	1.00	0.72	0.28
Final Sat.:	981	778	964	469	1149	649	184	836	58	1293	1317	504
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.36	0.15	0.15	0.33	0.33	0.33	0.18	0.32	0.32
Crit Moves:				****				****				
Green Time:	49.0	49.0	49.0	49.0	49.0	49.0	45.0	45.0	45.0	45.0	45.0	45.0
Volume/Cap:	0.07	0.71	0.71	0.73	0.31	0.31	0.73	0.73	0.73	0.41	0.71	0.71
Delay/Veh:	13.5	22.8	22.8	31.2	15.6	15.6	27.9	27.9	27.9	19.0	25.2	25.2
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:	13.5	22.8	22.8	31.2	15.6	15.6	27.9	27.9	27.9	19.0	25.2	25.2
LOS by Move:	B	C	C	C	B	B	C	C	C	B	C	C
DesignQueue:	1	19	19	5	8	8	11	11	11	7	19	19

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

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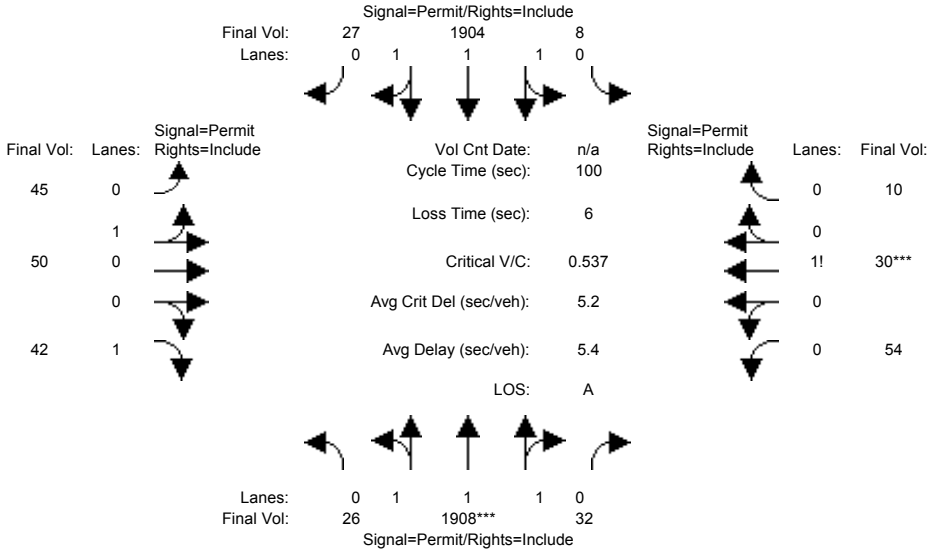
885 S. El Camino Real Development
City of San Mateo

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

Intersection #61: 12th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	26	1908	32	8	1904	27	45	50	42	54	30	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:	26	1908	32	8	1904	27	45	50	42	54	30	10
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	1908	32	8	1904	27	45	50	42	54	30	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:	26	1908	32	8	1904	27	45	50	42	54	30	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1908	32	8	1904	27	45	50	42	54	30	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
FinalVolume:	26	1908	32	8	1904	27	45	50	42	54	30	10
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.85	0.85	0.85	0.82	0.82	0.85	0.72	0.72	0.72
Lanes:	0.04	2.91	0.05	0.01	2.95	0.04	0.47	0.53	1.00	0.57	0.32	0.11
Final Sat.:	60	4381	73	20	4732	67	739	821	1615	781	434	145
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.40	0.40	0.40	0.06	0.06	0.03	0.07	0.07	0.07
Crit Moves:		****									****	
Green Time:	81.1	81.1	81.1	81.1	81.1	81.1	12.9	12.9	12.9	12.9	12.9	12.9
Volume/Cap:	0.54	0.54	0.54	0.50	0.50	0.50	0.47	0.47	0.20	0.54	0.54	0.54
Delay/Veh:	3.3	3.3	3.3	3.1	3.1	3.1	42.2	42.2	39.4	44.0	44.0	44.0
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:	3.3	3.3	3.3	3.1	3.1	3.1	42.2	42.2	39.4	44.0	44.0	44.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
DesignQueue:	8	8	8	8	8	8	5	5	2	5	5	5

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

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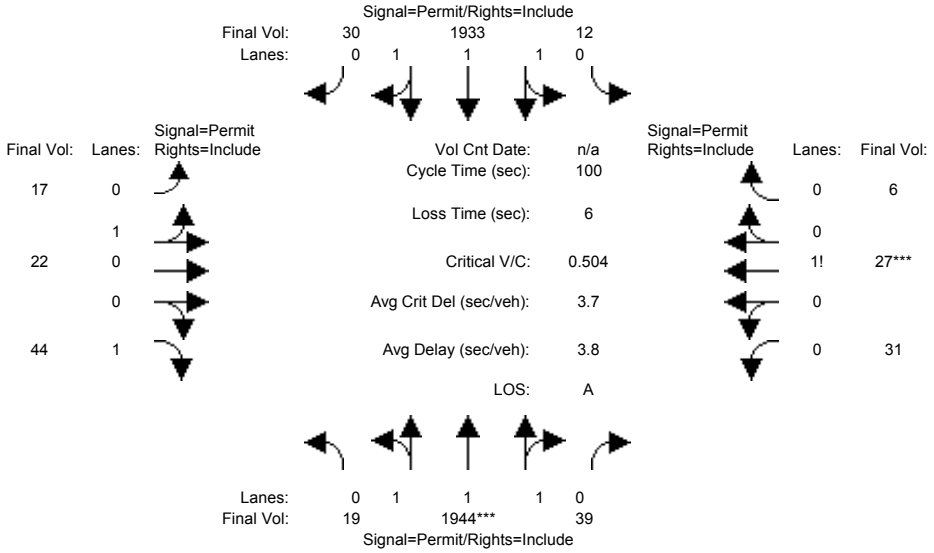
885 S. El Camino Real Development
City of San Mateo

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

Intersection #61: 12th Avenue and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	1944	39	12	1933	30	17	22	44	31	27	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1944	39	12	1933	30	17	22	44	31	27	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1944	39	12	1933	30	17	22	44	31	27	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1944	39	12	1933	30	17	22	44	31	27	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1944	39	12	1933	30	17	22	44	31	27	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	1944	39	12	1933	30	17	22	44	31	27	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.81	0.81	0.81	0.83	0.83	0.83	0.89	0.89	0.85	0.83	0.83	0.83
Lanes:	0.03	2.91	0.06	0.02	2.94	0.04	0.44	0.56	1.00	0.49	0.42	0.09
Final Sat.:	44	4489	90	29	4651	72	737	954	1615	763	665	148
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.42	0.42	0.42	0.02	0.02	0.03	0.04	0.04	0.04
Crit Moves:		****									****	
Green Time:	84.0	84.0	84.0	84.0	84.0	84.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.52	0.52	0.52	0.49	0.49	0.49	0.23	0.23	0.27	0.41	0.41	0.41
Delay/Veh:	2.4	2.4	2.4	2.3	2.3	2.3	42.2	42.2	42.5	43.9	43.9	43.9
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:	2.4	2.4	2.4	2.3	2.3	2.3	42.2	42.2	42.5	43.9	43.9	43.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
DesignQueue:	7	7	7	7	7	7	2	2	2	3	3	3

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

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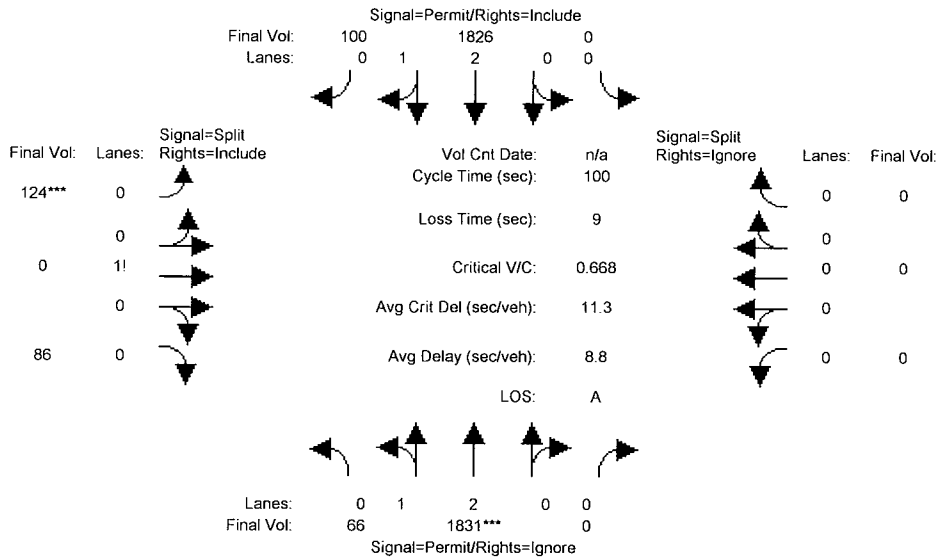
City of San Mateo
LOS Policy
2000 Operations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 - AM

Intersection #35: El Camino Real and Barneson Avenue



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:	66	1831	0	0	1826	100	124	0	86	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1831	0	0	1826	100	124	0	86	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1831	0	0	1826	100	124	0	86	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	66	1831	0	0	1826	100	124	0	86	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1831	0	0	1826	100	124	0	86	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	66	1831	0	0	1826	100	124	0	86	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	1.00	1.00	0.90	0.90	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	0.10	2.90	0.00	0.00	2.84	0.16	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	135	3755	0	0	4878	267	1029	0	714	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.00	0.00	0.37	0.37	0.12	0.00	0.12	0.00	0.00	0.00
Crit Moves:		****					****					
Green/Cycle:	0.73	0.73	0.00	0.00	0.73	0.73	0.18	0.00	0.18	0.00	0.00	0.00
Volume/Cap:	0.67	0.67	0.00	0.00	0.51	0.51	0.67	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	7.7	7.7	0.0	0.0	6.0	6.0	43.6	0.0	43.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	7.7	0.0	0.0	6.0	6.0	43.6	0.0	43.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	12	12	0	0	10	10	7	0	7	0	0	0

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

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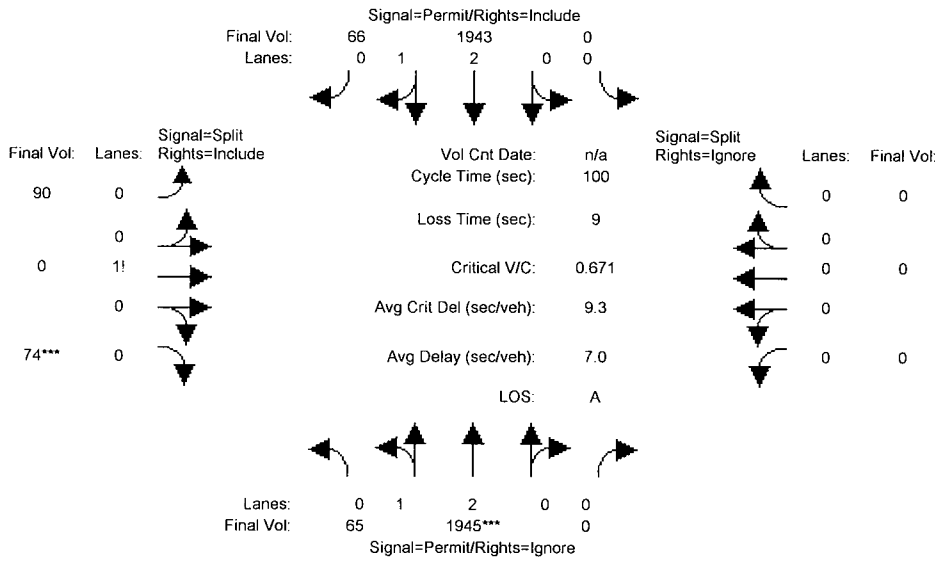
City of San Mateo
LOS Policy
2000 Operations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030- PM

Intersection #35: El Camino Real and Barneson Avenue



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:	65	1945	0	0	1943	66	90	0	74	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	1945	0	0	1943	66	90	0	74	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	1945	0	0	1943	66	90	0	74	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	65	1945	0	0	1943	66	90	0	74	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1945	0	0	1943	66	90	0	74	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	65	1945	0	0	1943	66	90	0	74	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	0.68	1.00	1.00	0.91	0.91	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	0.10	2.90	0.00	0.00	2.90	0.10	0.55	0.00	0.45	0.00	0.00	0.00
Final Sat.:	126	3769	0	0	4992	170	953	0	783	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.52	0.52	0.00	0.00	0.39	0.39	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:		****							****			
Green/Cycle:	0.77	0.77	0.00	0.00	0.77	0.77	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.67	0.67	0.00	0.00	0.51	0.51	0.67	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	6.1	6.1	0.0	0.0	4.5	4.5	47.8	0.0	47.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.1	6.1	0.0	0.0	4.5	4.5	47.8	0.0	47.8	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	12	12	0	0	9	9	6	0	6	0	0	0

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

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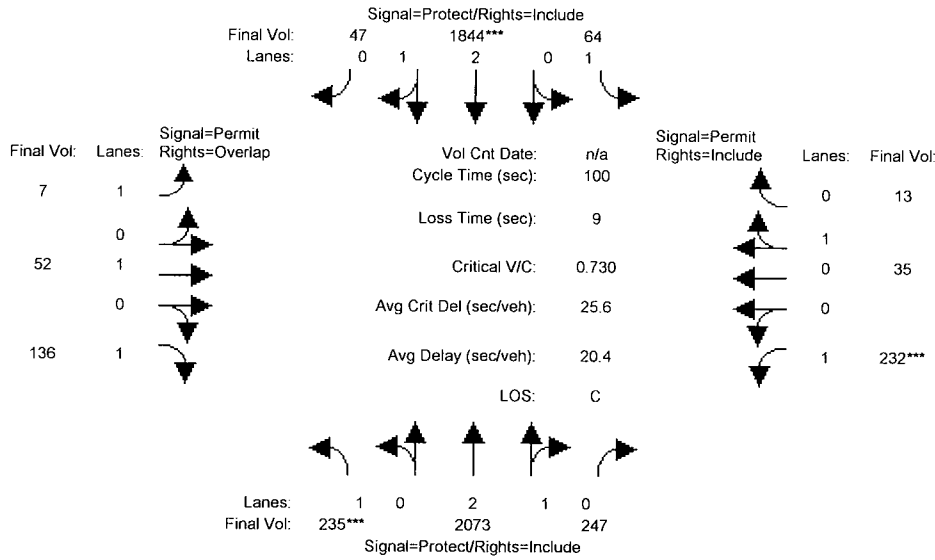
City of San Mateo
LOS Policy
2000 Operations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 - AM

Intersection #23: El Camino Real and 17th-Bovet



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:	235	2073	247	64	1844	47	7	52	136	232	35	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:	235	2073	247	64	1844	47	7	52	136	232	35	13
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:	235	2073	247	64	1844	47	7	52	136	232	35	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:	235	2073	247	64	1844	47	7	52	136	232	35	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	2073	247	64	1844	47	7	52	136	232	35	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
FinalVolume:	235	2073	247	64	1844	47	7	52	136	232	35	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	0.91	0.73	1.00	0.85	0.73	0.96	0.96
Lanes:	1.00	2.68	0.32	1.00	2.93	0.07	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1805	4561	543	1805	5038	128	1385	1900	1615	1379	1329	493
Capacity Analysis Module:												
Vol/Sat:	0.13	0.45	0.45	0.04	0.37	0.37	0.01	0.03	0.08	0.17	0.03	0.03
Crit Moves:	****				****					****		
Green/Cycle:	0.18	0.63	0.63	0.05	0.50	0.50	0.23	0.23	0.41	0.23	0.23	0.23
Volume/Cap:	0.73	0.72	0.72	0.72	0.73	0.73	0.02	0.12	0.21	0.73	0.11	0.11
Delay/Veh:	47.1	13.3	13.3	71.8	20.7	20.7	29.8	30.6	19.2	44.0	30.5	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	13.3	13.3	71.8	20.7	20.7	29.8	30.6	19.2	44.0	30.5	30.5
LOS by Move:	D	B	B	E	C	C	C	C	B	D	C	C
HCM2kAvgQ:	8	18	18	3	18	18	0	1	3	8	1	1

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

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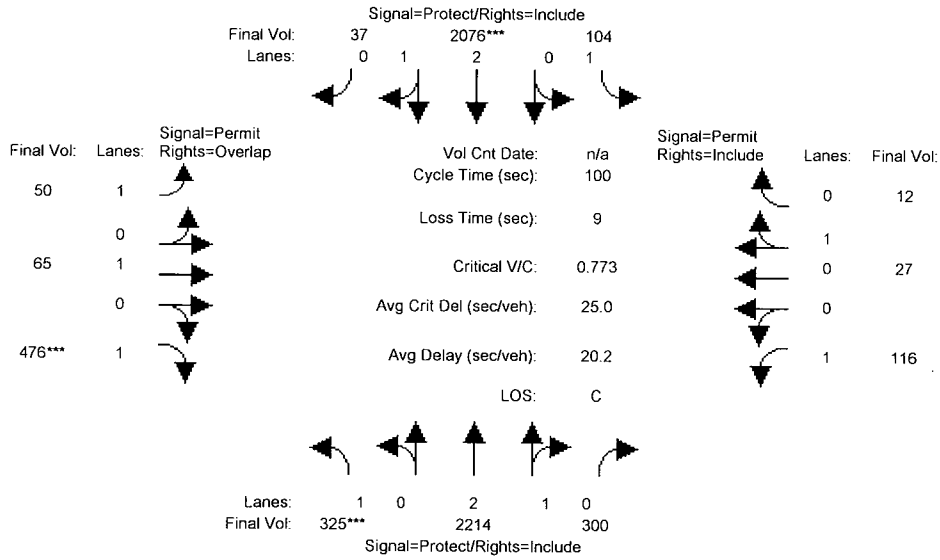
City of San Mateo
LOS Policy
2000 Operations

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030- PM

Intersection #23: El Camino Real and 17th-Bovet



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:	325	2214	300	104	2076	37	50	65	476	116	27	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	2214	300	104	2076	37	50	65	476	116	27	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:	325	2214	300	104	2076	37	50	65	476	116	27	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:	325	2214	300	104	2076	37	50	65	476	116	27	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	2214	300	104	2076	37	50	65	476	116	27	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
FinalVolume:	325	2214	300	104	2076	37	50	65	476	116	27	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.91	0.91	0.74	1.00	0.85	0.72	0.95	0.95
Lanes:	1.00	2.64	0.36	1.00	2.95	0.05	1.00	1.00	1.00	1.00	0.69	0.31
Final Sat.:	1805	4486	608	1805	5081	91	1398	1900	1615	1360	1255	558
Capacity Analysis Module:												
Vol/Sat:	0.18	0.49	0.49	0.06	0.41	0.41	0.04	0.03	0.29	0.09	0.02	0.02
Crit Moves:	****				****				****			
Green/Cycle:	0.23	0.68	0.68	0.08	0.53	0.53	0.15	0.15	0.38	0.15	0.15	0.15
Volume/Cap:	0.77	0.72	0.72	0.72	0.77	0.77	0.24	0.23	0.77	0.57	0.15	0.15
Delay/Veh:	44.5	10.8	10.8	61.5	20.2	20.2	38.2	38.0	33.2	43.6	37.3	37.3
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:	44.5	10.8	10.8	61.5	20.2	20.2	38.2	38.0	33.2	43.6	37.3	37.3
LOS by Move:	D	B	B	E	C	C	D	D	C	D	D	D
HCM2kAvgQ:	11	19	19	5	20	20	2	2	15	4	1	1

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

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