

Appendix F

Transportation Analysis

Ravenswood/Four Corners Specific Plan Update SEIR



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Ravenswood Specific Plan Update

Transportation Analysis

Prepared for:

Raimi & Associates, Inc.

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Hexagon Transportation Consultants, Inc.

Hexagon Office: 100 Century Center Court, Suite 501

San Jose, CA 95112

Hexagon Job Number: 21SJ01, 21SJ02

Phone: 408.971.6100

Client Name: Raimi & Associates, Inc.

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Executive Summary

Project Overview

This report presents the results of the transportation analysis (TA) prepared for the Ravenswood Specific Plan (RSP) Update in East Palo Alto, California. The Ravenswood Specific Plan Area encompasses approximately 350 acres and is generally bounded at the west by University Avenue; at the north by a rail line; at the east by the Ravenswood Open Space Preserve; and at the south by Weeks Street. In addition to University Avenue, which is an important corridor within the city as well as the region, the Plan Area includes Bay Road, a major east-west corridor in East Palo Alto. Some small parts of the Plan Area are located outside these general boundaries. At the southeast boundary, a small area south of Weeks Street is included because it is part of the City's Redevelopment Area. Similarly, the southwest boundary extends to include blocks west of University Avenue in the 4 Corners Area that are within the Ravenswood Redevelopment Area.

The Ravenswood/4 Corners TOD Specific Plan was adopted in 2013. An Environmental Impact Report (EIR) was prepared to identify the impacts and mitigation measures associated with new development permitted under the Specific Plan including 1,268,500 square feet of office development, 351,820 square feet of light industrial/Research and Development (R&D) space, 112,400 square feet of retail space, 61,000 square feet of civic uses, and 835 residential units (hereafter referred to as the '1.4M s.f.' option). In recent years, there has been developer interest in additional development above the adopted capacity in the Specific Plan Area.

This transportation analysis evaluates the following two new development options:

- 2,824,000 million square foot (2.8M s.f.) option: Up to 1,835,600 s.f. of office, 988,400 s.f. of research and development, 250,000 s.f. of light industrial, 112,400 s.f. of commercial/retail space, 154,700 s.f. of civic uses, 43,870 s.f. of amenity use, and 1,350 residential dwelling units.
- 3,335,000 million square foot (3.35M s.f.) option: Up to 2,167,750 s.f. of office, 1,167,250 s.f. of research and development, 300,000 s.f. of light industrial, 112,400 s.f. of commercial/retail space, 154,700 s.f. of civic uses, 53,500 s.f. of amenity use, and 1,600 residential dwelling units.

The 2013 Ravenswood/4 Corners TOD Specific Plan Environmental Impact Report assumed that a new "Loop" Road would be constructed as part of the project. The new roadway would extend northward from the current termination point of Demeter Street. The new roadway would turn to the west and connect with University Avenue near the East Palo Alto city limits. The new Loop Road was intended to provide a direct route between the Plan Area and University Avenue. However, the feasibility and benefits of the Loop Road are uncertain, therefore the RSP Update was analyzed with and without the Loop Road.

The RSP Update also assumes the following new roadway connections: an east-west connection north of Bay Road between Demeter Street and Tara Road (hereafter referred to as Emerson Street), an extension of Pulgas Avenue from its northern terminus to Emerson Street, an extension of Tara Road from its northern terminus to Emerson Street and from Bay Road south to Weeks Street, an east-west connection south of Bay Road between the Tara Road extension and Pulgas Avenue (hereafter referred to as Montage Street), a new connection that curves southeast from Tara Road to Bay Road, and a transit-only east-west connection between Pulgas Avenue and Demeter Street.

Key Takeaways

The overall findings and conclusions of the transportation analysis for the RSP Update are listed below:

- **MT** Because the RSP Area developments would be required to comply with the City's new Transportation Demand Management (TDM) Ordinance, the RSP Update would have a less than significant impact on vehicle miles travelled (VMT) under all RSP buildout scenarios.
- **Intersection Operations** The RSP update would result in adverse effects at roughly twice as many intersections compared to the Adopted Plan (13 affected intersections under the Adopted Plan versus 26 intersections under the 2.8M s.f. option and 29 intersections under the 3.35 M s.f. option). The extent of required intersection improvements funded by RSP developments would increase with the Plan buildout size. With the recommended improvements, the RSP Update would have an adverse effect on slightly more locations than under the Adopted Plan (9 intersections under the Adopted Plan versus 11 intersections under the 2.8M s.f. option and 12 intersections under the 3.35M s.f. option).
- **Loop Road** The Loop Road would generally result in lower delay at intersections along Bay Road and University Avenue and higher delay at selected new RSP intersections providing access to the Loop Road. There would be minimal differences in delay at intersections further from the Plan Area. Thus, the list of adversely affected intersections would be nearly the same without and with the Loop Road. A few intersections would require more extensive improvements to achieve an acceptable level of service without the Loop Road than that required with the Loop Road. While the Loop Road has some utility from a transportation perspective, East Palo Alto residents and elected officials should weigh whether the limited benefits of the Loop Road warrant the high cost of this improvement or if the Loop Road funding should be redirected to other transportation improvements or other community priorities.
- **Freeways** The adverse effects on freeway segments under all project scenarios would be nearly identical. Developments within the RSP Area should make fair-share contributions towards unfunded costs of the identified express lane projects along US 101 and SR 85.
- **Queueing** Intersection improvements within the existing right-of-way are recommended at several intersections on Bay Road to address deficiencies in left-turn storage under the RSP Update.
- **Peak Spreading** For streets providing direct access to the Plan Area, the duration of congestion would substantially increase by the Year 2040 under the Adopted Plan and all Plan Update scenarios. However, the recommended improvements would bring the duration of congestion down to existing levels. At the University/Donohoe gateway, the duration of congestion would continue to be substantial even with the recommended improvements with no perceptible difference between the Adopted Plan and the Plan Update scenarios.
- **Multimodal Transportation** The RSP Update would result in substantial improvements to bicycle and pedestrian facilities.

Detailed Summary

MT Analysis

The East Palo Alto VMT policy establishes a significance threshold for residential projects equal to the existing citywide average home-based VMT per capita and for employment projects equal to 15 percent below the existing citywide average home-based work VMT per employee. The East Palo Alto Travel Demand Model (EPA Model) was used to estimate Citywide average VMT and average VMT within the Plan Area without any trip reductions for transportation demand management (TDM) measures. Using the EPA Model, the VMT impact threshold for residential developments is equal 11.68 and VMT impact threshold for office and retail developments is equal 16.38.

The residential VMT per capita and the employment VMT per job is expected to be below the CEQA impact threshold under all scenarios without developer TDM measures due to increase in development density, mix of complementary land uses in close proximity, and increase in the number of residents and employees in the area. This would lead to more internal trips, shorter trip lengths, and more biking and walking.

In accordance with the City's TDM policy that requires an average daily trip reduction goal of 40 percent for all new nonresidential developments greater than 10,000 square feet and new residential developments with 10 or more units, the VMT reductions resulting from compliance with the City's TDM policy were estimated manually. With a 40 percent reduction in daily trips per the City's TDM ordinance, it is estimated that the VMT per RSP Area resident would range from 7.04 to 6.69 and VMT per RSP Area employee would range from 10.82 to 10.34 under all RSP buildout scenarios under existing and cumulative conditions resulting in a less than significant impact on VMT.

Local Transportation Analysis

A Local Transportation Analysis (LTA) was conducted to demonstrate conformance with multimodal transportation system strategies, goals, and policies in the General Plan and to address adverse effects on the transportation system. The LTA supplements the VMT analysis by identifying potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, circulation, and other safety-related elements in the proximate area of the project.

The LTA satisfies the requirements of the Cities of East Palo Alto, Palo Alto and Menlo Park, the City/County Association of Governments of San Mateo County (C/CAG), and the Santa Clara Valley Transportation Authority (VTA). C/CAG administers the San Mateo County Congestion Management Program (CMP) and VTA administers the Santa Clara County CMP. Potential adverse effects associated with the RSP update were evaluated at key intersections, freeway segments, and freeway ramps that provide primary access to the Plan Area or would experience a substantial increase in traffic volumes in the vicinity of the Plan Area.

Traffic conditions were evaluated for existing conditions, existing plus RSP buildout (2.8M s.f.) with and without Loop Road, existing plus RSP buildout (3.35M s.f.) with and without Loop Road, cumulative (2040) no project conditions with Adopted Plan (1.4M s.f.) with Loop Road, cumulative plus RSP buildout (2.8M s.f.) with and without Loop Road, and cumulative plus RSP buildout (3.35M s.f.) with and without Loop Road.

Project Trip Generation

The vehicle trips generated by buildout of the RSP Area under each development scenario were estimated using the trip rates published in the Institute of Transportation Engineers' (ITE) *Trips Generation Manual*, 11th edition (2021). A 40 percent TDM reduction was applied to daily and peak hour trips in accordance with the City's TDM policy.

The buildout of the adopted specific plan (1.4M s.f.) is expected to generate a total of 21,547 daily trips with 2,144 trips (1,559 in and 585 out) during the AM peak hour and 2,221 trips (740 in and 1,481 out) during the PM peak hour.

The buildout of the proposed 2.8M s.f. development option is expected to generate a total of 34,105 daily trips with 3,464 trips (2,588 in and 876 out) during the AM peak hour and 3,512 trips (1,050 in and 2,462 out) during the PM peak hour.

The buildout of the proposed 3.35M s.f. development option is expected to generate a total of 38,281 daily trips with 3,955 trips (2,977 in and 978 out) during the AM peak hour and 3,982 trips (1,154 in and 2,828 out) during the PM peak hour.

Intersection Levels of Service

The intersections that would be adversely affected under RSP buildout conditions with and without the Loop Road and recommended improvements for both project options are listed in Table ES-1. For comparison, the adverse effects and recommended improvements under the Adopted Plan are also listed.

The RSP update would result in adverse effects at additional intersections compared to the Adopted Plan. The list of adversely affected intersections and the recommended improvements under the 2.8M s.f. development option is nearly the same as that under the 3.35M s.f. development option with intersection delay being marginally higher under the 3.35M s.f. development option. Three additional intersections would be adversely affected under the 3.35M s.f. development option compared to the 2.8M s.f. development option: Newbridge Street/Bay Road, Pulgas Avenue/Weeks Street, and Clarke Avenue and Schembri Lane/Garden Street. Furthermore, three intersections that are adversely affected under both development options would require additional turn lanes under the 3.35M s.f. development option compared to the 2.8M s.f. development option to improve their operations to an acceptable level of service.

The intersection analysis results without and with the Loop Road are quite similar at most intersections. The following intersections would require more extensive improvements to achieve an acceptable level of service without the Loop Road than that required with the Loop Road: University Avenue/Purdue Avenue, University Avenue/Bay Road, Clarke Avenue/Bay Road, and Pulgas Avenue/Weeks Street.

Many of the improvements required under the RSP Update have been identified previously in the 2013 Ravenswood/TOD Specific Plan EIR, the Menlo Park Transportation Impact Fee Program, or in transportation studies for other approved developments in East Palo Alto. Additional improvements not previously identified would be required at eleven study intersections. These include signalization at four intersections, addition of turn lanes at three intersections, turn restrictions at two intersections, and a roundabout at two intersections. At the University Avenue and Bay Road intersection, the analysis shows that not all of the previously recommended improvements would be required to achieve an acceptable level of service under all of the RSP update scenarios.

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

Intersection	Scenario Requires Improvement (/) ²					Improvement in Adopted RSP Plan	Improvement Identified in other Transportation Studies	Additional Recommended Improvement for RSP Update	Funding Responsibility
	Adopted Plan ¹ it Loop Rd	2.8M s.f. Project it out Loop Rd	it Loop Rd	3.35M s.f. Project it out Loop Rd	it Loop Rd				
1 Willow Rd (SR 114) and Bayfront Expy (SR 84)						Add third NBR lane (improvement has since been completed)	Multimodal improvements [Menlo Park TIF]	No	Fair share contribution
2 Willow Rd (SR 114) and Newbridge St	N					--	Modify signal timing. Multimodal Improvements [Menlo Park TIF]	No	Fair share contribution
3 University Ave (SR 109) and Bayfront Expy (SR 84)						Adaptive signal timing (partial mitigation); No other feasible improvements identified.	Multimodal improvements [Menlo Park TIF]	No	Fair share contribution
4 Newbridge Street and Bay Rd	N/A	N	N			--	--	Signalize	RSP Area developments would be responsible for fully funding the improvement.
5 Euclid Ave and Donohoe St	N/A					--	Signalize and restripe WB approach to 1 WBT, 1 WBR [Menlo Park TIF]	No	Fair share contribution by Menlo Park's TIF, University Plaza Phase II, JobTrain, and University Circle Phase II. The RSP Area developments would be responsible for funding the remaining costs.
6 US 101 Northbound On Ramp and Donohoe St	N/A					--	Signalize, shift the US 101 NB on ramp 30 feet to the east, restripe the WB approach to 1 WBL, 1WBL/T, 1 WBT/R, widen the US 101 NB on ramp to 2 lanes [Menlo Park TIF]	No	Same as int #5
7 University Ave (SR 109) and Loop Rd (future)		N/A		N/A		Signalize and add 1 SBL lane	--	(3.35M s.f. with Loop Rd) Widen WB approach to include 1 WBL, 1 WBR	RSP Area developments would be responsible for fully funding the improvement.
8 University Ave (SR 109) and Purdue Ave			N		N	Signalize	--	No	RSP Area developments would be responsible for fully funding the improvement.
11 University Ave and Bay Rd						Widen and restripe to add second SBL, second WBL, second NBL and 1 NBR; Modify signal phasing	--	(All Scenarios with Loop Rd) Same as Adopted Plan except without second NBL lane and without 1 NBR (All Scenarios without Loop Rd) Same as Adopted Plan except without second NBL lane	Menlo Park TIF to provide fair share contribution. RSP Area developments would be responsible for funding the remaining costs.
14 University Ave and Donohoe St						Add 1 SBR lane and restripe WB approach to 2 WBL, 1 WBT, 1 WBR; Modify signal phasing	Widen and restripe WB approach to 2 WBL, 1 WBT, 1 WBT/R, and 1 WBR and the EB approach to 1 EBL, 1 EBT/R and modify signal to protected EB/WB approaches [Menlo Park TIF]	No	Same as int #5
15 University Ave and US 101 SB Ramps						No feasible improvements identified	Donohoe Street improvements [Menlo Park TIF]	No	Same as int #5
16 University Ave and Woodland Ave						No feasible improvements identified	Donohoe Street improvements [Menlo Park TIF]	No	Same as int #5
17 University Circle Dwy and Woodland Ave	N					--	Donohoe Street improvements [Menlo Park TIF]	No	Same as int #5
18 US 101 NB Off Ramp and Donohoe St	N					--	Widen WB approach to 4 WBT lanes and modify median to narrow eastbound approach to 1EBL (full length) and 2 EBT [Menlo Park TIF]	No	Same as int #5

Table ES 1 (Continued)
Intersection Level of Service Summary

Intersection	Scenario Requires Improvement (/) ²					Improvement in Adopted RSP Plan	Improvement Identified in other Transportation Studies	Additional Recommended Improvement for RSP Update	Funding Responsibility
	Adopted Plan ¹ it Loop Rd	2.8M s.f. Project it out Loop Rd	it Loop Rd	3.35M s.f. Project it out Loop Rd	it Loop Rd				
19 Cooley Ave and Donohoe St	N					--	Restripe EB to 1 EBL, 2 EBT [o t o n i e i t e	No	Same as int #5
20 East Bayshore Rd and Donohoe St	N					--	Donohoe Street improvements [o t o n i e i t e	No	Same as int #5
21 Clarke Ave and Bay Rd						Signalize	--	(3.35M s.f. without Loop Rd) Modify SB approach to 1 SBL, 1 shared SBT/R	JobTrain to provide fair share contribution. RSP Area developments would be responsible for funding the remaining costs.
23 Clarke Ave and Runnymede St	N/A					--	--	Signalize	RSP Area developments would be responsible for fully funding the improvement.
26 Demeter St and Bay Rd						Signalize	--	No	RSP Area developments would be responsible for fully funding the improvement.
27 Pulgas Ave and Bay Rd						Signalize	Signalize and modify NB approach to 1 NBL, 1 NBL/T/R and WB approach to 1 WBL, 1WBT/R [o t i n	No	JobTrain to provide fair share contribution. RSP Area developments would be responsible for funding the remaining costs.
28 Pulgas Ave and Weeks St	N	N	N		N	--	Signalize [o t i n 965 e e t e e t	No	JobTrain and 965 Weeks Street to provide fair share contribution. RSP Area developments would be responsible for funding the remaining costs.
29 Pulgas Ave and Runnymede St	N					--	Signalize [o t i n 965 e e t e e t	(3.35M s.f. without Loop Rd) Modify NB approach to 1 NBL, 1NBT/R	JobTrain and 965 Weeks Street to provide fair share contribution. RSP Area developments would be responsible for funding the remaining costs.
30 Pulgas Ave and O'Connor St	N/A					--	--	Signalize	RSP Area developments would be responsible for fully funding the improvement.
31 Pulgas Ave and E. Bayshore Road		N	N	N	N	No feasible improvements identified	--	--	--
32 Embarcadero Rd and Bayshore Rd		N	N	N	N	No feasible improvements identified	--	--	--
34 University Ave (SR 109) and Adams Dr	N/A					--	Signalize [M e n o T	No	Menlo Park TIF
35 Clarke Ave and Schembri Lane/Garden Street	N	N	N			--	--	Signalize	RSP Area developments would be responsible for fully funding the improvement.
39 University Ave and 4 Corners Dwy (Future)	N/A					--	--	Restrict the driveway to right turns only in and out of the 4 Corners property.	The proposed 4 Corners project would be responsible for constructing this intersection with the recommended turn restrictions.
40 4 Corners Dwy and Bay Rd (Future)	N/A					--	--	Restrict the driveway to right turns only in and out of the 4 Corners property	The proposed 4 Corners project would be responsible for constructing this intersection with the recommended turn restrictions.
42 Pulgas Ave and Emmerson St (Future)	N/A	N				--	--	Roundabout	The RSP Area developments would fully fund the cost of the new roadway and the recommended roundabout.
45 Tara Rd and Bay Rd	N/A					--	--	Roundabout	The RSP Area developments would fully fund the cost of the recommended roundabout.

Notes:
 NB = northbound; WB = westbound; SB = southbound; EB = eastbound; L/T/R = left/through/right;
¹ Those 2013 Ravenswood/4 Corners TOD Specific Plan Environmental Impact Report are shown as N/A.
² Scenario requires improvement under either existing or cumulative conditions.
 Outline indicates that the intersection would continue to operate at a substandard LOS with recommended improvements.

Free Way Ramp Analysis

The queues on freeway ramps at the US 101/University Avenue interchange were evaluated under buildout of the RSP. With the buildout of the RSP and the proposed Donohoe Street and University Avenue improvements, the 95th percentile queue at the northbound US 101 on-ramp from westbound Donohoe Street would continue to exceed the available storage under all scenarios with the project under both peak hours both without and with the Loop Road. Under cumulative plus project conditions (2.8M s.f. and 3.35M s.f.) without and with the Loop Road, the 95th percentile queue on the US 101 northbound off ramp to Donohoe Street would exceed the available storage length during both the AM and PM peak hours.

Increasing the ramp queue storage further is not feasible as it would require acquisition of additional right-of-way to widen the ramp to include another lane.

Freeway Segment Evaluation

The freeway analysis results reflect the freeway trips generated by buildout of the Ravenswood Specific Plan under two development options (2.8M s.f. and 3.35M s.f.) both without and with the Loop Road. Freeway segments were analyzed along US 101 between Peninsula Avenue in San Mateo County and Mathilda Avenue in Santa Clara County, along the Dumbarton Bridge, and along SR 85 between US 101 and El Camino Real.

Existing Conditions

Due to the existing freeway congestion in the vicinity of the Plan Area, the EPA model shows that freeway traffic volumes would increase very little under existing plus project conditions, compared to existing conditions. This is because the additional trips generated by the RSP developments are somewhat offset by changes in the distribution and assignment of existing trips not associated with the Plan Area that would divert to other routes. The adverse effects on freeway segments were analyzed based on the project-generated trips without accounting for diversions of existing trips. Based on this conservative approach, most of the freeway segments would be adversely affected under existing conditions with the buildout of the RSP. The adverse effects on freeway segments under the two development options (2.8M s.f. and 3.35M s.f.) both without and with the Loop Road would be nearly identical.

Conclusion

The VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue, and along all of SR 85. On all identified freeway segments, the existing HOV lanes are proposed to be converted to express lanes. On US 101, a second express lane is proposed to be implemented in each direction for a total of two express lanes. Similarly, C/CAG's Countywide Transportation Plan identifies a highway improvement project to accommodate an HOV lane or express lane on US 101 from Whipple Avenue to I-380. The Phase 3 portion of the Silicon Valley Express Lane Project, which extends along US 101 from SR 237 to San Mateo County and on SR 85 from SR 237/Grant Road to US 101, and the Phase 1 portion of the San Mateo US 101 Express Lane Project, which extends from Santa Clara County to Whipple Avenue, opened in February 2022. The Phase 5 portion of the Silicon Valley Express Lanes Project, which extends along US 101 from SR 237 to I 880, is expected to be completed in 2025. Additional freeway improvements such as the addition of mixed-flow lanes are generally not feasible due to right of way constraints and secondary impacts associated with induced travel.

East Palo Alto may collect fair share contributions from developments within the Ravenswood Specific Plan Area towards unfunded costs of the identified express lane projects along US 101.

Cumulative Conditions

Cumulative no project conditions reflect buildout of the adopted Ravenswood/4 Corners TOD Specific Plan with the Loop Road. This scenario represents baseline conditions against which cumulative plus project scenarios are judged to identify cumulative adverse effects of the updated RSP. Cumulative conditions reflect the Year 2040 transportation network and thus assume completion of the US 101 express lane project in San Mateo County. Within Santa Clara County, Valley Transportation Authority's Valley Transportation Plan 2040 identifies freeway express lane projects along US 101 that would convert the existing HOV lanes to express lanes and add a second express lane in each direction.

The RSP buildout under cumulative plus project conditions would have adverse effects along US 101 between SR 92 and the Santa Clara County Line and between Oregon Expressway and Shoreline Boulevard, along Dumbarton Bridge, and along SR 85 between US 101 and El Camino Real. The adverse effects under the two development options (2.8M s.f. and 3.35M s.f.) both without and with the Loop Road would be nearly identical.

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The analysis of freeway segments under cumulative conditions reflects the Year 2040 transportation network and thus assumes completion of the express lane projects identified in the VTA's Valley Transportation Plan (VTP) 2040 and C/CAG's Countywide Transportation Plan. Additional freeway improvements that would address the remaining freeway deficiencies under cumulative conditions are generally not feasible due to right of way constraints and secondary impacts associated with induced travel.

Turn Pocket Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for intersection turning movements where the RSP development would add a substantial number of trips. This analysis provides a basis for estimating future storage requirements at the intersections. Recommended intersection improvements to accommodate projected queues are listed below:

- **University Avenue and Bay Road** – A second westbound left-turn lane is recommended to offset the project's adverse effects on the intersection level of service. The dual westbound left-turn lanes should be extended by 125 feet back to the new driveway of the proposed Four Corners project under both the 2.8M s.f. and the 3.35M s.f. options both without and with the Loop Road.
- **Clarke Avenue and Bay Road** - Under the 2.8M s.f. option without the Loop Road and under the 3.35M s.f. option both without and with the Loop Road, the 95th percentile queue would extend past the existing storage of the left-turn pocket on eastbound Bay Road at Clarke Avenue during the AM peak hour. Under these scenarios, the existing left-turn pocket should be extended by 50 feet to accommodate the estimated queue by modifying the landscaped median.
- **Demeter Street and Bay Road** - The southbound left-turn pocket should be extended to accommodate the projected queue lengths by restriping the street and extending the no-parking restriction on the east side of the street farther north. This improvement would be required only with the Loop Road under both the 2.8M s.f. and 3.35M s.f. development options

Peak Spreading

As traffic congestion increases due to the proposed development in the Plan Area and regional growth under cumulative conditions, the proportion of the 24-hour traffic volume that occurs during the peak hours may decrease. This behavioral response, known as peak spreading, occurs when motorists shift their departure time to non-peak hours due to growing congestion during the peak travel times.

Therefore, instead of congestion generally being limited to one or two hours, peak spreading leads to an increase in the hours of congestion beyond the typical commute hours.

Peak spreading for segments along Pulgas Avenue south of Bay Road, Clarke Avenue south of Bay Road, and University Avenue south of Bayfront Expressway shows that daily traffic volumes and the duration of congestion would substantially increase under all project scenarios, however, the recommended improvements at the capacity constraining intersections would release the bottleneck and substantially increase the capacity of the corridor bringing the congested time period down to existing levels.

At University Avenue north of Donohoe Street, under project conditions, the duration of congestion would increase to over six hours. The recommended Donohoe Street improvements would reduce congestion under existing plus project (2.8M s.f.) conditions to two to four hours in both directions. Under existing plus project (3.35M s.f.) conditions, the improvements would reduce the duration of congestion to two to four hours in the northbound direction and four to six hours in the southbound direction. Under the cumulative no project (1.4M s.f.) and cumulative plus project (2.8M s.f. and 3.35M s.f.) conditions, the recommended Donohoe Street improvements would reduce the duration of congestion to four to six hours in the northbound direction, however the southbound direction would continue to experience congestion for over six hours.

Potential Impacts on Pedestrians, Bicycles and Transit

The RSP Update would result in substantial improvement to bicycle and pedestrian facilities. It would build several new pedestrian and bicycle connections and would be consistent with the City's adopted policies and planned facilities related to bicycle and pedestrian activity.

The project would also not interfere or conflict with existing or planned transit facilities and would include bus stops for shuttles or other micro transit services. The potential for Dumbarton Rail service and new station locations are uncertain at this time. The RSP Update provides new connections that would enable vehicles, bicyclists, and pedestrians to travel to and from the potential Dumbarton Rail line at the northern edge of the Plan Area. Thus, the project is expected to have a positive effect on transit services.

1. Introduction

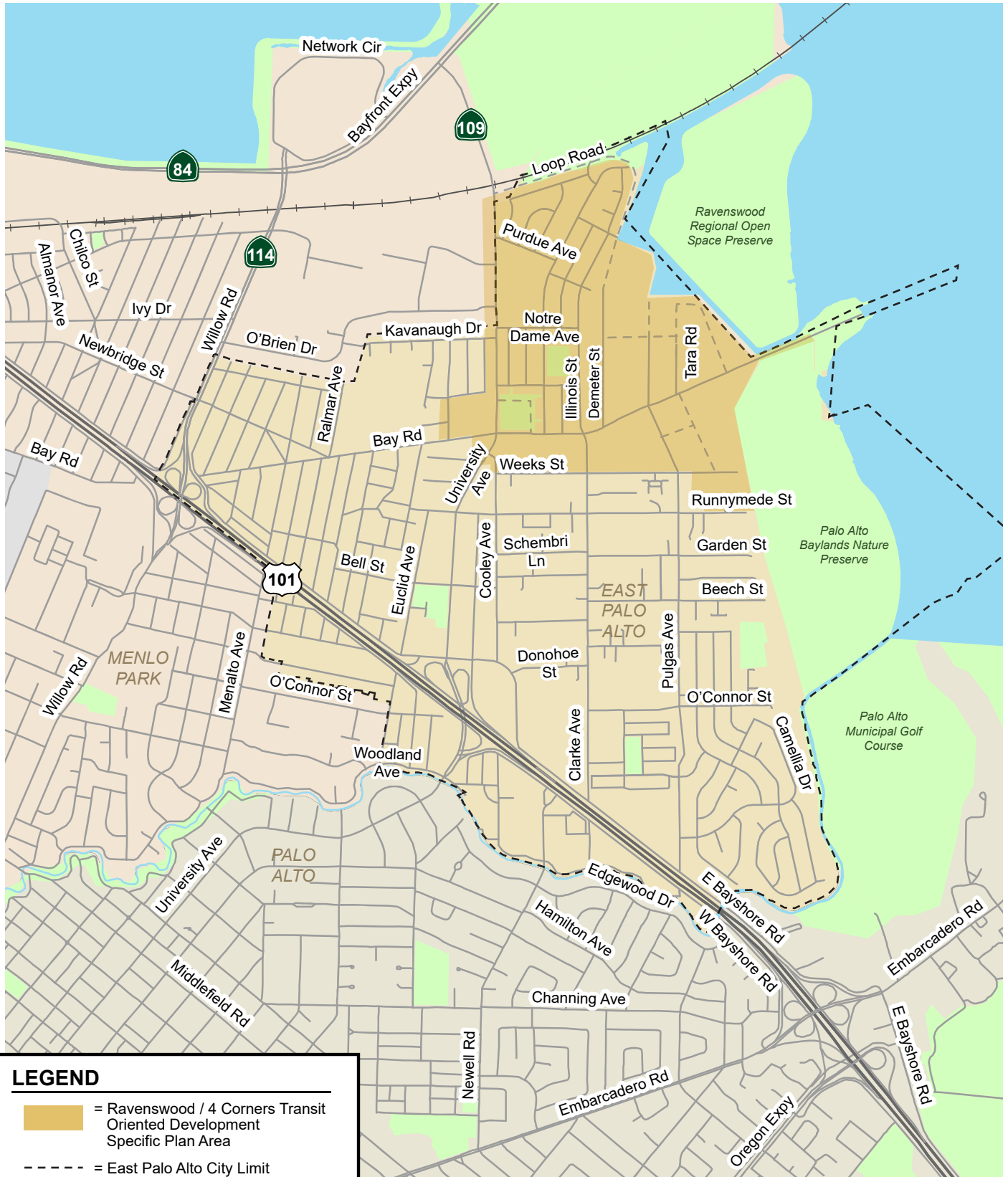
This report presents the results of the transportation analysis (TA) prepared for the Ravenswood Specific Plan (RSP) Update in East Palo Alto, California (see Figure 1). The Ravenswood Specific Plan Area encompasses approximately 350 acres and is generally bounded at the west by University Avenue; at the north by a rail line; at the east by the Ravenswood Open Space Preserve; and at the south by Weeks Street. In addition to University Avenue, which is an important corridor within the city as well as the region, the Plan Area includes Bay Road, a major east-west corridor in East Palo Alto. Some small parts of the Plan Area are located outside these general boundaries. At the southeast boundary, a small area south of Weeks Street is included because it is part of the City's Redevelopment Area. Similarly, the southwest boundary extends to include blocks west of University Avenue in the 4 Corners Area that are within the Ravenswood Redevelopment Area.

The Ravenswood/4 Corners TOD Specific Plan was adopted in 2013. An Environmental Impact Report (EIR) was prepared to identify the impacts and mitigation measures associated with new development permitted under the Specific Plan including 1,268,500 square feet of office development, 351,820 square feet of light industrial/Research and Development (R&D) space, 112,400 square feet of retail space, 61,000 square feet of civic uses, and 835 residential units (hereafter referred to as the '1.4M s.f.' option). In recent years, there has been developer interest in additional development above the adopted capacity in the Specific Plan Area.

This transportation analysis evaluates the following two new development options:

- 2,824,000 million square foot (2.8M s.f.) option: Up to 1,835,600 s.f. of office, 988,400 s.f. of research and development, 250,000 s.f. of light industrial, 112,400 s.f. of commercial/retail space, 154,700 s.f. of civic uses, 43,870 s.f. of amenity use, and 1,350 residential dwelling units.
- 3,335,000 million square foot (3.35M s.f.) option: Up to 2,167,750 s.f. of office, 1,167,250 s.f. of research and development, 300,000 s.f. of light industrial, 112,400 s.f. of commercial/retail space, 154,700 s.f. of civic uses, 53,500 s.f. of amenity use, and 1,600 residential dwelling units.

The 2013 Ravenswood/4 Corners TOD Specific Plan Environmental Impact Report assumed that a new "Loop" Road would be constructed as part of the project. The new roadway would extend northward from the current termination point of Demeter Street. The new roadway would turn to the west and connect with University Avenue near the East Palo Alto city limits. The new Loop Road was intended to provide a direct route between the Plan Area and University Avenue. However, the



LEGEND

- = Ravenswood / 4 Corners Transit Oriented Development Specific Plan Area
- = East Palo Alto City Limit
- = Future Road

Figure 1
Ravenswood Specific Plan Area Boundaries and Proposed Transportation Network

feasibility and benefits of the Loop Road are uncertain, therefore the RSP Update was analyzed with and without the Loop Road.

The RSP Update also assumes the following new roadway connections: an east-west connection north of Bay Road between Demeter Street and Tara Road (hereafter referred to as Emmerson Street), an extension of Pulgas Avenue from its northern terminus to Emmerson Street, an extension of Tara Road from its northern terminus to Emmerson Street and from Bay Road south to Weeks Street, an east-west connection south of Bay Road between the Tara Road extension and Pulgas Avenue (hereafter referred to as Montage Street), a new connection that curves southeast from Tara Road to Bay Road, and a transit-only east-west connection between Pulgas Avenue and Demeter Street (see Figure 1).

Scope of Study

The purpose of the transportation analysis (TA) is to satisfy the requirements of the City of East Palo Alto, the Congestion Management Program (CMP) of City/County Association of Governments of San Mateo County (C/CAG) and the Santa Clara Valley Transportation Authority (VTA), and the California Environmental Quality Act (CEQA). The transportation analysis report for the project includes a CEQA transportation analysis (TA) and a local transportation analysis (LTA). As confirmed by a recent court case, level of service (LOS) can no longer be used to identify significant impacts under CEQA. Thus, transportation impacts were assessed based on vehicle miles traveled (VMT).

Although LOS can no longer be used to identify impacts under CEQA, the City has retained the LOS standard set forth in the General Plan, continues to require an assessment of intersection levels of service, and may condition project approvals on improvements needed to maintain the adopted LOS standard and/or other operational issues related to transportation. Thus, the transportation analysis also includes an evaluation of the project's effects on nearby intersections based on the LOS standards set forth in the General Plan.

The effects of the project on nearby freeway segments were evaluated in accordance with the methodologies described in the City/County Association of Governments of San Mateo County (C/CAG) *Traffic and Transportation Guide* (2014). C/CAG administers the San Mateo County Congestion Management Program (CMP) and VTA administers the Santa Clara County CMP. The project freeway analysis is presented for informational purposes.

It should be noted that this transportation analysis is based on existing traffic volumes prior to the COVID-19 pandemic. Recent counts show that traffic volumes are still below what they were prior to the virus outbreak. It is not known when traffic conditions will return to pre-virus levels, but it is expected that the current reductions in traffic volumes are only temporary. Since development of the Ravenswood Specific Plan Area is anticipated to occur over a period of many years or decades, this transportation analysis is based on pre-virus conditions. Furthermore, future year traffic forecasts reflect assumptions regarding land use developments and transportation improvements developed in 2019 without any modifications to reflect the potential long-range economic effects of the current pandemic. Thus, this transportation analysis is considered to be a conservative evaluation of the project's effects since the growth in traffic volumes reflected in this report may not occur until many years after the horizon years evaluated in this report.

Transportation Policies

City of East Palo Alto planning and policy documents that relate to circulation within the Ravenswood Specific Plan Area are described below.

Transportation Analysis Policy

In adherence with State of California Senate Bill 743 (SB 743), the City of East Palo Alto has adopted a new Transportation Analysis Policy. The policy establishes the thresholds for transportation impacts under CEQA based on vehicle miles traveled (VMT) instead of intersection level of service (LOS). The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions and the creation of robust multimodal networks that support integrated land uses. All new projects are required to analyze transportation impacts using the VMT metric. The new Transportation Analysis Policy took effect on July 7, 2020.

The new CEQA guidelines serve to implement two key state goals:

- Ensure that environmental impacts of traffic (e.g., noise, air pollution, safety) are properly addressed and mitigated, and
- Promote public health and the reduction in greenhouse gases.

The environmental impacts associated with RSP development have been analyzed based on the new Transportation Analysis Policy.

City Council Priorities

The RSP advances the following City Council priorities related to circulation:

- #2: Establish/Implement a Transportation Mobility Plan, and
- #4: Ensure Health and Public Safety.

General Plan 2035

The RSP is also consistent with the following goals and community indicators set forth in the General Plan 2035:

- Maintain an urban form and land use pattern that enhances the quality of life and meets the community's vision for its future (LU-1)
- Foster the creation of complete, multimodal streets (T-2)
- Update the transportation performance measures (T-7.2)
- Adopt transportation demand management and roadway system efficiency strategies (T-8)
- 20% Reduction in single occupancy commuting by 2035 (Table 12-12: Indicators)
- 20% Bicycle/pedestrian mode share to work by 2035 (Table 12-12: Indicators)
- 15% Bicycle/pedestrian mode share to school by 2035 (Table 12-12: Indicators)
- Decrease per capita VMT (Table 12-12: Indicators)

Transportation Demand Management Ordinance

The City of East Palo Alto's Transportation Demand Management (TDM) Ordinance, adopted in 2021, set forth a trip reduction goal of 40 percent below average daily trip estimates developed based on the Institute of Transportation Engineers' (ITE) trip rates for new nonresidential developments greater than 10,000 square feet and new residential developments with 10 or more units. RSP policies related to TDM are consistent with the new citywide TDM requirements.

Climate Action Plan

The City of East Palo Alto's Climate Action Plan, adopted in 2011, set forth an emissions reduction goal of 15 percent below 2005 levels by 2020. More recently, the California Air Resources Board adopted an updated SB 375 emissions target for the San Francisco Bay Area of 19 percent below 2005 levels by

2035. In East Palo Alto, 14 percent of emissions stem from travel on local roads and 48 percent of emissions stem from state highway travel. The RSP contains policies that would lead to a reduction in VMT and vehicle trips and thereby reduce vehicle emissions.

CE A Transportation Analysis Scope

The East Palo Alto VMT policy establishes thresholds of significance for evaluating impacts associated with land use projects. For residential projects, the City has adopted a significance threshold equal to the existing citywide average home-based VMT per capita. For employment projects (e.g., office, R&D, industrial, and retail uses greater than 35,000 s.f.), the threshold is 15 percent below the existing citywide average home-based work VMT per employee. For Specific Plans and other area plans, each land use component is evaluated independently, applying the appropriate significance thresholds. The East Palo Alto Travel Demand Model (EPA Model), which is a refinement of the C/CAG Countywide travel demand model for San Mateo County, was used to estimate Citywide average VMT and average VMT within the Plan Area without any trip reductions for TDM.

If a land use project is determined to have a significant impact on VMT, the policy requires that the project must reduce that impact by modifying the project description and/or implementing other mitigation measures to reduce project-generated VMT to an acceptable level that is below the established thresholds of significance applicable to the project. Mitigation of a significant VMT impact would require a shift in mode choice away from single-occupant vehicles. This is typically accomplished through the preparation of a TDM Plan with a trip reduction commitment as part of the project's conditions of approval.

The City's TDM policy sets forth an average daily trip reduction goal of 40 percent for all new nonresidential developments greater than 10,000 square feet and new residential developments with 10 or more units. The VMT reductions resulting from compliance with the City's TDM policy were estimated manually since the model is not capable of representing many TDM measures and the specific TDM measures to be implemented on each site within the Plan Area are yet unknown.

Local Transportation Analysis Scope

A Local Transportation Analysis (LTA) was conducted to demonstrate conformance with multimodal transportation system strategies, goals, and policies in the General Plan and to address adverse effects on the transportation system. The LTA supplements the VMT analysis by identifying potential adverse operational effects that may arise due to a new development, as well as evaluating the effects of a new development on site access, circulation, and other safety-related elements in the proximate area of the project.

The LTA satisfies the requirements of the Cities of East Palo Alto, Palo Alto and Menlo Park, the City/County Association of Governments of San Mateo County (C/CAG), and the Santa Clara Valley Transportation Authority (VTA). C/CAG administers the San Mateo County Congestion Management Program (CMP) and VTA administers the Santa Clara County CMP. Potential adverse effects associated with the RSP update were evaluated at key intersections, freeway segments, and freeway ramps that provide primary access to the Plan Area or would experience a substantial increase in traffic volumes in the vicinity of the Plan Area.

An analysis of AM and PM peak-hour traffic conditions during weekdays was conducted at the following 48 study intersections in the vicinity of the Plan Area (see Figure 2):

1. Willow Road (SR 114) and Bayfront Expressway (SR 84) [CMP] (Menlo Park)
2. Willow Road (SR 114) and Newbridge Street (Menlo Park)
3. University Avenue (SR 109) and Bayfront Expressway (SR 84) [CMP] (Menlo Park)

4. Bay Road/Ralmar Avenue and Newbridge Street (unsignalized)
5. Euclid Avenue and East Bayshore Road/Donohoe Street (unsignalized)
6. US 101 NB On Ramp/driveway (future) and Donohoe Street (unsignalized)
7. University Avenue (SR 109) and Loop Road (Future)
8. University Avenue (SR 109) and Purdue Avenue (unsignalized)
9. University Avenue (SR 109) and O'Brien Drive
10. University Avenue and Notre Dame Avenue
11. University Avenue and Bay Road
12. University Avenue and Runnymede Street
13. University Avenue and Bell Street
14. University Avenue and Donohoe Street
15. University Avenue and US 101 SB Ramps
16. University Avenue and Woodland Avenue
17. University Circle and Woodland Avenue
18. US 101 NB Off Ramp/University Plaza driveway and Donohoe Street
19. Cooley Avenue and Donohoe Street
20. East Bayshore Road and Donohoe Street
21. Clarke Avenue and Bay Road (unsignalized)
22. Clarke Avenue and Weeks Street (unsignalized)
23. Clarke Avenue and Runnymede Street (unsignalized)
24. Clarke Avenue and Donohoe Street (unsignalized)
25. Clarke Avenue and East Bayshore Road
26. Demeter Street and Bay Road (unsignalized)
27. Pulgas Avenue and Bay Road (unsignalized)
28. Pulgas Avenue and Weeks Street (unsignalized)
29. Pulgas Avenue and Runnymede Street (unsignalized)
30. Pulgas Avenue and O'Connor Street (unsignalized)
31. Pulgas Avenue and East Bayshore Road
32. East Bayshore Road and Embarcadero Road (Palo Alto)
33. University Avenue and Kavanaugh Drive
34. University Avenue (SR 109) and Adams Drive (unsignalized)
35. Clarke Avenue and Schembri Lane/Garden St (unsignalized)
36. Clarke Avenue and O'Connor Street (unsignalized)
37. Pulgas Avenue and Garden Street (unsignalized)
38. Pulgas Avenue and Beech Street (unsignalized)
39. University Avenue and 4 Corners Driveway (Future) (unsignalized)
40. 4 Corners Driveway and Bay Road (Future) (unsignalized)
41. Demeter Street and Emmerson Street (Future) (unsignalized)
42. Pulgas Avenue and Emmerson Street (Future) (unsignalized)
43. Pulgas Avenue and Montage Street (Future) (unsignalized)
44. Tara Road and Emmerson Street (Future) (unsignalized)
45. Tara Road and Bay Road (unsignalized)
46. Tara Road and Montage Street (Future) (unsignalized)
47. Tara Road and Weeks Street (Future) (unsignalized)
48. 2020 Bay Road Driveway and Bay Road (Future) (unsignalized)

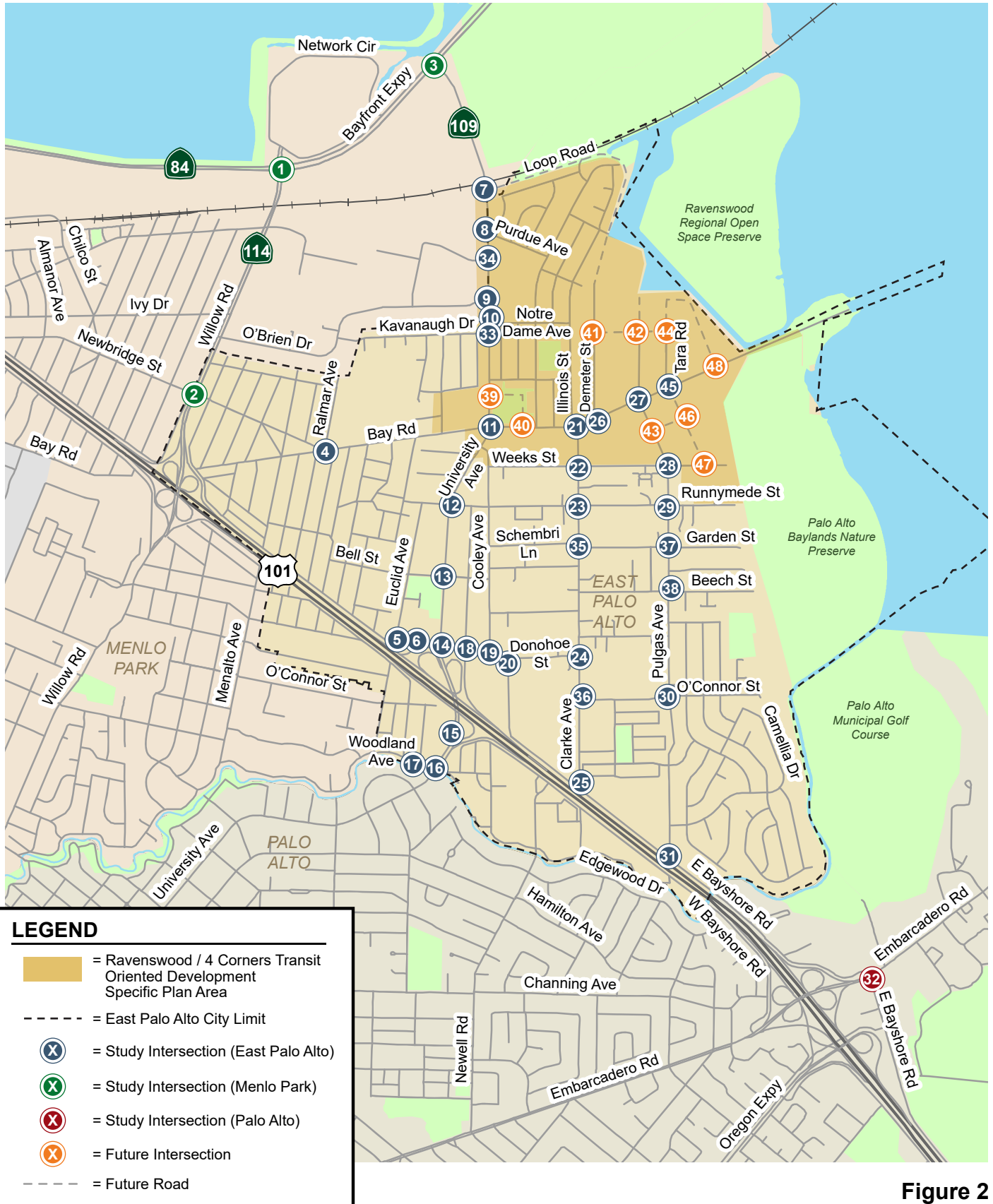


Figure 2
Study Intersections

The following key freeway segments were evaluated, based on segments that the Plan is expected to cause an adverse effect:

- SR 84, between University Avenue and the Alameda County Line (Dumbarton Bridge)
- US 101, between Peninsula Avenue and SR 92
- US 101, between SR 92 and Whipple Avenue
- US 101, between Whipple Avenue and Santa Clara County Line
- US 101, between Embarcadero Road and Oregon Expressway
- US 101, between Oregon Expressway and San Antonio Road
- US 101, between San Antonio Road and Rengstorff Avenue
- US 101, between Rengstorff Avenue and N. Shoreline Boulevard
- US 101, between N. Shoreline Boulevard and SR 85
- US 101, between SR 85 and Moffett Boulevard
- US 101, between Moffett Boulevard and SR 237
- US 101, between SR 237 and N. Mathilda Avenue
- SR 85, between US 101 and Central Expressway
- SR 85, between Central Expressway and SR 237
- SR 85, between SR 237 and El Camino Real

Freeway ramps at the following key interchanges were evaluated:

- US 101/University Avenue interchange
- US 101 and Willow Road
- US 101 and Embarcadero Road

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

Traffic conditions were evaluated for the following scenarios:

Scenario 1 *Existing Condition* Recent traffic counts have shown that traffic volumes continue to be lower than prior to the pandemic. Thus, to be conservative, existing traffic conditions at all but one intersection are based on pre-pandemic traffic counts conducted between 2017 and 2020. Existing 2017 counts were increased by a factor of 1.2 percent per year to 2019 (2.4 percent). At the Bayshore Road and Embarcadero Road intersection, counts were conducted in February 2022. Due to the Covid-19 pandemic, these counts were adjusted by a factor to represent pre-pandemic conditions at this intersection.

Scenario 2 *Future Project Condition*. The Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 11th edition and the EPA Model were used to develop traffic forecasts for existing plus project conditions under the two development options (2.8M s.f. and 3.35M s.f.). The project trip estimates under each development option assume compliance with the City's TDM Policy, which requires a 40-percent reduction in daily vehicle trips. The two development options were evaluated both with and without the planned Loop Road identified in the previous Ravenswood/4 Corners TOD Specific Plan. Intersection level of service calculations were conducted to evaluate existing plus project traffic conditions during the AM and PM peak hours. Adverse effects on intersection levels of service associated with the buildout of the Plan Area were evaluated relative to existing conditions.

Scenario 3: Cumulative (2040) no project condition (with 1.4M s.f.) ITE trip rates and the EPA model were used to develop traffic forecasts for cumulative no project conditions that reflect future development and planned transportation improvements anticipated to occur by the year 2040 including buildout of the adopted Ravenswood/4 Corners TOD Specific Plan under the 1.4M s.f. option. The project trip estimates for the new development permitted by the adopted Specific Plan assume a 40-percent reduction in daily vehicle trips per the City's current TDM Policy. Since the Ravenswood/4 Corners TOD Specific Plan was approved with the Loop Road, this scenario also assumes the planned Loop Road. The model land use assumptions reflect Association of Bay Area Governments (ABAG) land uses in most locations. Within the vicinity of the Plan Area, the model assumes buildout of University Circle Phase II, University Plaza Phase II, the Woodland Park Apartments, and Willow Village in addition to other planned projects in East Palo Alto.

Scenario 4 2040 with project condition Cumulative plus project traffic volumes were developed using ITE trip rates and the EPA model and reflect trips generated under two development options (2.8M s.f. and 3.35M s.f.). The project trip estimates under each development option assume a 40-percent reduction in daily trips per the City's TDM Policy. The two development options were evaluated to assess traffic conditions both with and without the planned Loop Road.

Intersection Operations Analysis Methodology

This section presents the methods used to determine the traffic conditions at the study intersections and the potential adverse operational effects due to the project. It includes descriptions of the data requirements, the analysis methodologies, the applicable intersection level of service standards, and the criteria used to determine adverse effects on intersection operations.

Data Requirements

The data required for the analysis were obtained from available pre-pandemic traffic counts, the City of East Palo Alto, City of Menlo Park, City of Palo Alto, CMP, and field observations. The following data were collected from these sources:

- Existing traffic volumes
- Lane geometries
- Signal timing and phasing
- A list of approved and pending projects

Analysis Methodologies and Level of Service Standards

Traffic conditions were evaluated using level of service (LOS). Level of service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or forced-flow conditions with extreme delays. The City of East Palo Alto level of service standard for all intersections is LOS D or better. The City of Menlo Park has established LOS D as the minimum acceptable level of service for arterial intersections, which includes all three study intersections in Menlo Park. The City of Palo Alto level of service standard for signalized intersections is LOS D or better.

Microscopic Simulation of Study Intersections

Due to the close proximity of selected study intersections, nine study intersections in the vicinity of the US 101/University Avenue interchange were analyzed using the Synchro/SimTraffic 9 software. Unlike macroscopic models of isolated intersection operations such as the Highway Capacity Manual (HCM)

methodology, SimTraffic is a microscopic model that measures the full impact of queuing and blocking. This software also provides a visual animation of the traffic operations. Simulated delay values were correlated to the level of service definitions set forth in the 2000 *Interpretation of Highway Capacity Manual* (HCM) methodology.

Macroscopic Analysis of Signalized Intersections

Traffic operations at the study intersections in the Cities of East Palo Alto and Palo Alto were evaluated using the TRAFFIX software based on the 2000 HCM methodology. Traffic operations at the intersections in the City of Menlo Park were evaluated using the VISTRO software based on the level-of-service method described in the HCM 6th Edition. The HCM evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Table 1 shows the level of service definitions for signalized intersections.

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

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles 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, *Interpretation of Highway Capacity Manual* (Washington, D.C., 2000), p.10-16. The HCM 6th Editions uses the same LOS definitions for signalized intersections.

Unsignalized Intersections

Peak-hour levels of motor vehicle delay at the stop-controlled study intersections were estimated using the method described in Chapter 17 of the *2000 Highway Capacity Manual*. Peak-hour levels of motor vehicle delay at roundabout study intersections were estimated using the method described in Chapter 22 of the *Highway Capacity Manual, 7th Edition*. With these methods, operations are defined by the average control delay per vehicle (measured in seconds) for each movement that must yield the right-of-way. At side-street controlled intersections (two-way or one-way stop control), the control delay (and LOS) is reported for the approach with the highest delay. For all-way stop-controlled intersections and roundabouts, the reported delay (and LOS) is the average for all movements. Table 2 summarizes the relationship between average control delay per vehicle and LOS for stop-controlled and roundabout intersections.

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

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

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2. The HCM 6th Editions uses the same LOS definitions for unsignalized intersections.

The unsignalized study intersections were also analyzed on the basis of the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices and Intersections (CMUTCD)*, Part 4, Highway Traffic Signals, 2014. This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal. Note that this is just one tool used to evaluate whether installation of a traffic signal would be justified. Additional analysis may include evaluation of vehicle queuing and delay. Other types of traffic control devices, signage, or geometric changes may be preferable based on existing field conditions. Ultimately, the City’s professional engineering judgment will be used in the final determination of traffic control devices and improvements.

City of East Palo Alto Definition of Adverse Effects on Intersections

The City of East Palo Alto assesses motor vehicle delays using a level of service standard of LOS D for intersections. Specifically, an adverse effect on intersection operations would occur at an intersection if for any peak hour the project would result in any of the following:

At a signalized intersection, the project is considered to have an adverse effect if it:

- a) Causes operations to degrade from LOS D (or better) to LOS E or F; or

- b) Exacerbates LOS E or F conditions by both increasing critical movement delay by four or more seconds and increasing volume-to-capacity ratio (V/C ratio) by 0.01 at an intersection evaluated using the TRAFFIX software; or
- c) Exacerbates LOS E or F conditions by increasing the average intersection delay by four or more seconds at an intersection evaluated using the SimTraffic software; or
- d) Increases the V/C ratio by > 0.01 at an intersection that exhibits unacceptable operations, even if the calculated LOS is acceptable; or
- e) Causes planned future intersections to operate at LOS E or F.

At an unsignalized intersection, the project is considered to have an adverse effect if it:

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

City of Menlo Park Definition of Adverse Effects on Intersections

The following thresholds are from the City's TIA Guidelines.

Intersections at One or More City Controlled Streets

At the intersection of Willow Road (SR 114) and Newbridge Street, the proposed project's compliance with local policies was evaluated based on these thresholds:

- a) A project is considered potentially noncompliant with local policies if the addition of project traffic causes an intersection on a collector street operating at LOS "A" through "C" to operate at an unacceptable level (LOS "D," "E" or "F") or have an increase of 23 seconds or greater in average vehicle delay, whichever comes first. Potential noncompliance shall also include a project that causes an intersection on arterial streets or local approaches to State controlled signalized intersections operating at LOS "A" through "D" to operate at an unacceptable level (LOS "E" or "F") or have an increase of 23 seconds or greater in average vehicle delay, whichever comes first.
- b) A project is also considered potentially noncompliant if the addition of project traffic causes an increase of more than 0.8 seconds of average delay to vehicles on all critical movements for intersections operating at a near-term LOS "D" through "F" for collector streets and at a near-term LOS "E" or "F" for arterial streets. For local approaches to State controlled signalized intersections, a project is considered to be potentially noncompliant if the addition of project traffic causes an increase of more than 0.8 seconds of delay to vehicles on the most critical movements for intersections operating at a near-term LOS "E" or "F."

State (Caltrans) Controlled Intersections

For signalized intersections involving two state routes, e.g., the Willow Road (SR 114)/Bayfront Expressway (SR 84) intersection and the University Avenue (SR 109)/Bayfront Expressway (SR 84), the project is considered potentially non-compliant with local policies if for any peak hour:

- a) The level of service degrades from an acceptable LOS D or better under existing conditions to an unacceptable LOS E or F under existing plus project conditions, and the average delay per vehicle increases by four seconds or more, or

- b) The level of service is an unacceptable LOS E or F under existing conditions and the addition of project trips causes an increase in the average control delay at the intersection by four seconds or more.

City of Palo Alto Definition of Adverse Effects on Intersections

The project is said to create an adverse effect on traffic conditions at a signalized intersection in the City of Palo Alto if for either peak hour:

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

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

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

Queueing Analysis

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

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

Where:

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

n = number of vehicles in the queue per lane

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

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

The 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). Therefore, 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.”

Freeway Segment and Ramp Analysis Methodology

The Santa Clara /San Mateo County line is located between the Embarcadero Road and University Avenue interchanges on US 101. For this reason, the segments of US 101 between N. Mathilda Avenue and Embarcadero Road were analyzed based on the Santa Clara CMP guidelines, and the segments of US 101 between Embarcadero Road and SR 92 were analyzed based on San Mateo County CMP guidelines. The Santa Clara County CMP and San Mateo County CMP guidelines for freeway analysis are described below.

Santa Clara County Freeway CMP Guidelines

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N * S)$$

where:

D= density, in vehicles per mile per lane (vpml)

V= peak-hour volume, in vehicles per hour (vph)

N= number of travel lanes

S= average travel speed, in miles per hour (mph)

The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from high-occupancy vehicle (HOV) lanes (otherwise known as carpool lanes). The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments three lanes or wider in one direction and a capacity of 2,200 vphpl be used for segments two lanes wide in one direction. HOV lanes are specified as having a capacity of 1,650 vphpl. The Santa Clara County CMP defines an acceptable level of service for freeway segments as LOS E or better.

San Mateo County Freeway CMP Guidelines

The City/County Association of Governments of San Mateo County (C/CAG) established LOS E as the minimum acceptable level of service for all segments of US 101 within San Mateo County, unless the segment was operating at LOS F in 1991 (the date when the CMP was first adopted), in which case the LOS standard is LOS F (Final San Mateo County Congestion Management Program, 2021). The LOS F standard was applied to the freeway segment on US 101 between Whipple Avenue and the Santa Clara County Line as this segment was operating at LOS F in 1991.

Freeway Ramps

A freeway ramp analysis was performed in order to verify that the freeway ramps have sufficient capacity to serve the projected traffic volumes with the RSP update. This analysis consisted of a volume-to-capacity ratio evaluation of the freeway ramps at the study interchanges. The ramp capacities were obtained from the *Interchange Manual, 7th Edition* and considered the free-flow speed, number of lanes on the ramp, and ramp metering.

Definition of Adverse Freeway Effects

San Mateo County

Within San Mateo County, the project is said to create an adverse effect on traffic conditions on a freeway segment if for either peak hour:

1. The analysis indicates that the combination of the proposed project and future traffic demand will result in the freeway segment operating at a level of service that exceeds the standard

adopted by the current CMP and the proposed project increases traffic demand on the freeway segment by an amount equal to one percent or more of the segment capacity, or

2. The project will add traffic demand equal to one percent or more of the segment capacity if the freeway segment is currently not in compliance with the adopted LOS standard.

Santa Clara County

VTA CMP guidelines define that a project would cause an adverse effect on freeway operations if for either peak hour:

1. The project would deteriorate freeway levels of service from an acceptable level to an unacceptable level, or
2. If the freeway already operates at an unacceptable level under existing conditions, and the project would add traffic exceeding one percent of the freeway capacity.

Report Or anization

This report has a total of four chapters. Chapter 2 describes existing conditions, including the existing roadway network, transit service, bicycle and pedestrian facilities, and intersection operations. Chapter 3 describes the CEQA transportation analysis, which is based on project's impact on VMT. Chapter 4 describes the local transportation analysis, including operations of study intersections, the methods used to estimate project-generated traffic, the project's effect on the transportation system, an analysis of the freeway segments and freeway ramps, a vehicle queuing analysis, peak spreading, and an analysis of transit services, bicycle, and pedestrian facilities.

2. Existing Conditions

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

Existing Roadway Network

Regional access to the Plan Area is provided by US 101 and SR 84. Local access to the Plan Area is provided via Willow Road, University Avenue, Clarke Avenue, Pulgas Avenue, Bay Road, and East Bayshore Road. For the purposes of this study, US 101, East Bayshore Road, and all parallel streets are considered to run east-west, and cross streets, such as University Avenue and Willow Road, are considered to run north-south. These facilities are described below.

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

Bayfront Expressway (SR 84) is a six-lane expressway with a posted speed limit of 45 mph that extends along the bay just north of East Palo Alto. SR 84 extends eastward across the Dumbarton Bridge into Alameda County and westward through San Mateo County. Bayfront Expressway provides access to the Plan Area via Willow Road and University Avenue. Bayfront Expressway does not have any on-street parking or sidewalks. The San Francisco Bay trail runs parallel to Bayfront Expressway along the south side of Bayfront Expressway east of Willow Road, and along the north side of Bayfront Expressway west of Willow Road.

Willow Road (SR 114) is a four-lane north-south divided arterial that serves as a border between Menlo Park and East Palo Alto south of O'Brien Drive, while north of O'Brien Drive the roadway is within the city limits of Menlo Park. Willow Road extends from Alma Street in the south to Bayfront Expressway in the north. In the vicinity of the Plan Area, Willow Road is designated as State Route 114 with a posted speed limit of 35 miles per hour (mph). Sidewalks are provided along both sides of the street south of Ivy Drive. Bike lanes exist along Willow Road for most of the street, except a small bike route segment between Bay Road and Durham Street/Hospital Plaza on the west side and between Bay Road and Okeefe Street on the east side. On-street parking is prohibited within the Plan Area vicinity.

University Avenue (SR 109) is a north-south major thoroughfare that extends from Stanford University in Palo Alto to Bayfront Expressway just north of the City of East Palo Alto. North of Notre Dame Avenue, University Avenue is a state route with a posted speed limit of 35 mph. South of Notre Dame Avenue, University Avenue is under the jurisdiction of the City of East Palo Alto. Within East Palo Alto,

University Avenue is a four-lane divided roadway with a posted speed limit of 25 mph. South of Bay Road, University Avenue has continuous sidewalks on both sides of the street. Between Bay Road and Purdue Avenue, University Avenue has a sidewalk on only the east side of the street. Bike lanes exist on University Avenue starting just north of Donohoe Street and extending to the location of the planned Loop Road. Between the Loop Road and Bayfront Expressway, there is a bike lane on the west side of University Avenue and a separate bikeway on the east side of University Avenue. On-street parking is prohibited within the Plan Area vicinity.

Clarke Avenue is a two-lane north-south neighborhood connector street extending from East Bayshore Road in the south to Bay Road in the north, where it becomes Illinois Street. The posted speed limit on Clarke Avenue is 25 mph. Clarke Avenue has continuous sidewalks, except for a short segment south of O'Connor Street. On-street parking is allowed on both sides of the street. Clarke Avenue provides direct access to the Plan Area.

Demeter Street is a two-lane north-south connector beginning at Bay Road in the south and ending at a dead end about one third of a mile to the north. The 2013 RSP proposed a Loop Road that would connect Demeter Street to University Avenue. There is no posted speed limit, but the speed limit is assumed to be 25 mph. Sidewalks and on-street parking are provided along both sides of the street. Demeter Street provides direct access to the Plan Area.

Pulgas Avenue is a two-lane north-south neighborhood connector extending from East Bayshore Road in the south to a dead end about 900 feet north of Bay Road. The posted speed limit is 25 mph. Sidewalks are provided along both sides of the street between Oakes Street/Gaillardia Way and Bay Road. On-street parking is provided along both sides of the street. Pulgas Avenue provides direct access to the Plan Area.

Bay Road is classified as a neighborhood main street within the Plan Area east of University Avenue. It has four lanes and a raised median between University Avenue and Pulgas Avenue. East of Pulgas Avenue, Bay Road is a two lane-road that terminates at Cooley Landing and the San Francisco Bay. Between University Avenue and Ralmar Avenue, Bay Road is a residential boulevard with one lane in each direction and a center turn lane. Bay Road continues westward past Ralmar Avenue as a local neighborhood street to its termination point at Saratoga Avenue. Disjoint segments of Bay Road extend on the south side of US 101 from Willow Road in Menlo Park to Beech Street in Redwood City. Within East Palo Alto, the posted speed limit on Bay Road is 25 mph. Bay Road has continuous sidewalks on both sides of the street west of Tara Road. East of Tara Road, sidewalks exist along the north side of the street. Parking is permitted along most of the street west of Pulgas Avenue. Bay Road provides direct access to the Plan Area.

East Bayshore Road is a two-lane east-west frontage road with two disjointed segments directly north of and parallel to US 101. East Bayshore Road extends southward from Saratoga Avenue near Willow Road to Euclid Avenue, where it becomes Donohoe Street. East of University Avenue, East Bayshore Road extends southward from Donohoe Street to San Antonio Road. East Bayshore Road is classified as a connector street and has a posted speed limit of 25 mph. East Bayshore Road has continuous sidewalks on the north side of the street with no on-street parking.

Donohoe Street is an east-west major thoroughfare that extends from Euclid Avenue in the west to Clarke Avenue in the east. The posted speed limit is 25 mph. Sidewalks are provided along both sides of the street east of University Avenue. On street parking is permitted along the north side of the street between E. Bayshore Road and Clarke Avenue.

Bicycle Facilities

Bicycle facilities in the vicinity of the Plan Area include bike/pedestrian paths, bike lanes, and bike routes. Bike/pedestrian paths (Class I facilities) are off-street paths with exclusive right-of-way for non-

motorized transportation used for commuting as well as recreation. Bike lanes (Class II facilities) are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes (Class III) are existing rights-of-way that accommodate bicycles but are not separate from the existing travel lanes. The existing bicycle facilities within the study area are described below and are shown on Figure 3.

The Bay Trail, a Class I bike and pedestrian path, runs along the eastern boundary of the Ravenswood Regional Open Space Preserve and Baylands Nature Preserve areas. A new segment was recently completed that extends along the north side of the University Village neighborhood from the Ravenswood Open Space Preserve to University Avenue, where a separated bikeway extends along the east side of University Avenue and connects to trail segment parallel to Bayfront Expressway. The Bay Trail also connects to Bay Road and several local neighborhood streets, including Weeks Street, Runnymede Street, and Cypress Street (see Figure 3). There is also a short paved mixed-use trail known as the Rail Spur that extends from Bay Road to Pulgas Avenue.

Class II bicycle lanes exist on Willow Road for the entire street, on Bay Road from Newbridge Street to the Bay Trail, and on University Avenue between Fulton Street and Woodland Avenue and north of Bell Street. Between the Loop Road and Bayfront Expressway, there is a bike lane on the west (southbound) side of University Avenue and a separate bikeway on the east side of University Avenue. No bicycle facilities are provided on the other local and neighborhood streets surrounding the Plan Area. However, due to low traffic volumes, streets within the University Village neighborhood and many of the streets immediately adjacent the Plan Area are conducive to bicycle traffic.

Bicycle counts at the study intersections conducted prior to the pandemic determined that bicycle volumes at all study intersections are quite low. All bicycle counts are included in Appendix A.

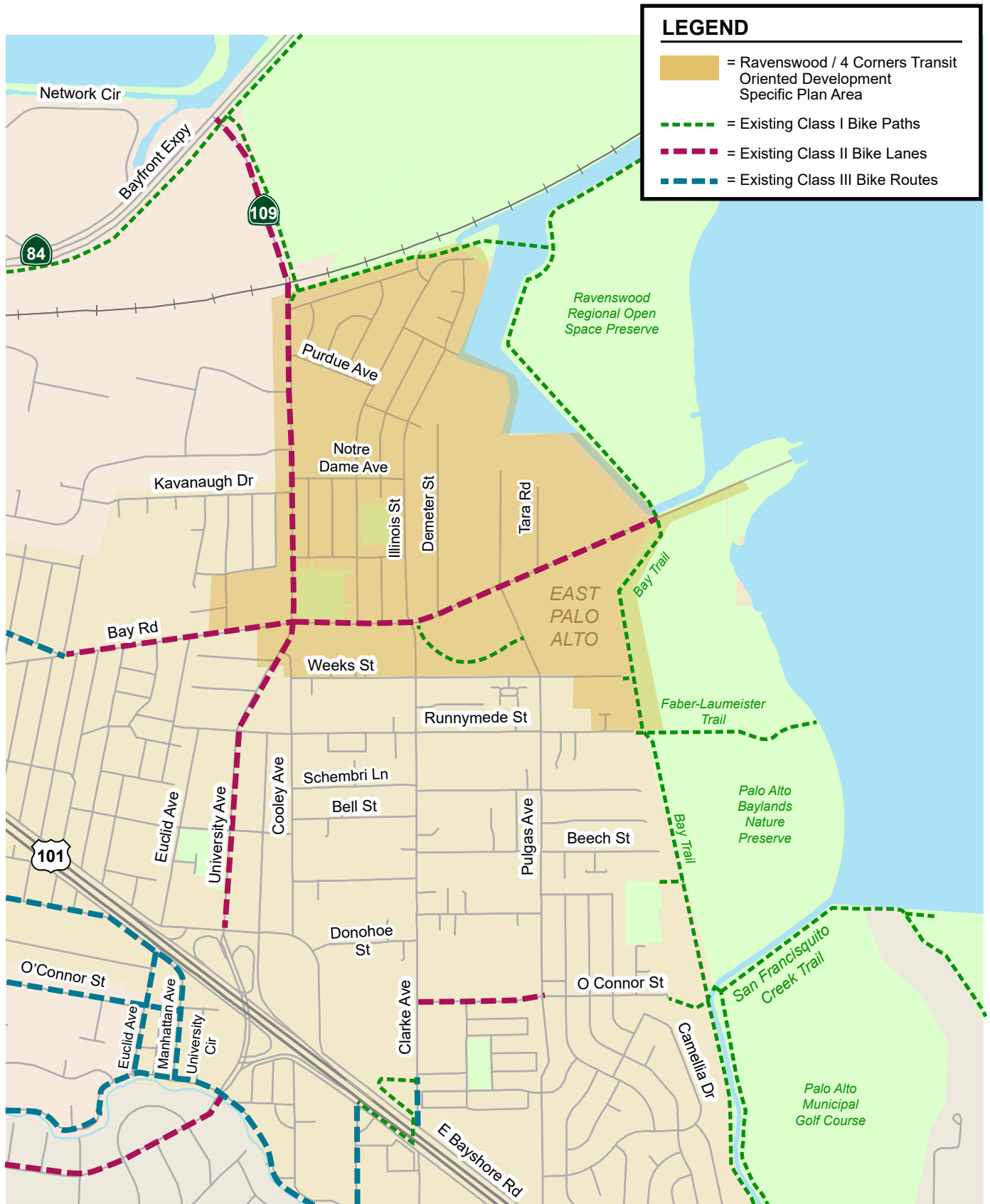


Figure 3
Existing Bicycle Facilities

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections (see Figure 4). In the RSP area, sidewalks are provided on the following roadways:

- Both sides of University Avenue south of Bay Road
- The west side of University Avenue between Bay Road and Notre Dame Avenue
- The east side of University Avenue between Notre Dame Avenue and the planned Loop Road
- Both sides of Bay Road west of Tara Road
- The north side of Bay Road east of Tara Road
- Both sides of Clarke Avenue
- Both sides of Illinois Street
- Both sides of Demeter Street
- Both sides of Pulgas Avenue south of Bay Road
- The west side of Pulgas Avenue north of Bay Road for about 350 feet.

There are no sidewalks on either side of Tara Road.

All of the crosswalks at the nearby signalized intersections include pedestrian signal heads and push buttons. Crosswalks are found on one or more approaches at the following intersections in the RSP area:

- University Avenue and Notre Dame Avenue (north approach)
- University Avenue and Kavanaugh Drive (south approach)
- Bay Road and Clarke Avenue (all approaches)
- Demeter Street and Bay Road (all approaches)
- Pulgas Avenue and Bay Road (east, west, and south approaches)
- Tara Road and Bay Road (north and west approaches)
- Clarke Avenue and Weeks Street (north and south approaches)
- Pulgas Avenue and Runnymede Street (east, west, and south approaches)

North of Bay Road, the majority of unsignalized intersections along University Avenue do not have crosswalks, including Michigan Avenue, Purdue Avenue, Adams Drive, and O'Brien Drive. South of Bay Road, the unsignalized intersections along University Avenue provide at least one crosswalk. The University Avenue roadway segment represents a key barrier to pedestrians within the Plan Area due to the lack of pedestrian crosswalks between the residential areas northeast of University/Bay intersection and the commercial areas west of University Avenue. Additionally, pedestrian connections to the open space north of the Plan Area are inconvenient because sidewalks are currently found on only one side of University Avenue. Similarly, the absence of sidewalks on both sides of Bay Road discourages pedestrian travel to the open space to the east of the Plan Area.

There are no crosswalks available at the following two unsignalized study intersections adjacent to the RSP Area:

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

Current ADA curb ramp designs include truncated domes and adequate curb ramp slopes. Truncated domes are the standard design requirement for detectable warnings, which enable people with visual disabilities to determine the boundary between the sidewalk and the street. ADA compliant ramps are missing along all intersections that are missing crosswalks. The following intersections include at least one crosswalk leg with a corner that does not include truncated domes, and the ramp slope of these ramps do not appear to meet the current ADA standard (see Figure 4):

- University Avenue and Notre Dame Avenue

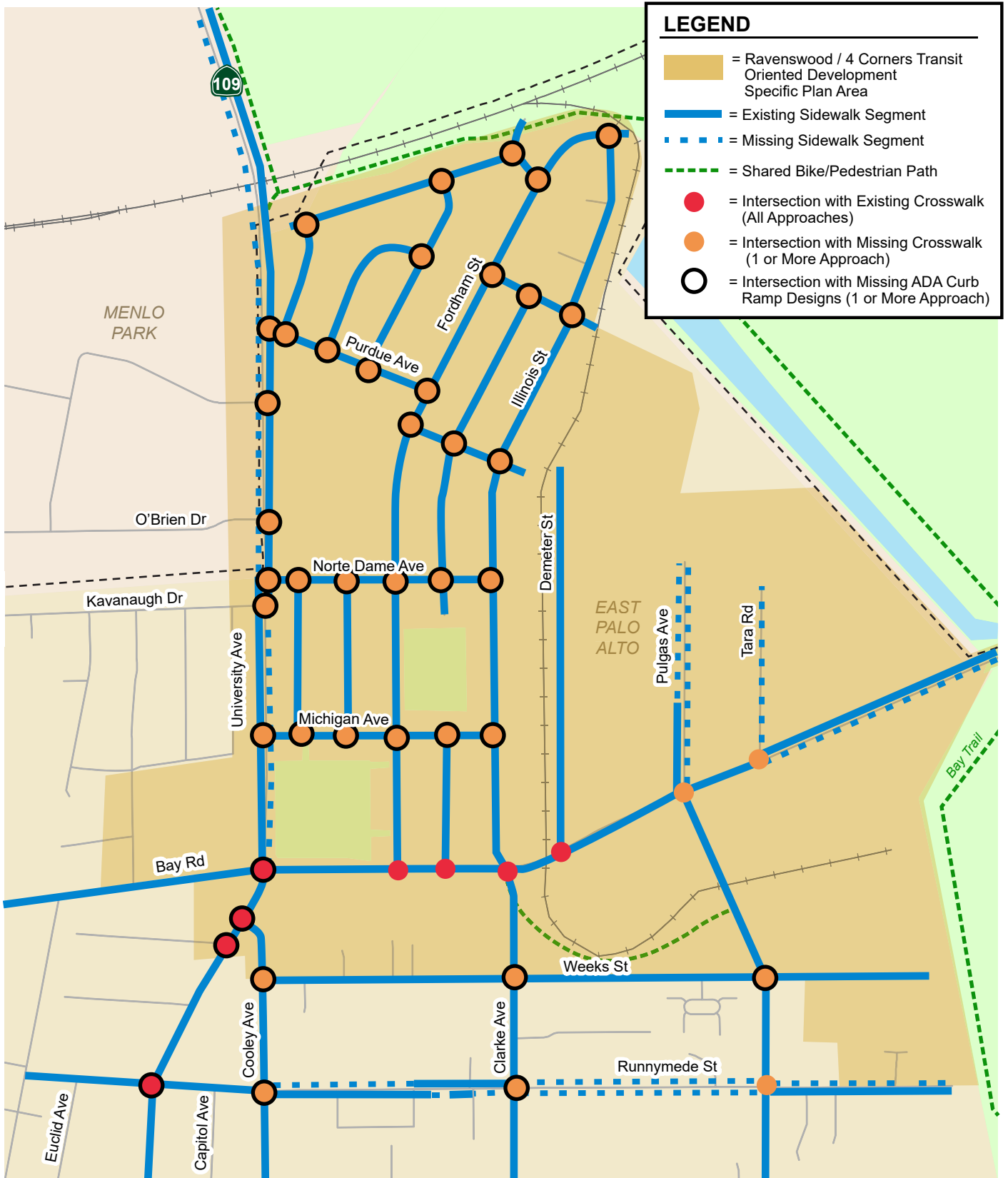


Figure 4
Existing Pedestrian Facilities

- University Avenue and Kavanaugh Drive
- University Avenue and Bay Road
- University Avenue and Cooley Avenue
- University Avenue and Weeks Street
- Clarke Avenue and Weeks Street

Existing Transit Services

Existing transit services in the RSP area are provided by the San Mateo County Transit District (Samtrans). There are five Samtrans routes within the RSP area: Route 81, 280, 281, 296, 397. Samtrans bus services and the locations of the nearest bus/shuttle stops are described below in Table 3 and shown on Figure 5.

Table 3
Existing Transit Services

Route	Route Description	Weekday Hours of Operation	Headways ¹ (minutes)	Bus stops in the RSP
Samtrans Bus Route				
Route 81 ²	Menlo-Atherton High School - East Palo Alto	6:50 AM - 8:45 AM (WB) 3:20 PM - 4:10 PM (EB)	5-10	Pulgas Avenue & Weeks Street Bay Road & Pulgas Avenue Bay Road & Clarke Avenue Bay Road & University Avenue Purdue Avenue & Fordham Street
Route 280	Purdue/Fordham - Stanford Mall	5:40 AM - 10:20 PM	60	Purdue Avenue & Fordham Street Notre Dame Avenue & Illinois Street Michigan Avenue & Fordham Street Bay Road & Clarke Avenue Bay Road & Pulgas Avenue Pulgas Avenue & Weeks Street
Route 281	Onetta Harris Center - Stanford Mall	6:00 AM - 10:40 PM	20-30	Bay Road & University Avenue
Route 296	Redwood City Transit Center - Bayshore/Donohoe	3:50 AM - 2:00 AM (next day)	15-25	Bay Road & University Avenue Bay Road & Clarke Avenue Bay Road & Pulgas Avenue Pulgas Avenue & Weeks Street
Route 397 ³	San Francisco - Palo Alto Transit Center	12:45 AM - 5:00 AM	--	Bay Road & University Avenue
Notes:				
1. Headways during weekday peak periods as of May 2022				
2. School day route				
3. Route 397 does not run during the peak hours (7-9AM and 4-6PM).				

Willow Road Shuttle

The Willow Road Shuttle is a free shuttle provided by the City of Menlo Park and Caltrain. The shuttle runs between the Menlo Park Caltrain Station and the Willow Road Business Park. The morning shuttle runs between 6:40 AM and 9:25 AM and the afternoon shuttle runs between 4:05 PM and 6:30 PM, with headways of 60 minutes. The closest shuttle stops are just outside of the RSP area at 1200 O'Brien Drive, 1505 O'Brien Drive, and Adams Court.

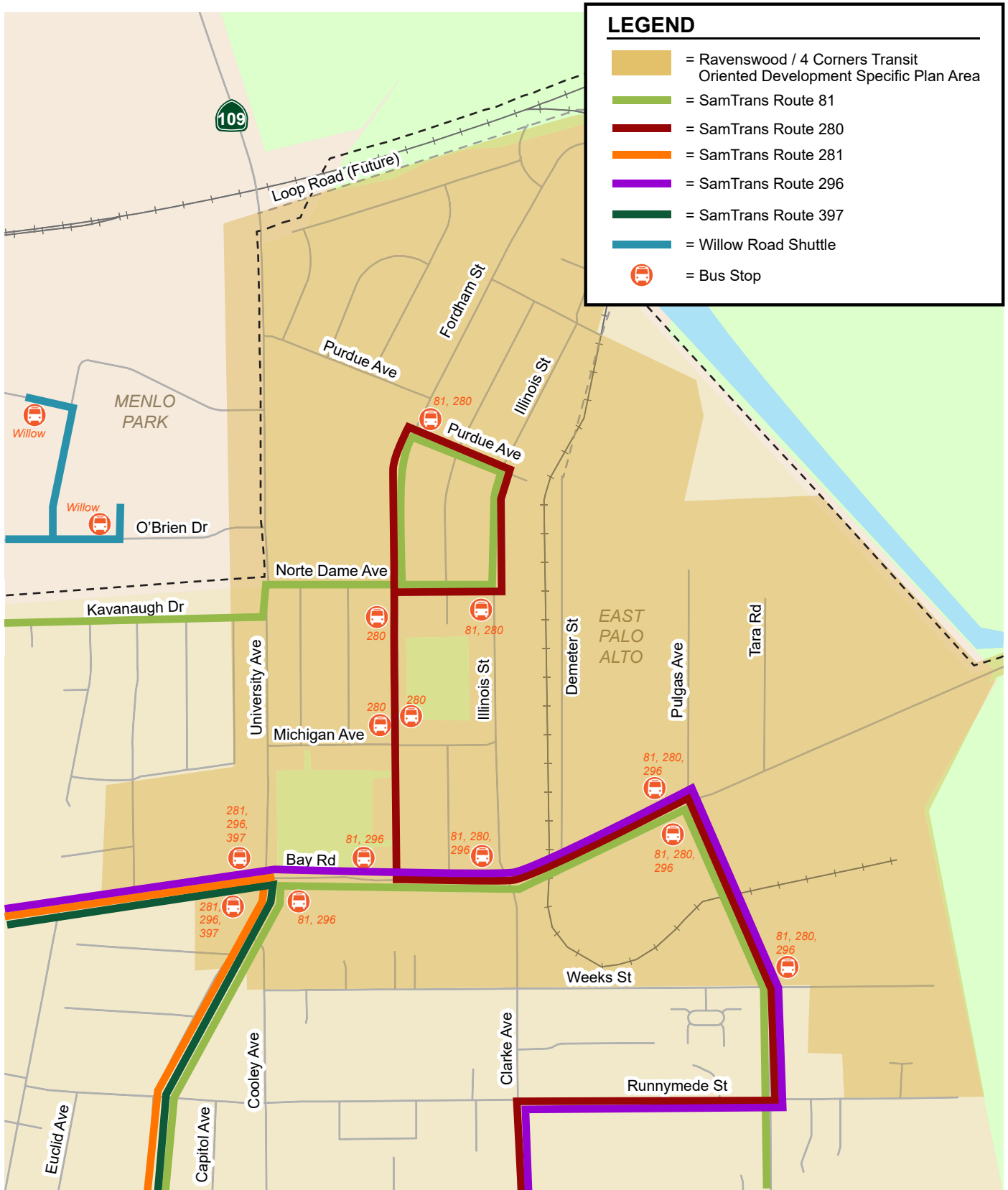


Figure 5
Existing Transit Services

E istin Level of Service

Lane Confi urations and Traffic Control Devices

The existing lane configurations and traffic control devices at the study intersections were obtained from field observations (see Figure 6). Existing conditions depict current (2022) lane configurations and traffic control devices including the recent improvements completed since traffic counts were conducted in 2019 at the following intersections: Clarke Avenue and Weeks Street, Pulgas Avenue and Weeks Street, Pulgas Avenue and Garden Street, Clarke Avenue and Bay Road, Demeter Street and Bay Road, Pulgas Avenue and Bay Road, and Donohoe Street and US 101 northbound on-ramps. Because traffic volumes are still depressed due to the COVID-19 pandemic, the use of 2019 counts with the current lane geometry is considered to be a conservative evaluation of the study intersections.

E istin Traffic olumes

Existing traffic volumes for most study intersections were obtained from manual peak-hour turning-movement counts conducted prior to the pandemic (in 2018 to 2020) while nearby schools were in session (see Figure 7).

Counts collected at the Embarcadero Road and East Bayshore Road intersection in 2019 were conducted during a time when there was construction along US 101 causing a diversion of freeway traffic and extensive congestion issues at this intersection. Traffic diversion due to the US 101 construction no longer exists. Therefore, turning-movement counts collected in February 2022 were used with an adjustment factor to represent pre-COVID conditions. Comparing August 2018 and February 2022 counts at the St. Francis Drive and Embarcadero Road intersection, the August 2018 AM peak hour counts were higher by a factor of 1.23, and the PM peak hour counts were higher by a factor of 1.18. These factors were used to adjust the East Bayshore Road and Embarcadero Road intersection counts to pre-COVID conditions. As a conservative measure, the adjusted counts were further increased by a one-percent growth rate for three years to represent typical pre-pandemic traffic volumes.

For study intersections where 2018 or 2019 count data are not available, 2017 traffic volumes were used and increased by 1.2% per year to 2019. There are no pre-pandemic counts available at the intersection of Tara Road and Bay Road, thus this intersection was not evaluated under existing conditions. The traffic count data (including pedestrian and bicycle count data) are included in Appendix A.

Ravenswood Specific Plan Update

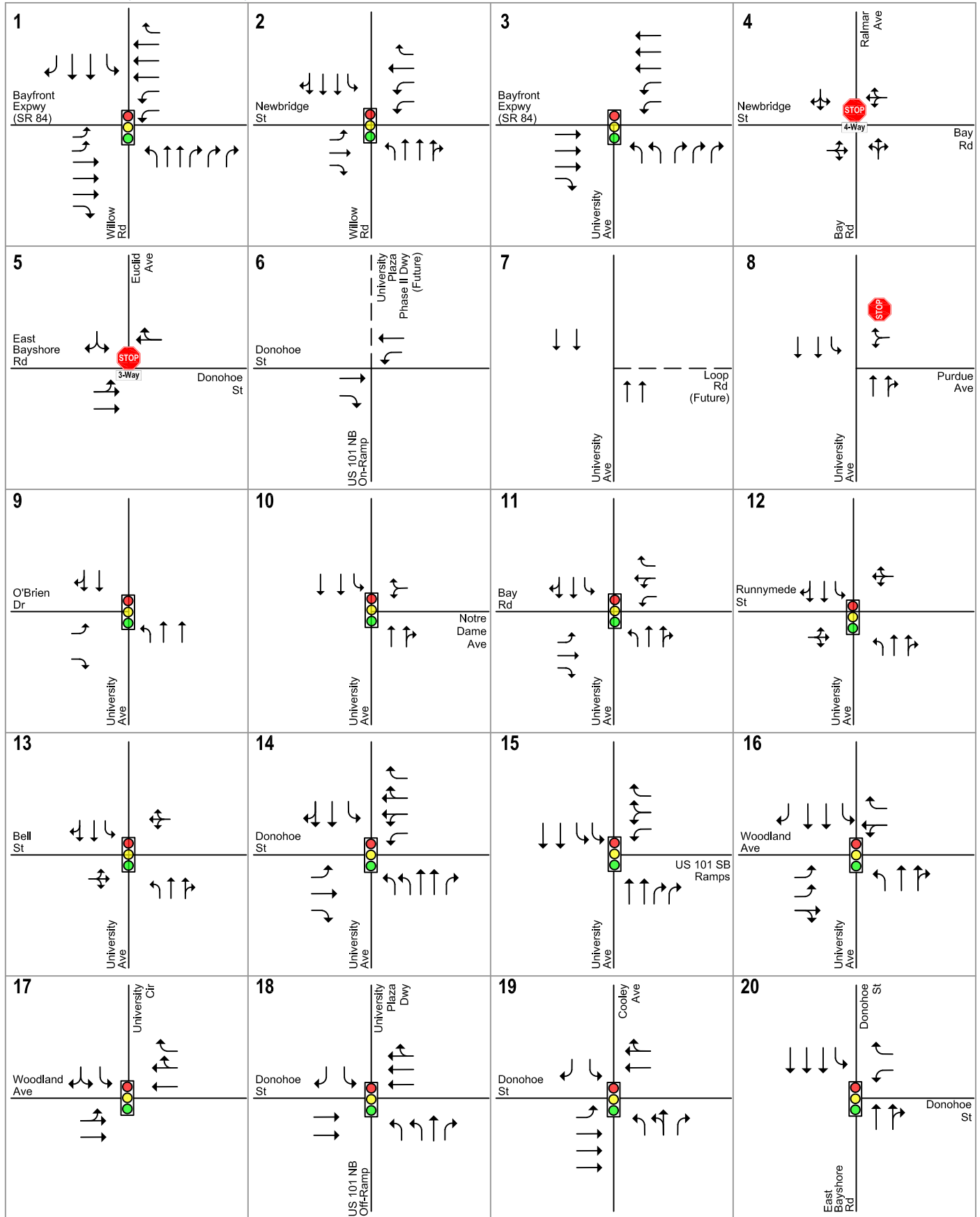


Figure 6
Existing Intersection Lane Configurations

Ravenswood Specific Plan Update

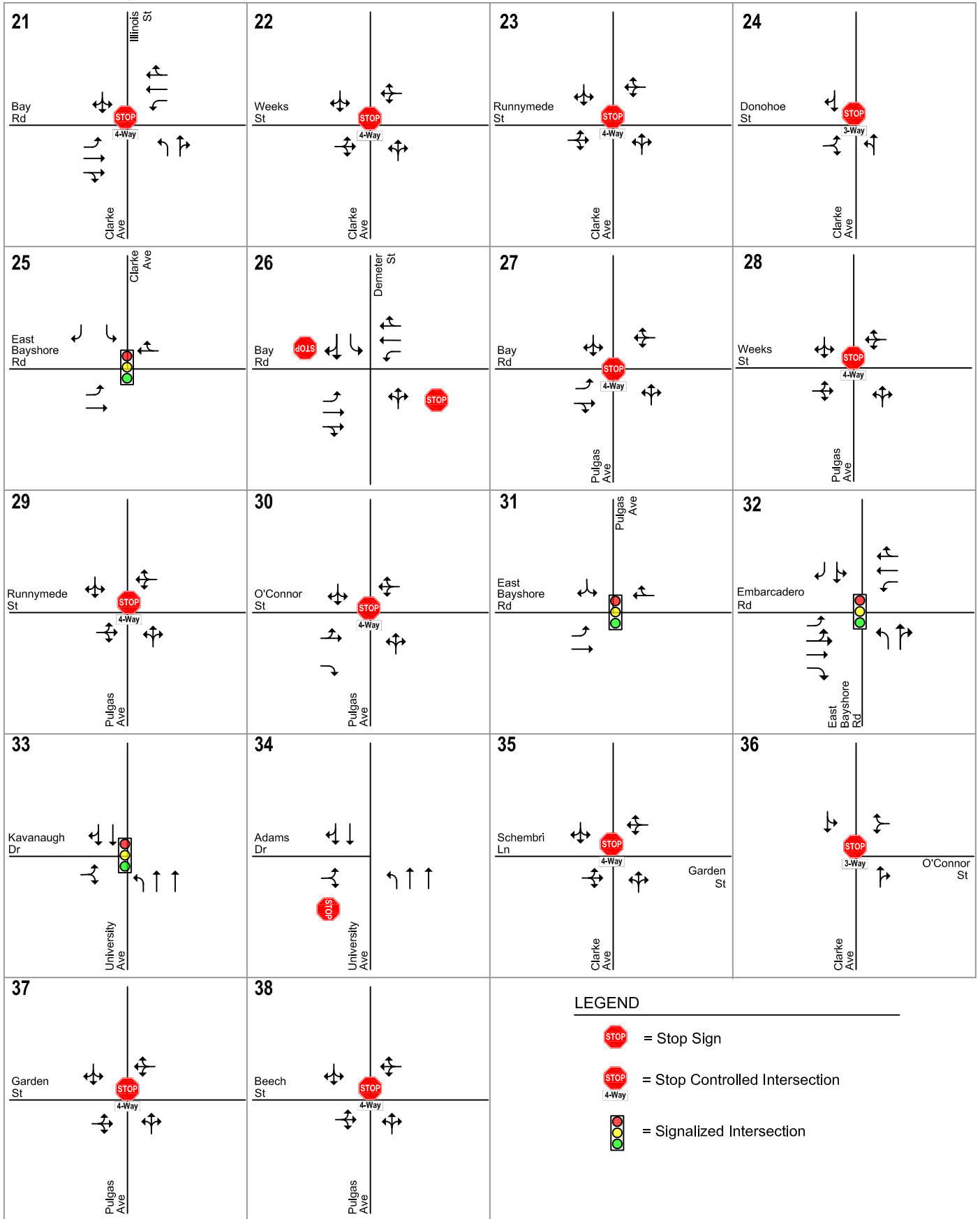
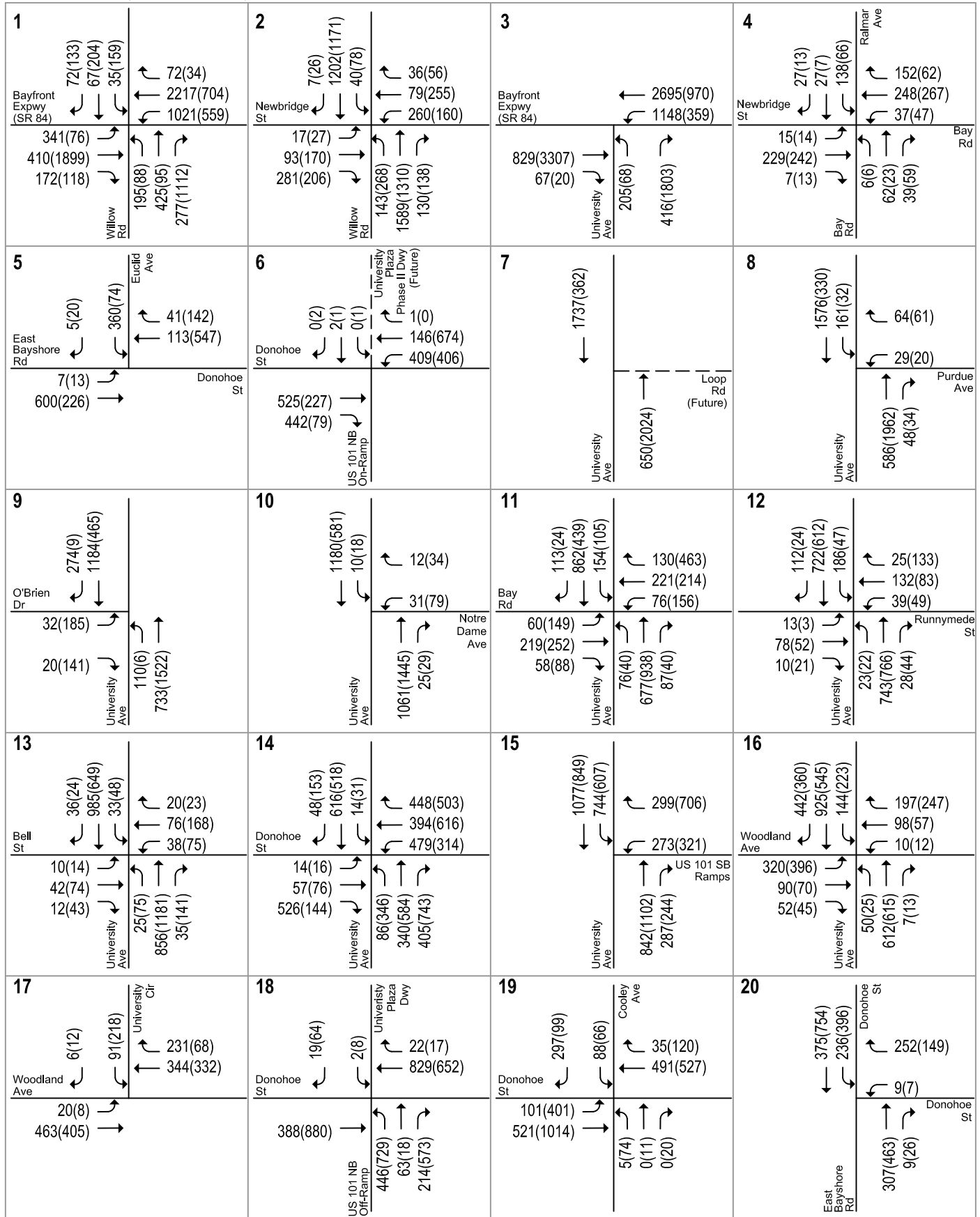


Figure 6
Existing Intersection Lane Configurations

Ravenswood Specific Plan Update

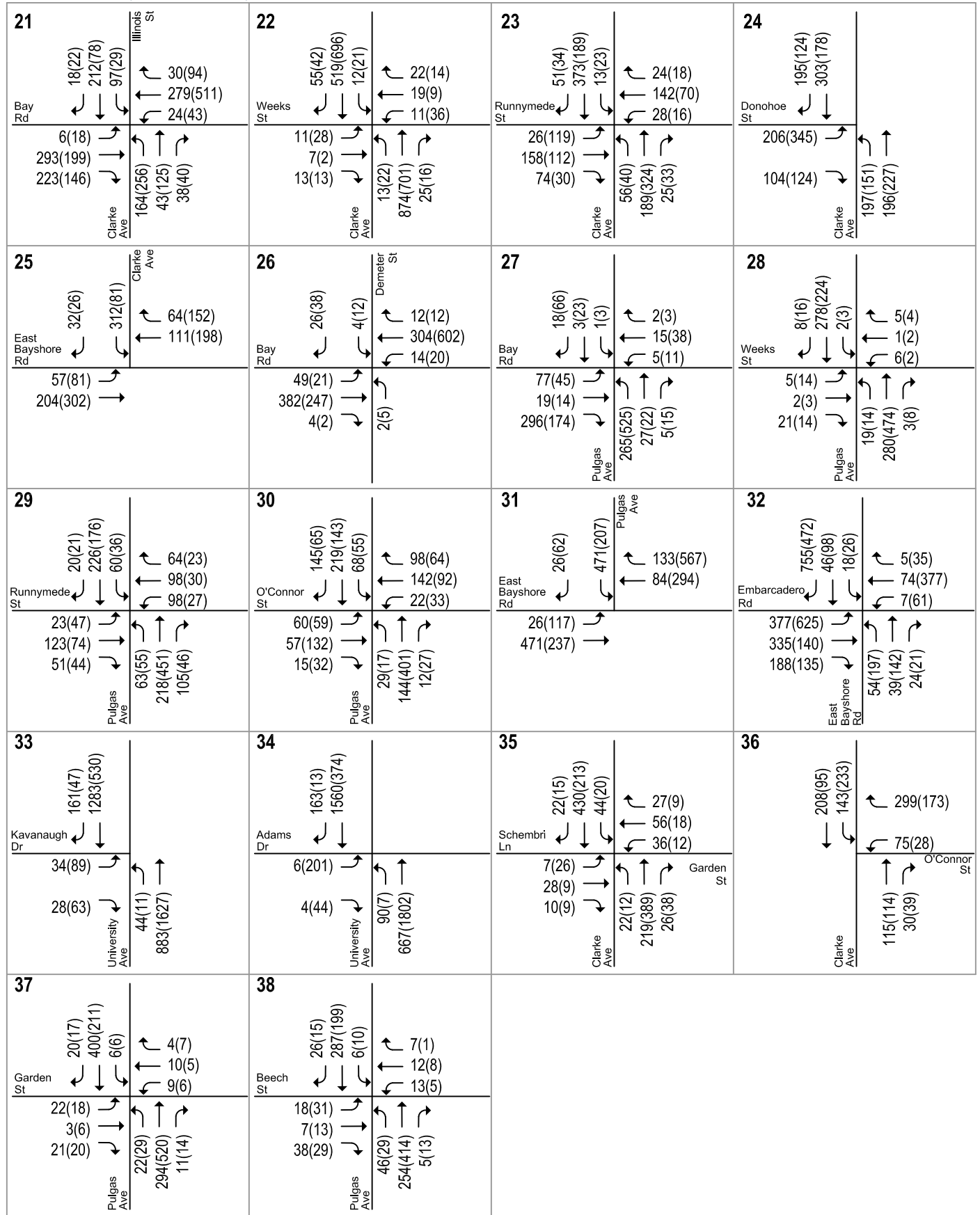


LEGEND

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

Figure 7
Existing Traffic Volumes

Ravenswood Specific Plan Update



LEGEND

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

Figure 7
Existing Traffic Volumes

Intersection Levels of Service

The results of the intersection level-of-service analysis under existing conditions show that most of the study intersections currently are operating at an acceptable level (LOS D or better) (see Tables 4 and Table 5). The following study intersections currently operate at unacceptable levels of service during at least one peak hour:

- Willow Road and Bayfront Expressway
- Willow Road and Newbridge Street
- University Avenue and Bayfront Expressway
- Euclid Avenue and Donohoe Street/East Bayshore Road (unsignalized)
- US 101 NB On-Ramp/University Plaza Phase II driveway and Donohoe Street (unsignalized)
- University Avenue and Purdue Avenue (unsignalized)
- University Avenue and Donohoe Street
- University Avenue and US 101 SB Off Ramp
- University Avenue and Woodland Avenue
- University Circle and Woodland Avenue
- US 101 NB Off Ramp/University Plaza driveway and Donohoe Street
- East Bayshore Road and Donohoe Street
- University Avenue and Adams Drive (unsignalized)

While existing traffic counts are not available at the intersection of Tara Road and Bay Road, observations show the traffic volumes at this intersection are quite low resulting in minimal vehicle delay and an acceptable level of service.

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

As noted in the ConnectMenlo DEIR, the counted traffic volumes at the Menlo Park study intersections do not appropriately reflect demand, and isolated intersection operations limit the ability of the VISTRO program to capture the oversaturated conditions. Therefore, instead of calculated level of service, the existing level of service results are reported based on level of service as identified by the City to reflect “unserved demand.”

Table 4
Existing Intersection Levels of Service in Menlo Park

Intersection	Peak Hour	Count Date	Existing	
			Av Delay (sec/veh)	LOS
1 Willow Road (SR114) and Bayfront Expressway (SR84) (CMP)	AM	04/23/19	120	
	PM	04/23/19	120	
2 Willow Road (SR114) and Newbridge Street	AM	03/21/19	93.4	
	PM	03/21/19	120	
3 University Avenue (SR109) and Bayfront Expressway (SR84) (CMP)	AM	04/25/19	11.4	B
	PM	04/25/19	94.1	

Notes:
bold indicates a substandard level of service.

Table 5
Existing Intersection Levels of Service in East Palo Alto - Palo Alto

Intersection	Notes	Peak Hour	Count Date	Av Delay (sec/veh)	LOS
4 Ralmar Ave/Newbridge St and Bay Rd (- to)	4	AM	02/14/17	12.8	B
		PM	02/14/17	10.8	B
5 Euclid Ave and East Bayshore Rd/Donohoe St (- to)	2	AM	05/21/19	73.8	
		PM	05/21/19	46.9	E
6 US 101 NB On-Ramp and Donohoe St (- to)	2,3	AM	05/21/19	48.7	E
		PM	05/21/19	10.6	B
8 University Ave (SR 109) and Purdue Ave (- to)	1	AM	05/21/19	18.9	C
		PM	05/21/19	47.5	E
9 University Ave (SR 109) and O'Brien Dr		AM	04/23/19	9.1	A
		PM	04/23/19	11.8	B
10 University Ave and Notre Dame Ave		AM	03/04/20	4.2	A
		PM	03/04/20	7.9	A
11 University Ave and Bay Rd		AM	04/17/19	41.7	D
		PM	04/17/19	48.4	D
12 University Ave and Runnymede St		AM	01/15/20	6.9	A
		PM	01/15/20	9.5	A
13 University Ave and Bell St		AM	04/25/19	11.3	B
		PM	04/25/19	16.8	B
14 University Ave and Donohoe St	2	AM	05/21/19	110.2	
		PM	05/21/19	81.7	
15 University Ave and US 101 SB Off-Ramp	2	AM	05/21/19	103.7	
		PM	05/21/19	99.4	
16 University Ave and Woodland Ave	2	AM	05/21/19	66.6	E
		PM	05/21/19	120	
17 University Circle and Woodland Ave	2	AM	05/21/19	20.0	C
		PM	05/21/19	120	
18 US 101 NB Off Ramp/University Plaza Dwy & Donohoe St	2	AM	05/21/19	53.2	D
		PM	05/21/19	120	
19 Cooley Ave and Donohoe St	2	AM	05/21/19	35.8	D
		PM	05/21/19	33.0	C
20 East Bayshore Rd and Donohoe St	2	AM	05/21/19	59.8	E
		PM	05/21/19	21.8	C
21 Clarke Ave and Bay Rd (- to)		AM	05/09/19	18.4	C
		PM	05/09/19	18.6	C
22 Clarke Ave and Weeks St (- to)	1	AM	05/09/19	11.1	B
		PM	05/09/19	11.1	B
23 Clarke Ave and Runnymede St (- to)		AM	05/09/19	16.1	C
		PM	05/09/19	13.3	B
24 Clarke Ave and Donohoe St (- to)		AM	05/09/19	17.8	C
		PM	05/09/19	18.5	C

Table 5 (continued)
Existing Intersection Levels of Service in East Palo Alto - Palo Alto

Intersection	Notes	Peak Hour	Count Date	Average Delay (sec/veh)	LOS
25 Clarke Ave and East Bayshore Rd		AM	09/25/18	13.9	B
		PM	09/25/18	10.7	B
26 Demeter St and Bay Rd (Two-way)	1	AM	05/09/19	16.1	C
		PM	05/09/19	15.8	C
27 Pulgas Ave and Bay Rd (One-way)		AM	02/28/19	10.8	B
		PM	02/28/19	18.1	C
28 Pulgas Ave and Weeks St (One-way)		AM	05/09/19	9.5	A
		PM	05/09/19	11.6	B
29 Pulgas Ave and Runnymede St (One-way)		AM	05/09/19	15.0	C
		PM	05/09/19	16.4	C
30 Pulgas Ave and O'Connor St (One-way)		AM	05/09/19	13.6	B
		PM	05/09/19	15.7	C
31 Pulgas Ave and East Bayshore Rd		AM	09/25/18	19.9	B
		PM	09/25/18	23.9	C
32 East Bayshore Rd and Embarcadero Rd	4	AM	02/23/22	24.4	C
		PM	02/23/22	35.5	D
33 University Ave and Kavanaugh Dr		AM	04/25/19	6.0	A
		PM	04/25/19	9.9	A
34 University Ave (SR 109) and Adams Dr (Two-way)	1	AM	04/25/19	88.3	
		PM	04/25/19	120	
35 Clarke Ave and Schembri Ln/Garden St (One-way)		AM	05/21/19	13.2	B
		PM	05/21/19	10.9	B
36 Clarke Ave and O'Connor St (One-way)	4	AM	05/17/17	11.9	B
		PM	05/17/17	9.9	A
37 Pulgas Ave and Garden St (Two-way)	1	AM	01/22/19	11.2	B
		PM	01/22/19	13.5	B
38 Pulgas Ave and Beech St (One-way)	4	AM	05/17/17	10.0	A
		PM	05/17/17	11.2	B
45 Tara Rd and Bay Rd (Two-way)	1	AM	N/A	N/A	N/A
		PM	N/A	N/A	N/A

Notes:

- bold** indicates a substandard level of service.
- 1. For one-way and two-way stop controlled intersections, the average delay and LOS is reported for the worst approach. Changes in critical delay and v/c for the entire intersection cannot be calculated (--).
- 2. Intersections were analyzed using Synchro/SimTraffic software due to the close proximity of these intersections. Changes in critical delay and v/c cannot be calculated.
- 3. Delay shown is the average delay for the westbound left-turning vehicles, which have to find gaps in the eastbound traffic flow.
- 4. Existing 2017 counts were increased by a factor of 1.2% per year to 2019 (2.4%). Existing 2022 counts were increased by a factor of 1.23 and 1.18 during the AM and PM peak hours, respectively.

Existing Freeway Levels of Service

Existing traffic volumes and levels of service on the study freeway segments were obtained from the 2019 C/CAG CMP Monitoring Report and the 2018 Santa Clara Valley Transportation Authority (VTA) CMP Monitoring Study. Pre-pandemic freeway data was used to be consistent with the approach used for the analysis of study intersections. Recent freeway counts show that traffic volumes are still depressed due to the on-going pandemic. Thus, it is conservative to use pre-pandemic conditions as the existing baseline for the freeway analysis. The 2019 CMP data show that all four mixed-flow study freeway segments in San Mateo County currently operate at an unacceptable LOS F during both peak hours and the HOV lanes operated acceptably during both peak hours (see Table 6).

Table 6
Existing Freeway Segment Levels of Service in San Mateo County

Freeway Segment	Dir	Peak Hour	Existing					
			Mixed Flow ¹			HOV Lane ²		
			Lanes	Capacity	LOS	Lanes	Capacity	LOS
US 101 Santa Clara County Line to Whipple Avenue	NB	AM	4	9,200		1	1,650	D
		PM	4	9,200		1	1,650	D
US 101 Whipple Avenue to SR 92	NB	AM	4	9,200		--	--	--
		PM	4	9,200		--	--	--
US 101 SR 92 to Peninsula Avenue	NB	AM	4	9,200		--	--	--
		PM	4	9,200		--	--	--
US 101 Peninsula Avenue to SR 92	SB	AM	4	9,200		--	--	--
		PM	4	9,200		--	--	--
US 101 SR 92 to Whipple Avenue	SB	AM	4	9,200		--	--	--
		PM	4	9,200		--	--	--
US 101 Whipple Avenue to Santa Clara County Line	SB	AM	4	9,200		1	1,650	C
		PM	4	9,200		1	1,650	C
SR 84 Dumbarton Bridge	EB	AM	3	6,900		--	--	--
		PM	3	6,900		--	--	--
SR84 Dumbarton Bridge	WB	AM	3	6,900		--	--	--
		PM	3	6,900		--	--	--

Notes:

HOV = high-occupancy vehicle; LOS = level of service.

1. Existing freeway conditions for mixed-flow lanes are based on San Mateo County Congestion Management Program 2019 Report (April 9, 2020).

2. The San Mateo CMP does not state the HOV lane LOS. Thus, the LOS was calculated based on the V/C ratios based on volume data in May 2019 from Caltrans Performance Measurement System (PeMS).

OLD indicates a substandard level of service.

The following mixed-flow and HOV freeway segments in Santa Clara County currently operate at an unacceptable LOS F during at least one peak hour of traffic (see Table 7).

Mi ed lo ree ay Se ments

- US 101, northbound from Mathilda Avenue to SR 237 (AM peak hour)
- US 101, northbound from SR 237 to Moffett Boulevard (AM and PM peak hours)
- US 101, northbound from Moffett Boulevard to SR 85 (AM and PM peak hours)
- US 101, northbound from SR 85 to N. Shoreline Boulevard (AM and PM peak hours)
- US 101, northbound from N. Shoreline Blvd. to Rengstorff Avenue (AM and PM peak hours)
- US 101, northbound from Rengstorff Avenue to San Antonio Road (PM peak hour)
- US 101, northbound from San Antonio Road to Oregon Expressway (AM and PM peak hours)
- US 101, northbound from Oregon Expressway to Embarcadero Road (AM and PM peak hours)
- US 101, southbound from Embarcadero Road to Oregon Expressway (PM peak hour)
- US 101, southbound from Oregon Expressway to San Antonio Road (PM peak hour)
- US 101, southbound from San Antonio Road to Rengstorff Avenue (PM peak hour)
- US 101, southbound from Rengstorff Avenue to N. Shoreline Boulevard (PM peak hour)
- US 101, southbound from N. Shoreline Boulevard to SR 85 (PM peak hour)
- US 101, southbound from SR 85 to Moffett Boulevard (PM peak hour)
- US 101, southbound from Moffett Boulevard to SR 237 (PM peak hour)
- US 101, southbound from SR 237 to N Mathilda Avenue (PM peak hour)
- SR 85, southbound from US 101 to Central Expressway (PM peak hour)
- SR 85, southbound from Central Expressway to SR 237 (PM peak hour)
- SR 85, southbound from SR 237 to El Camino Real (PM peak hour)

HO ree ay Se ments

- US 101, northbound from San Antonio Avenue to Oregon Expressway (PM peak hour)
- US 101, northbound from Oregon Expressway to Embarcadero Road (AM and PM peak hours)

**Table 7
Estimated Free Flow Segment Levels of Service – Santa Clara County**

Free Flow Segment	Dir	Peak Hour	Estimated Conditions					
			Mid Lane			HO Lane		
			of Lanes ¹	Capacity ²	LOS ³	of Lanes ¹	Capacity ²	LOS ³
US 101 N. Mathilda Ave to SR 237	NB	AM	3	6,900		1	1,650	E
		PM	3	6,900	D	1	1,650	A
US 101 SR 237 to Moffett Blvd	NB	AM	3	6,900		1	1,650	E
		PM	3	6,900		1	1,650	D
US 101 Moffett Blvd to SR 85	NB	AM	3	6,900		1	1,650	E
		PM	3	6,900		1	1,650	D
US 101 SR 85 to N. Shoreline Blvd	NB	AM	4	9,200		1	1,650	E
		PM	4	9,200		1	1,650	D
US 101 N. Shoreline Blvd to Rengstorff Ave	NB	AM	3	6,900		2	3,300	D
		PM	3	6,900		2	3,300	D
US 101 Rengstorff Ave to San Antonio Ave	NB	AM	3	6,900	E	2	3,300	D
		PM	3	6,900		2	3,300	D
US 101 San Antonio Ave to Oregon Expwy	NB	AM	3	6,900		2	3,300	D
		PM	3	6,900		2	3,300	
US 101 Oregon Expwy to Embarcadero Rd	NB	AM	3	6,900		1	1,650	
		PM	3	6,900		1	1,650	
SR 85 EL Camino Real to SR 237	NB	AM	2	4,400	D	1	1,650	D
		PM	2	4,400	D	1	1,650	A
SR 85 SR 237 to Central Expwy	NB	AM	2	4,400	D	1	1,650	D
		PM	2	4,400	D	1	1,650	A
SR 85 Central Expwy to US 101	NB	AM	2	4,400	D	1	1,650	D
		PM	2	4,400	D	1	1,650	C
US 101 Embarcadero Rd to Oregon Expwy	SB	AM	3	6,900	D	1	1,650	A
		PM	3	6,900		1	1,650	D
US 101 Oregon Expwy to San Antonio Ave	SB	AM	3	6,900	D	2	3,300	A
		PM	3	6,900		2	3,300	D
US 101 San Antonio Ave to Rengstorff Ave	SB	AM	3	6,900	E	2	3,300	A
		PM	3	6,900		2	3,300	D
US 101 Rengstorff Ave to N. Shoreline Blvd	SB	AM	3	6,900	D	2	3,300	C
		PM	3	6,900		2	3,300	D
US 101 N. Shoreline Blvd to SR 85	SB	AM	3	6,900	D	1	1,650	A
		PM	3	6,900		1	1,650	E
US 101 SR 85 to Moffett Blvd	SB	AM	3	6,900	D	1	1,650	A
		PM	3	6,900		1	1,650	E
US 101 Moffett Blvd to SR 237	SB	AM	3	6,900	E	1	1,650	A
		PM	3	6,900		1	1,650	E
US 101 SR 237 to N. Mathilda Ave	SB	AM	3	6,900	D	1	1,650	A
		PM	3	6,900		1	1,650	D
SR 85 US 101 to Central Expwy	SB	AM	2	4,400	D	1	1,650	A
		PM	2	4,400		1	1,650	E
SR 85 Central Expwy to SR 237	SB	AM	2	4,400	D	1	1,650	C
		PM	2	4,400		1	1,650	D
SR 85 SR 237 to El Camino Real	SB	AM	3	6,900	D	1	1,650	A
		PM	3	6,900		1	1,650	E

Notes:

HOV = high-occupancy vehicle; LOS = level of service.

1. Number of lanes on each segment are taken from VTA's 2016 *Operation Manual for the Mountain Region*.

2. Capacity is based on the capacities cited in VTA's *Technical Study Report* (2014).

3. Level of service (LOS) on each segment are taken from VTA's 2018 *Mountain Region*.

old indicates a substandard level of service.

3.

CEQA VMT Analysis

In adherence with State of California Senate Bill 743 (SB 743), the City of East Palo Alto has adopted a new transportation analysis policy, which took effect on July 7, 2020. The policy establishes the thresholds for transportation impacts under CEQA based on VMT instead of intersection LOS. VMT measures the amount of daily vehicle trip making and trip length across the entire system and is usually expressed per person. Using VMT as a metric for transportation analysis incentivizes infrastructure and policies that support modes of transportation besides the vehicle. The intent of this change is to shift the focus of transportation analysis under CEQA from vehicle delay and roadway auto capacity to a reduction in vehicle emissions, and to create robust multimodal networks that support integrated land uses. All new projects are required to analyze transportation impacts using the VMT metric. In order to estimate VMT for the various land use components, the citywide travel demand forecast model was used. The citywide model is the best available model to represent travel within the City of East Palo Alto and serves as the primary forecasting tool for the City.

East Palo Alto Travel Demand Model

Hexagon developed the East Palo Alto Travel Demand Model (EPA Model), which is a refinement of the C/CAG Countywide travel demand model for San Mateo County. The C/CAG travel demand model is a mathematical representation of travel within the nine Bay Area counties, as well as the Santa Cruz, San Benito, Monterey, and San Joaquin counties. The base model structure was developed by the Metropolitan Transportation Commission (MTC) and further refined by the City/County Association of Governments and Santa Clara Valley Transportation Authority for use within San Mateo County and Santa Clara County.

Hexagon further refined this model for application within East Palo Alto to add more detail to the zone structure and transportation network. The EPA Model refinements include adding more traffic analysis zones (taz's) and roadway network in East Palo Alto to simulate existing traffic volumes more accurately and to forecast future travel patterns in the larger East Palo Alto area. In addition, special traffic generators such as the IKEA furniture store and the Ravenswood 101 shopping center were added to the model. The model was validated against 2019 traffic counts and means of transportation to work trips made by East Palo Alto residents (i.e., the mode of transportation East Palo Alto residents use to go to work, such as drive alone, carpool, transit, walk, or bike). The purpose of the EPA Model is to provide a tool for conducting land use and transportation related studies to evaluate the effects on the local transportation system and to inform the City's VMT policies.

There are four main components of the model: 1) trip generation, 2) trip distribution, 3) mode choice, and 4) trip assignment. The model uses socioeconomic inputs (i.e., population, income, employment) aggregated into geographic areas, called transportation analysis zones (TAZ) to estimate travel within

the model area. The model was used to estimate the effect on VMT by both the development options in the RSP Area in accordance with the City’s VMT guidelines.

MT Analysis

In the City of East Palo Alto, a project’s VMT is compared to the applicable threshold of significance established based on the citywide average VMT. As set forth in the City’s VMT policy, the VMT impact threshold for residential developments is equal to the existing citywide average home-based VMT per resident. For office and retail developments, the VMT impact threshold is 15 percent below the existing citywide average home-based work trip VMT per employee. Using the EPA Model, the established citywide average home-based VMT per resident is 11.68 and the established citywide average home-based work trip VMT per employee is 19.27. Therefore, VMT impact threshold for residential developments is equal 11.68 and VMT impact threshold for office and retail developments is equal 16.38 (see Table 8).

**Table 8
MT Analysis**

	Existing Citywide	Significance Threshold ⁶	Existing Plus Project ⁷ 2.8M s.f.	3.35M s.f.	Cumulative No Project ⁸ (1.4M s.f.)	Cumulative Plus Project ⁸ 2.8M s.f.	3.35M s.f.
Residential VMT ¹	377,064		45,148	52,704	30,394	43,698	50,148
Households	8,107		1,350	1,600	868	1,350	1,600
Total Population	32,278		4,519	5,352	2,894	4,519	5,352
Residential VMT per Capita before TDM ²	11.68		9.99	9.85	10.50	9.67	9.37
Residential MT per Capita after TDM⁵	n/a	<u>11.68</u>	6.69	6.74	7.04	6.72	6.70
Employment VMT ³	89,158		151,570	179,563	87,849	147,762	166,009
Number of Jobs	4,626		9,914	11,609	5,366	9,914	11,609
Employment VMT per Job (before TDM) ⁴	19.27		15.29	15.47	16.37	14.40	14.30
Employment MT per Capita after TDM⁵	n/a	<u>16.38</u>	10.60	10.82	10.35	10.34	10.39

- Notes:**
- Residential VMT determined from the East Palo Alto Travel Demand Model (EPA Model). Residential VMT = Home-Based Trip Productions * Distance
 - Residential VMT per Capita = Residential VMT / Population
 - Employment VMT determined from the EPA Model. Employment VMT = Home-Based Work Trip Attractions * Distance
 - Employment VMT per Job = Employment VMT / Jobs
 - The reduction in VMT that may be achieved by satisfying the City’s TDM requirement was estimated based on a comparison of the vehicle trips per person estimated by the model without TDM compared to the estimated vehicle trips per person with a 40 percent trip reduction below baseline conditions.
 - The VMT impact significance threshold is equal to the existing citywide average home-based VMT per resident for residential developments and 15 percent below the existing citywide average home-based work trip VMT per employee for office and other employment developments.
 - The Loop Road is expected to have a negligible effect on VMT/capita and VMT/job. Thus, for simplicity and for consistency with the roadway network under existing conditions, the VMT reported under existing plus project conditions reflects the without Loop Road scenario.
 - The Loop Road is expected to have a negligible effect on VMT/capita and VMT/job. Thus, for simplicity and for consistency with the roadway network under cumulative no project conditions, the VMT reported under cumulative plus project conditions reflects the with Loop Road scenario.

The Loop Road is expected to have a negligible effect on VMT/capita and VMT/job. Thus, for simplicity and for consistency with the roadway network under existing conditions, the VMT reported under existing plus project conditions reflects the without Loop Road scenario. Likewise, for consistency with the roadway network under cumulative no project conditions, the VMT reported under cumulative plus project conditions reflects the with Loop Road scenario.

As shown in Table 8, the residential VMT per capita and employment VMT per job in the RSP Area is expected to decrease as the development density increases in the Plan Area. As development density in the RSP Area increases, the overall number of trips in the Plan Area will increase, however dense developments with a mix of complementary land uses in close proximity tend to have more internal trips and shorter trip lengths than less dense developments. Shorter trips are more amenable for workers and residents to walk or bike to their destination. Furthermore, the increase in roadway congestion in the RSP Area also is expected to cause a decline in the share of auto trips. Additionally, since the significance threshold for office and residential uses is an efficiency metric whereby the total VMT is divided by the number of residents and employees in the area, the residential VMT per capita and the employment VMT per employee is expected to decrease with the increase in the number of residents and employees in the area. The residential VMT per capita is expected to decrease under all scenarios without any developer TDM measures and the employment VMT per job is expected to be below the CEQA impact threshold under all scenarios without developer TDM measures.

The City's newly adopted TDM Ordinance requires new developments to reduce average daily vehicle trips 40 percent below ITE baseline conditions. Individual developments will design their own TDM Plans and may differ from site to site based upon the specific characteristics of their workforce and/or residents. The developer TDM measures are expected to reduce the share of single-occupant vehicle trips below the original model estimates and thereby substantially reduce the VMT below the established CEQA thresholds under all development scenarios. The reduction in VMT that may be achieved by satisfying the City's TDM requirement was estimated based on a comparison of the vehicle trips per person estimated by the model without TDM compared to the estimated vehicle trips per person with a 40 percent trip reduction below ITE baseline conditions. With a 40 percent reduction in daily trips per the City's TDM ordinance, it is estimated that the VMT per RSP Area resident would range from 7.04 under the cumulative no project (1.4M s.f.) scenario to 6.69 under the existing plus project (2.8M s.f.) scenario. Likewise, compliance with the City's TDM Ordinance is estimated to reduce the VMT per RSP Area employee to 10.82 under the existing plus project (3.35M s.f.) scenario and 10.34 under the cumulative plus project (2.8M s.f.) scenario.

Note that the estimated VMT with TDM assumes a reduction in automobile trips, but no change in the length of trips made by automobiles. The exact VMT reduction achieved through TDM is difficult to estimate as it may vary depending upon which TDM measures are implemented at each site. For example, measures such as a bicycle share program may cause a shift from auto to bicycle for short trips and have little effect on longer auto trips, and thus have less effect on VMT than implementation of long-haul employee shuttles that would be used primarily by workers traveling long distances. In any case, given that the residential VMT per capita and the employment VMT per job is projected to be below the CEQA impact threshold without TDM under all development scenarios, it can be concluded that compliance with the updated TDM ordinance would indicate that both development scenarios in the RSP Area would have a less than significant impact on VMT.

4. Local Transportation Analysis

This chapter describes the local transportation analysis (LTA) for the 2.8M s.f. and 3.35M s.f. development options, including the method by which project traffic is estimated, any adverse effects to intersection and freeway segment levels of service caused by the project under existing and cumulative conditions, intersection vehicle queuing analysis, peak spreading, and effects on bicycle, pedestrian, and transit facilities.

Intersection Operations Analysis

The intersection operations analysis is intended to quantify the operations of the study intersections and to identify potential adverse effects due to the development of the RSP. Information required for the intersection operations analysis related to project trip generation, trip distribution, and trip assignment are presented in this section. The study intersections are evaluated based on the City's intersection analysis methodology and standards in determining potential adverse operational effects due to the project, as described in Chapter 1.

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 proposed development 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

Through empirical research, data have been collected that quantify the amount of traffic produced by common land uses. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The vehicle trips generated by buildout of the RSP Area under each development scenario were estimated using the trip rates for a general Urban/Suburban area published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 11th Edition* (2021) for the following land use categories: General Office Building (Land Use 710), Research and Development Center (Land Use 760), General Light Industrial (Land Use 110), High-Turnover (Sit-Down) Restaurant (Land use 932), Fine Dining Restaurant (Land

Use 931), Fast Casual Restaurant (Land Use 930), Fast Food Restaurant without Drive-Thru (Land Use 933), Coffee/Donut Shop without Drive-Through Window (Land Use 936), Shopping Plaza (40-150k) (Supermarket – no) (Land Use 821), Specialty/Entertainment/Bar (Land Use 975), Government Office Building (Land Use 730), Recreational Community Center (Land use 495), Library (Land Use 590), Park (Land Use 411), Single-Family Housing (Land Use 210), and Multifamily Housing (Mid-Rise) (Land Use 221). In addition, daily and PM peak-hour trip estimates for EPACENTER were obtained from the project's transportation analysis, which was completed by Hexagon in 2017. The ultimate mix of commercial/retail uses within the RSP area is unknown at this time. For the purpose of this analysis, commercial/retail uses were assumed to be split among the various land use categories in the same percentages as other mixed-use area plans in the region.

The City of East Palo Alto requires new nonresidential developments greater than 10,000 square feet and new residential developments with 10 or more units to develop a Transportation Demand Management (TDM) program that achieves a 40 percent daily trip reduction from ITE trip estimates. TDM measures are expected to cause higher trip reductions during the peak hours, however, conservatively, a 40 percent reduction was applied to the AM and PM peak hour trips as well. No additional trip reductions were applied beyond the 40 percent TDM reduction since it already accounts for trip reductions for transit use and internalization of trips within a mixed-use project.

RSP Trips Under Adopted Plan (1.4M s.f.)

After applying the TDM trip reduction, buildout of the adopted specific plan (1.4M s.f.) is expected to generate a total of 21,547 daily trips with 2,144 trips (1,559 in and 585 out) during the AM peak hour and 2,221 trips (740 in and 1,481 out) during the PM peak hour (see Table 9).

RSP Trips Under 2.8M s.f. Development Option

After applying the TDM trip reduction, buildout of the proposed 2.8M s.f. development option is expected to generate a total of 34,105 daily trips with 3,464 trips (2,588 in and 876 out) during the AM peak hour and 3,512 trips (1,050 in and 2,462 out) during the PM peak hour (see Table 10).

RSP Trips Under 3.35M s.f. Development Option

After applying the TDM trip reduction, buildout of the proposed 3.35M s.f. development option is expected to generate a total of 38,281 daily trips with 3,955 trips (2,977 in and 978 out) during the AM peak hour and 3,982 trips (1,154 in and 2,828 out) during the PM peak hour (see Table 11).

Trip Distribution and Assignment

The net project trip estimates after TDM reductions were hard coded into the EPA model in new TAZs, which were then used to determine the distribution and assignment of project trips. Note that the land use assumptions for the existing TAZs were unchanged as the allowable development sizes shown in Tables 9 and 10 reflect the net increase in development permitted within the Plan Area.

The EPA model represents the entire RSP Area in very few TAZs with only a few connectors to the adjacent roadways. While the model is capable of estimating gross traffic patterns, it does not accurately model trip patterns at study intersections within and immediately adjacent to the Plan Area. Thus, a more detailed model of the RSP Area was created using the TRAFFIX software to refine the traffic forecasts for nearby study intersections on Bay Road, Pulgas Avenue, Demeter Street, Clarke Avenue, and Tara Road. The TRAFFIX model represents the future land uses anticipated within the RSP Area on a parcel level and includes the proposed new internal roadways within the Plan Area as well as the planned new Loop Road in selected scenarios.

**Table 9
Project Trip Generation Estimates – Adopted Plan (1.4M s.f.)**

Land Use	ITE Land Use Code	Size	Daily		AM Peak Hour			PM Peak Hour				
			Rate	Trip	Trip			Trip				
					Rate	In	Out	Total	Rate	In	Out	Total
Proposed Land Uses												
General Office ¹	710	1,235.65 ksf	10.84	13,394	1.52	1,653	225	1,878	1.44	302	1,477	1,779
Research & Development Center	760	176.00 ksf	11.08	1,950	1.03	148	33	181	0.98	28	144	172
General Light Industrial	110	150.82 ksf	4.87	734	0.74	99	13	112	0.65	14	84	98
EPACENTER ²	--	25.00 ksf	27.20	680	0.38	7	3	10	3.12	32	46	78
Commercial/Retail		112.40 ksf										
High-Turnover (Sit-Down) Restaurant	932	12.59 ksf	107.20	1,350	9.57	66	54	120	9.05	70	44	114
Fine Dining Restaurant ³	931	8.65 ksf	83.84	726	0.73	5	1	6	7.80	46	22	68
Fast Casual	930	7.08 ksf	97.14	688	1.43	5	5	10	12.55	49	40	89
Fast Food Restaurant without Drive-Thru	933	6.69 ksf	450.49	3,013	43.18	168	121	289	33.21	111	111	222
Coffee/Bakery without Drive-Thru ⁴	936	4.33 ksf	533.57	2,309	93.08	206	197	403	32.29	70	70	140
Shopping Plaza (40-150k) (Supermarket - no)	821	61.82 ksf	67.52	4,174	1.73	66	41	107	5.19	157	164	321
Specialty/Entertainment/Bar ⁵	975	11.24 ksf	111.67	1,255	--	--	--	--	11.36	84	44	128
Commercial/Retail Subtotal				13,514		516	419	935		587	495	1,082
Civic		61.00 ksf										
Government Office Building	730	23.18 ksf	22.59	524	3.34	58	19	77	1.71	10	30	40
Recreational Community Center	495	29.89 ksf	28.82	861	1.91	38	19	57	2.50	35	40	75
Library	590	4.58 ksf	72.05	330	1.00	4	1	5	8.16	18	19	37
Commercial Kitchen ⁶	110	3.36 ksf	4.87	16	0.74	2	0	2	0.65	0	2	2
Parks ⁷	411	30 acres	0.78	23	0.02	1	0	1	0.11	2	1	3
Civic Subtotal				1,754		103	39	142		65	92	157
Amenity ⁸	--	20.00 ksf	--	--	--	--	--	--	--	--	--	--
Residential		835 d.u.										
Single Family Housing	210	19 d.u.	9.43	179	0.70	3	10	13	0.94	11	7	18
Multifamily Housing (Mid-Rise)	221	816 d.u.	4.54	3,705	0.37	69	233	302	0.39	194	124	318
Residential Subtotal				3,884		72	243	315		205	131	336
Total Project Trips before Reduction				35,911		2,598	975	3,573		1,233	2,469	3,702
<i>TDM Reduction (40%)⁹</i>				<i>-14,364</i>		<i>-1,039</i>	<i>-390</i>	<i>-1,429</i>		<i>-493</i>	<i>-988</i>	<i>-1,481</i>
Total Trips After TDM Reduction				21,547		1,559	585	2,144		740	1,481	2,221

Source: ITE Trip Generation Manual, 11th Edition 2021

Notes:

- The total office size shown above does not include the Ravenswood Health Center, which was completed and occupied when existing pre-pandemic traffic counts were conducted. Including the Ravenswood Health Center, the total size of office permitted in the RSP Area would be 1,268,500 s.f.
- Daily and PM peak-hour trips from the Traffic Analysis for the EPA Arts Center, Hexagon Transportation Consultants, Inc., June 9, 2017. AM peak hour trip rate was estimated based on the ratio of AM/PM trip rates for Library (Land Use 590).
- Most fine dining restaurants do not serve breakfast. Thus AM peak-hour trips were assumed to be 80% inbound since most trips at this hour are employees coming in early to prepare for the day.
- The daily trip rates are not available for this use. Daily trip rates for Coffee/Donut Shop with Drive-Through (Land Use 937) were used.
- Average rates for Drinking Place (Land Use 975) used. Specialty commercial spaces, such as entertainment centers and bars, are typically not open during the AM peak hour. The daily trips were determined using the proportion of peak hour trips to daily trips of Fine Dining Restaurant (Land Use 931).
- Average rates for General Light Industrial (Land Use 110) used for commercial kitchen uses.
- The project description includes an outdoor amphitheater with 150 seats. The amphitheater is expected to generate trips only during special events and not on a typical weekday. These seats were assumed to be included within the 30 acre park.
- Trips generated by tenant amenities are available only to the tenant. Therefore, all trips will be internal.
- The City of East Palo Alto requires new nonresidential developments greater than 10,000 square feet and new residential developments with 10 or more units to develop a TDM program that achieves a 40% reduction from baseline conditions in average daily trips.

**Table 10
Project Trip Generation Estimates – 2.8M s.f. Development Option**

Land Use ¹	ITE Land Use Code	Size	Daily		AM Peak Hour			PM Peak Hour				
			Rate	Trip	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Land Uses												
General Office ¹	710	1,802.95 ksf	10.84	19,544	1.52	2,411	329	2,740	1.44	441	2,155	2,596
Research & Development Center	760	988.40 ksf	11.08	10,951	1.03	835	183	1,018	0.98	155	814	969
General Light Industrial	110	250.00 ksf	4.87	1,218	0.74	163	22	185	0.65	23	140	163
EPACENTER ²	--	25.00 ksf	27.20	680	0.38	7	3	10	3.12	32	46	78
Commercial/Retail		112.40 ksf										
High-Turnover (Sit-Down) Restaurant	932	12.59 ksf	107.20	1,350	9.57	66	54	120	9.05	70	44	114
Fine Dining Restaurant ³	931	8.65 ksf	83.84	726	0.73	5	1	6	7.80	46	22	68
Fast Casual	930	7.08 ksf	97.14	688	1.43	5	5	10	12.55	49	40	89
Fast Food Restaurant without Drive-Thru	933	6.69 ksf	450.49	3,013	43.18	168	121	289	33.21	111	111	222
Coffee/Bakery without Drive-Thru ⁴	936	4.33 ksf	533.57	2,309	93.08	206	197	403	32.29	70	70	140
Shopping Plaza (40-150k) (Supermarket - no)	821	61.82 ksf	67.52	4,174	1.73	66	41	107	5.19	157	164	321
Specialty/Entertainment/Bar ⁵	975	11.24 ksf	111.67	1,255	--	--	--	--	11.36	84	44	128
Commercial/Retail Subtotal				13,514		516	419	935		587	495	1,082
Civic		154.70 ksf										
Government Office Building	730	58.79 ksf	22.59	1,328	3.34	147	49	196	1.71	25	76	101
Recreational Community Center	495	75.80 ksf	28.82	2,185	1.91	96	49	145	2.50	89	101	190
Library	590	11.60 ksf	72.05	836	1.00	9	3	12	8.16	46	49	95
Commercial Kitchen ⁶	110	8.51 ksf	4.87	41	0.74	5	1	6	0.65	1	5	6
Parks ⁷	411	30 acres	0.78	23	0.02	1	0	1	0.11	2	1	3
Civic Subtotal				4,413		258	102	360		163	232	395
Amenity⁸		43.87 ksf	--	--	--	--	--	--	--	--	--	--
Residential		1,350 d.u.										
Single Family Housing	210	80 d.u.	9.43	754	0.70	15	41	56	0.94	47	28	75
Multifamily Housing (Mid-Rise)	221	1,270 d.u.	4.54	5,766	0.37	108	362	470	0.39	302	193	495
Residential Subtotal				6,520		123	403	526		349	221	570
Total Project Trips before Reduction				56,841		4,313	1,461	5,774		1,750	4,103	5,853
<i>TDM Reduction (40%)¹⁰</i>				<i>-22,736</i>		<i>-1,725</i>	<i>-585</i>	<i>-2,310</i>		<i>-700</i>	<i>-1,641</i>	<i>-2,341</i>
Total Trips After TDM Reduction				34,105		2,588	876	3,464		1,050	2,462	3,512

Source: ITE Trip Generation Manual, 11th Edition 2021

Notes:

- The total office size shown above does not include the Ravenswood Health Center, which was completed and occupied when existing pre-pandemic traffic counts were conducted. Including the Ravenswood Health Center, the total size of office permitted in the RSP Area would be 1,835,600 s.f.
- Daily and PM peak-hour trips from the Traffic Analysis for the EPA Arts Center, Hexagon Transportation Consultants, Inc., June 9, 2017. AM peak hour trip rate was estimated based on the ratio of AM/PM trip rates for Library (Land Use 590).
- Most fine dining restaurants do not serve breakfast. Thus AM peak-hour trips were assumed to be 80% inbound since most trips at this hour are employees coming in early to prepare for the day.
- The daily trip rates are not available for this use. Daily trip rates for Coffee/Donut Shop with Drive-Through (Land Use 937) were used.
- Average rates for Drinking Place (Land Use 975) used. Specialty commercial spaces, such as entertainment centers and bars, are typically not open during the AM peak hour. The daily trips were determined using the proportion of peak hour trips to daily trips of Fine Dining Restaurant (Land Use 931).
- Average rates for General Light Industrial (Land Use 110) used for commercial kitchen uses.
- The project description includes an outdoor amphitheater with 150 seats. The amphitheater is expected to generate trips only during special events and not on a typical weekday. These seats were assumed to be included within the 30 acre park.
- Trips generated by tenant amenities are available only to the tenant. Therefore, all trips will be internal.
- The City of East Palo Alto requires new nonresidential developments greater than 10,000 square feet and new residential developments with 10 or more units to develop a TDM program that achieves a 40% reduction from baseline conditions in average daily trips.

**Table 11
Project Trip Generation Estimates – 3.35M s.f. Development Option**

Land Use ¹	ITE Land Use Code	Size	Daily		AM Peak Hour			PM Peak Hour				
			Rate	Trip	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Land Uses												
General Office ¹	710	2,135.10 ksf	10.84	23,144	1.52	2,856	389	3,245	1.44	523	2,552	3,075
Research & Development Center	760	1,167.25 ksf	11.08	12,933	1.03	986	216	1,202	0.98	183	961	1,144
General Light Industrial	110	300.00 ksf	4.87	1,461	0.74	195	27	222	0.65	27	168	195
EPACENTER ²	--	25.00 ksf	27.20	680	0.38	7	3	10	3.12	32	46	78
Commercial/Retail		112.40 ksf										
High-Turnover (Sit-Down) Restaurant	932	12.59 ksf	107.20	1,350	9.57	66	54	120	9.05	70	44	114
Fine Dining Restaurant ³	931	8.65 ksf	83.84	726	0.73	5	1	6	7.80	46	22	68
Fast Casual	930	7.08 ksf	97.14	688	1.43	5	5	10	12.55	49	40	89
Fast Food Restaurant without Drive-Thru	933	6.69 ksf	450.49	3,013	43.18	168	121	289	33.21	111	111	222
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Specialty/Entertainment/Bar ⁵	975	11.24 ksf	111.67	1,255	--	--	--	--	11.36	84	44	128
Commercial/Retail Subtotal				13,514		516	419	935		587	495	1,082
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Government Office Building	730	58.79 ksf	22.59	1,328	3.34	147	49	196	1.71	25	76	101
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Commercial Kitchen ⁶	110	8.51 ksf	4.87	41	0.74	5	1	6	0.65	1	5	6
Parks ⁷	411	30 acres	0.78	23	0.02	1	0	1	0.11	2	1	3
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Amenity⁸		53.50 ksf										
Residential		1,600 d.u.										
Single Family Housing	210	80 d.u.	9.43	754	0.70	15	41	56	0.94	47	28	75
Multifamily Housing (Mid-Rise)	221	1,520 d.u.	4.54	6,901	0.37	129	433	562	0.39	362	231	593
Residential Subtotal				7,655		144	474	618		409	259	668
Total Project Trips before Reduction				63,801		4,962	1,630	6,592		1,924	4,713	6,637
<i>TDM Reduction (40%)¹⁰</i>				<i>-25,520</i>		<i>-1,985</i>	<i>-652</i>	<i>-2,637</i>		<i>-770</i>	<i>-1,885</i>	<i>-2,655</i>
Total Trips After TDM Reduction				38,281		2,977	978	3,955		1,154	2,828	3,982

Source: ITE Trip Generation Manual, 11th Edition 2021

Notes:

- The total office size shown above does not include the Ravenswood Health Center, which was completed and occupied when existing pre-pandemic traffic counts were conducted. Including the Ravenswood Health Center, the total size of office permitted in the RSP Area would be 2,167,750 s.f.
- Daily and PM peak-hour trips from the Traffic Analysis for the EPA Arts Center, Hexagon Transportation Consultants, Inc., June 9, 2017. AM peak hour trip rate was estimated based on the ratio of AM/PM trip rates for Library (Land Use 590).
- Most fine dining restaurants do not serve breakfast. Thus AM peak-hour trips were assumed to be 80% inbound since most trips at this hour are employees coming in early to prepare for the day.
- The daily trip rates are not available for this use. Daily trip rates for Coffee/Donut Shop with Drive-Through (Land Use 937) were used.
- Average rates for Drinking Place (Land Use 975) used. Specialty commercial spaces, such as entertainment centers and bars, are typically not open during the AM peak hour. The daily trips were determined using the proportion of peak hour trips to daily trips of Fine Dining Restaurant (Land Use 931).
- Average rates for General Light Industrial (Land Use 110) used for commercial kitchen uses.
- The project description includes an outdoor amphitheater with 150 seats. The amphitheater is expected to generate trips only during special events and not on a typical weekday. These seats were assumed to be included within the 30 acre park.
- Trips generated by tenant amenities are available only to the tenant. Therefore, all trips will be internal.
- The City of East Palo Alto requires new nonresidential developments greater than 10,000 square feet and new residential developments with 10 or more units to develop a TDM program that achieves a 40% reduction from baseline conditions in average daily trips.

Transportation Network

Proposed Roadway Connections in the Plan Area

Both RSP Update development options were analyzed with and without the Loop Road under existing plus project and cumulative plus project conditions. The planned Loop Road would extend northward from the current terminus of Demeter Street to connect with University Avenue (see Figure 1). The Loop Road is expected to cause some of the existing westbound right-turn and southbound left-turn traffic at the University/Bay intersection to instead use the Loop Road, thereby reducing the traffic at several study intersections on Bay Road and University Avenue. The Loop Road also would cause smaller changes in traffic volumes on other study area roadways.

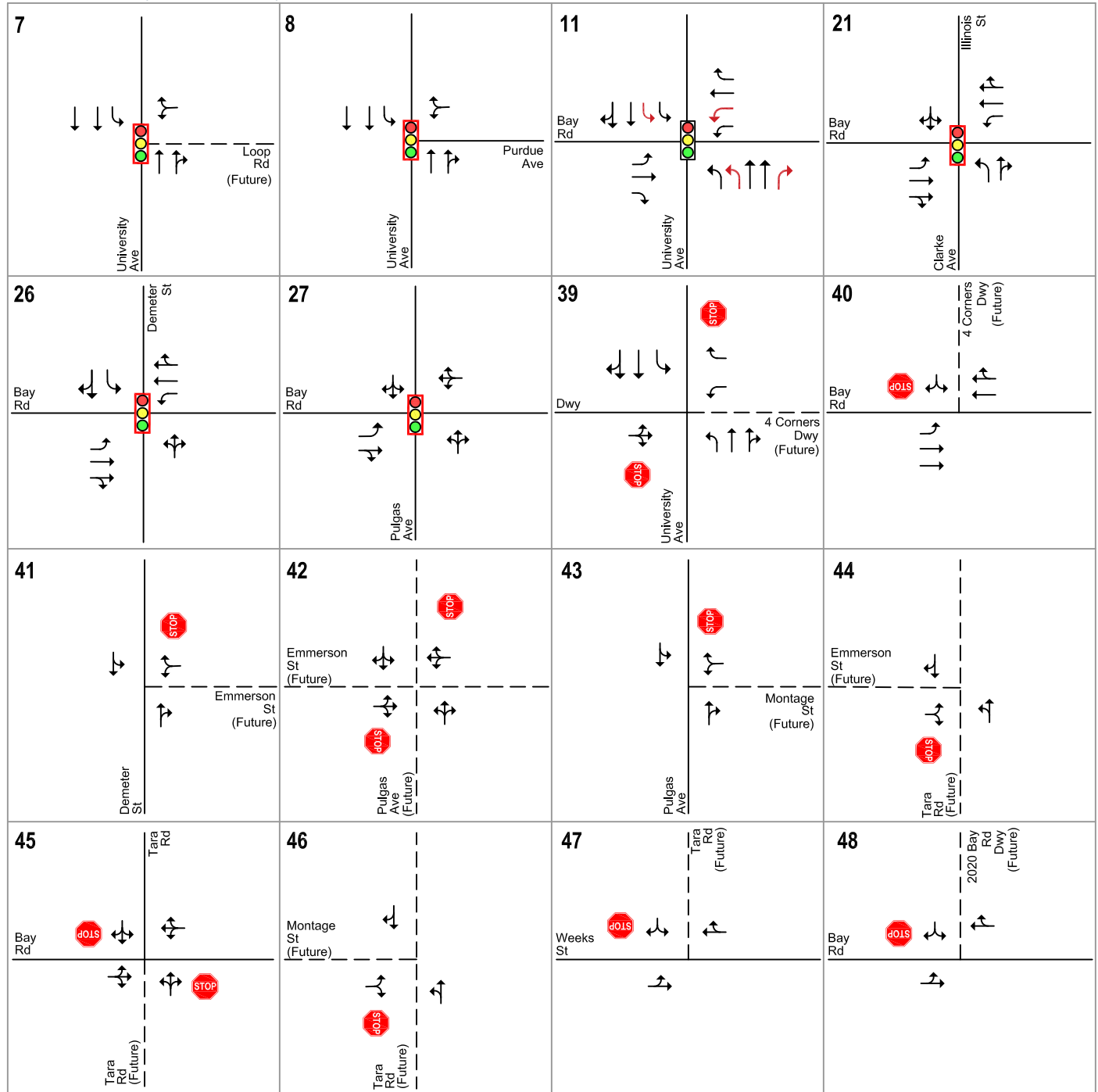
The RSP Update also assumes the following new roadway connections: an east-west connection north of Bay Road between Demeter Street and Tara Road (hereafter referred to as Emmerson Street), an extension of Pulgas Avenue from its terminus north to Emmerson Street, an extension of Tara Road from its terminus north to Emmerson Street and south from Bay Road to Weeks Street, an east-west connection south of Bay Road between the Tara Road extension and Pulgas Avenue (hereafter referred to as Montage Street), a new connection that curves southeast from Tara Road to Bay Road, and a transit only east-west connection between Pulgas Avenue and Demeter Street. These roadway connections would result in the following new intersections:

- **University Avenue (SR 109) and Loop Road** – A service road to the Ravenswood Regional Open Space Preserve currently exists where the planned Loop Road would be constructed. The traffic volumes on the service road are negligible, thus this intersection was not evaluated under no project conditions or under project scenarios without the Loop Road. All project scenarios with the Loop Road assume a southbound left-turn lane would be added as part of the roadway construction project. The Ravenswood/4 Corners TOD Specific Plan Environmental Impact Report (February 22, 2013) also assumed a new traffic signal would be constructed at the University Avenue/Loop Road intersection. Thus, the 1.4M s.f. Cumulative No Project scenario assumes the planned signalization. The 2.8M s.f. and 3.35M s.f. project scenarios assume the intersection would be unsignalized with stop control on the east leg (Loop Road).
- **University Avenue and 4 Corners Driveway** – The proposed 4 Corners development would have access to University Avenue approximately 345 feet north of Bay Road opposite the driveway to the existing East Palo Alto Library/City Hall. This intersection is assumed to operate under two-way stop control with two outbound lanes (one left-turn lane and one right-turn lane) and one inbound lane on the 4 Corners driveway (east leg). It is also assumed that a southbound left-turn pocket would be constructed in the median of University Avenue leading into the 4 Corners development.
- **4 Corners Driveway and Bay Road** – The proposed 4 Corners development also would have access to Bay Road approximately 330 feet east of University Avenue. The 4 Corners driveway (north leg) would have one lane in each direction and be under stop control, while Bay Road would be uncontrolled. An eastbound left-turn pocket is assumed to be constructed in the median of Bay Road leading into the 4 Corners development.
- **Demeter Street and Emmerson Street** – Emmerson Street is a proposed new east-west roadway north of Bay Road that would extend from Demeter Street to Tara Road. The new Demeter/Emmerson intersection would operate as one-way stop-controlled intersection with stop control on the east leg (Emmerson Street). All intersection approaches would have a single shared lane.




- **Pulgas Avenue and Emmerson Street** – Pulgas Avenue would be extended northward beyond its current terminus to intersect with the proposed new Emmerson Street. This intersection would be under two-way stop control with stop signs on the east and west approaches (Emmerson Street). The proposed new lane configuration at this intersection is a shared left-through-right lane on all approaches.
- **Pulgas Avenue and Montage Street** – Montage Street is a proposed new east-west roadway south of Bay Road that would extend from Pulgas Avenue to the proposed Tara Street extension. The Pulgas/Montage intersection would operate as a one-way stop-controlled intersection with stop control on the east leg (Montage Street). All intersection approaches would have a single shared lane.
- **Tara Road and Emmerson Street** – Tara Road would be extended northward beyond its current terminus to intersect with the proposed new Emmerson Street. This three-legged intersection would have stop control on the west leg (Emmerson Street). A single shared lane would be provided on all approaches.
- **Tara Road and Bay Road** – The RSP roadway network assumes the extension of Tara Road to the south from Bay Road to Weeks Street. The Tara/Bay intersection would operate under two-way stop control with stop signs on the north and south approaches (Tara Road). The intersection is assumed to have a shared left-through-right lane on all approaches.
- **Tara Road and Montage Street** – This proposed new three-legged intersection is assumed to have a single lane on each approach with a stop sign on the west leg (Montage Street) and no control on Tara Road.
- **Tara Road and Weeks Street** – This new intersection would operate under one-way stop control with a stop sign on the north leg (Tara Road) with a single lane on each approach.
- **2020 Bay Road Drive and Bay Road** – This proposed new development at 2020 Bay Road would have direct access to Bay Road east of Tara Road. The north leg (driveway) would be under stop control while the Bay Road approaches would be uncontrolled. Each approach would have a single shared lane.

Lane configurations at these intersections are shown on Figure 8.



Ravenswood Specific Plan Update



LEGEND

-  = Stop Sign
-  = Stop Controlled Intersection
-  = Signalized Intersection
- = Future Street

Improvements Assumed under Approved Plan (1.4M s.f. Cumulative No Project Scenario) Only

-  = Planned Lane Improvement
-  = Planned Signalized Intersection

*No Improvements Assumed under 2.8M s.f. or 3.35M s.f. Project Scenarios.

Figure 8
RSP Transportation Network Assumptions

Existing Plus Project (2.8M s.f. and 3.35M s.f.)

The roadway network under the existing plus project scenarios (both 2.8M s.f. and the 3.35M s.f. options) assumes the proposed new roadway connections described above. Both existing plus project development scenarios were analyzed both without and with the new Loop Road connection. Improvements at existing intersections previously identified as mitigation in the Ravenswood/4 Corners TOD Specific Plan Environmental Impact Report are not assumed under the existing plus project scenarios in order to fully identify the adverse effects of the proposed increase in RSP development.

Cumulative (2040) No Project Conditions (City Approved 1.4M s.f.)

The future transportation network under the cumulative no project scenario with the approved 1.4M s.f. of development permitted under the adopted Specific Plan assumes the proposed new roadway connections described above, the Loop Road with a traffic signal at the University Avenue/Loop Road intersection, as well as the following improvements at existing intersections identified in the Ravenswood/4 Corners TOD Specific Plan Environmental Impact Report (February 22, 2013):

University Avenue and Purdue Avenue (Mitigation Measure TRA CUM 3) A new traffic signal will be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation will be provided.

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

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

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

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

Cumulative (2040) Conditions Plus Project (2.8M s.f. and 3.35M s.f.)

The roadway network under the cumulative plus project scenarios (both 2.8M s.f. and 3.35M s.f. options) assumes the existing intersection geometries and intersection controls at existing intersections and the proposed new roadway network. The improvements at existing intersections previously identified as mitigation in the Ravenswood/4 Corners TOD Specific Plan Environmental Impact Report are not assumed under the cumulative plus project scenarios in order to fully identify the adverse effects of the proposed increase in RSP development.

Future Traffic Volumes

Forecasts of future intersection turning movements, freeway segment and freeway ramp volumes were prepared using the EPA model. The intersection turning movements forecast under all scenarios were adjusted based on the difference between existing count volumes and model forecasts of existing volumes to generate traffic volumes for each scenario.

Existing Plus Project (2.8M s.f.) Traffic Volumes

This scenario assumes no changes to the existing land uses outside the Plan Area. Growth in office and R&D space totaling 2.8M s.f. is assumed in the Plan Area. The Updated RSP also would permit growth in other land use categories as shown in Table 10. In addition to the new vehicle trips added by new developments within the Plan Area, the model forecasts also reflect changes in existing trips not associated with the Plan Area. Buildout of the Updated RSP is expected to cause changes in trip distribution patterns for existing traffic, changes in the mode split choices of other travelers, and a diversion of some vehicles from one route to another in order to avoid the most congested routes and reduce travel time. In addition, the EPA model shows changes in existing traffic patterns due to the proposed new roadway connections in the Plan Area and the proposed new Loop Road. Traffic volumes under existing plus project conditions (2.8M s.f. option) were forecast both without and with the planned Loop Road (see Figure 9 and Figure 10, respectively).

Existing Plus Project (3.35M s.f.) Traffic Volumes

Traffic volumes under the existing plus project scenario (3.35M s.f. option) were developed similar to the existing plus project scenario (2.8M s.f. option). The growth permitted in each land use category under this scenario is shown in Table 11. Traffic volumes under existing plus project conditions (3.35M s.f. option) were forecast both without and with the planned Loop Road (see Figure 11 and Figure 12, respectively).

Cumulative (2040) No Project (Approved 1.4M s.f.) Traffic Volumes

Cumulative no project conditions assume the buildout of the adopted Ravenswood/4 Corners TOD Specific Plan with 1.4M s.f. of new office/R&D space. The adopted RSP also would permit growth in other land use categories as shown in Table 9. Cumulative traffic forecasts also reflect the anticipated regional growth according to the ABAG 2040 projections and buildout of the following developments in the vicinity of the Plan Area:

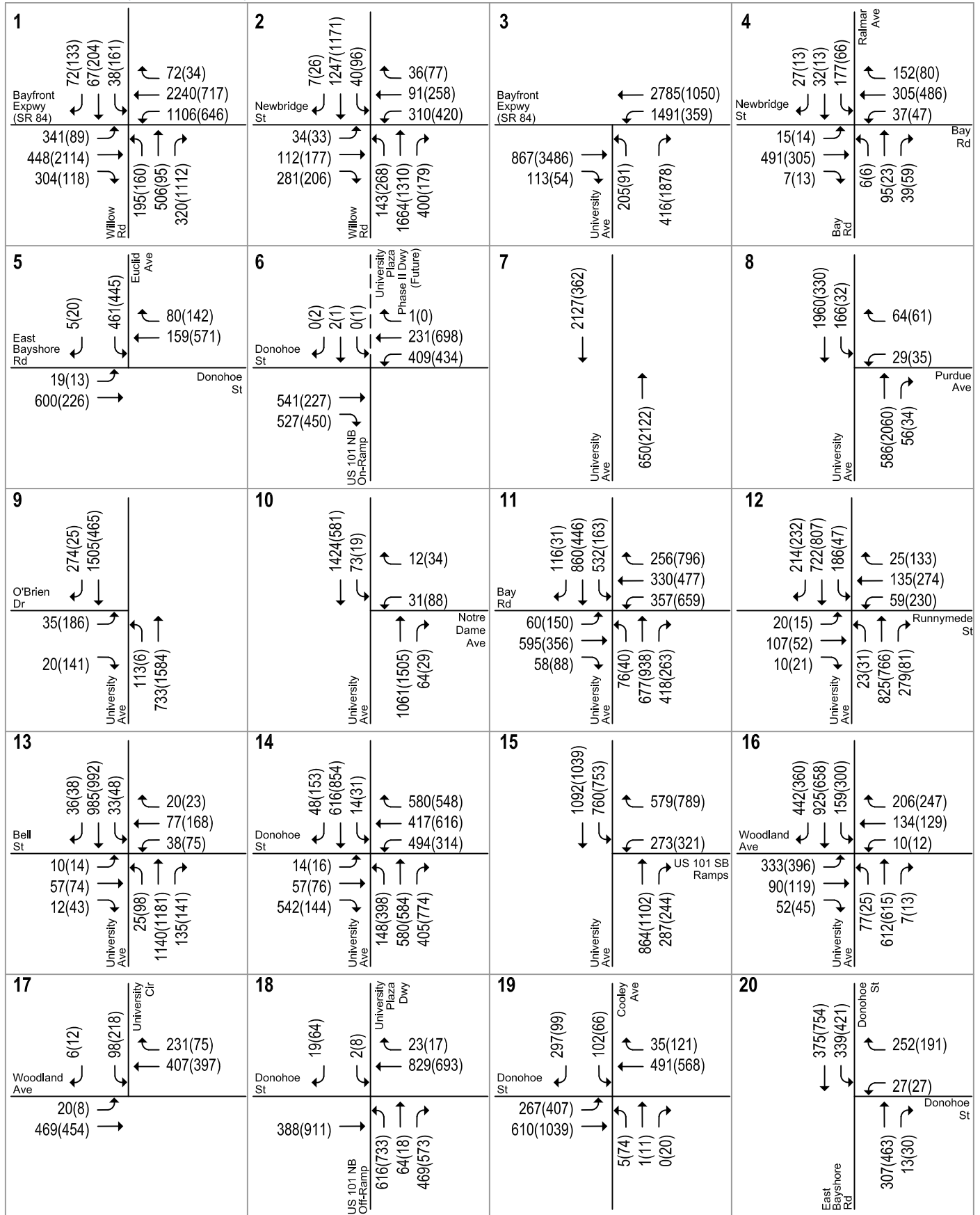
- Willow Village (Menlo Park)
- Sobrato University Plaza Phase II (East Palo Alto)
- Woodland Park Apartments (East Palo Alto)
- University Circle Phase II (East Palo Alto)

The new vehicle trips associated with the development within the Plan Area, regional growth, and the proposed new roadway connections are expected to cause changes in trip distribution patterns for cumulative traffic, changes in the mode split choices of other travelers, and a diversion of some vehicles from one route to another in order to avoid the most congested routes and reduce travel time. Traffic volumes under cumulative no project conditions (approved 1.4M s.f.) were forecast only with the planned Loop Road since this new roadway connection is included in the adopted Specific Plan (see Figure 13).

Cumulative (2040) Plus Project (2.8M s.f.) Traffic Volumes

Traffic volumes under the cumulative plus project scenario (2.8M s.f.) were developed similar to the cumulative no project scenario (approved 1.4M s.f.). Traffic volumes under cumulative plus project conditions (3.35M s.f.) were forecast both without and with the planned Loop Road (see Figure 14 and Figure 15, respectively).

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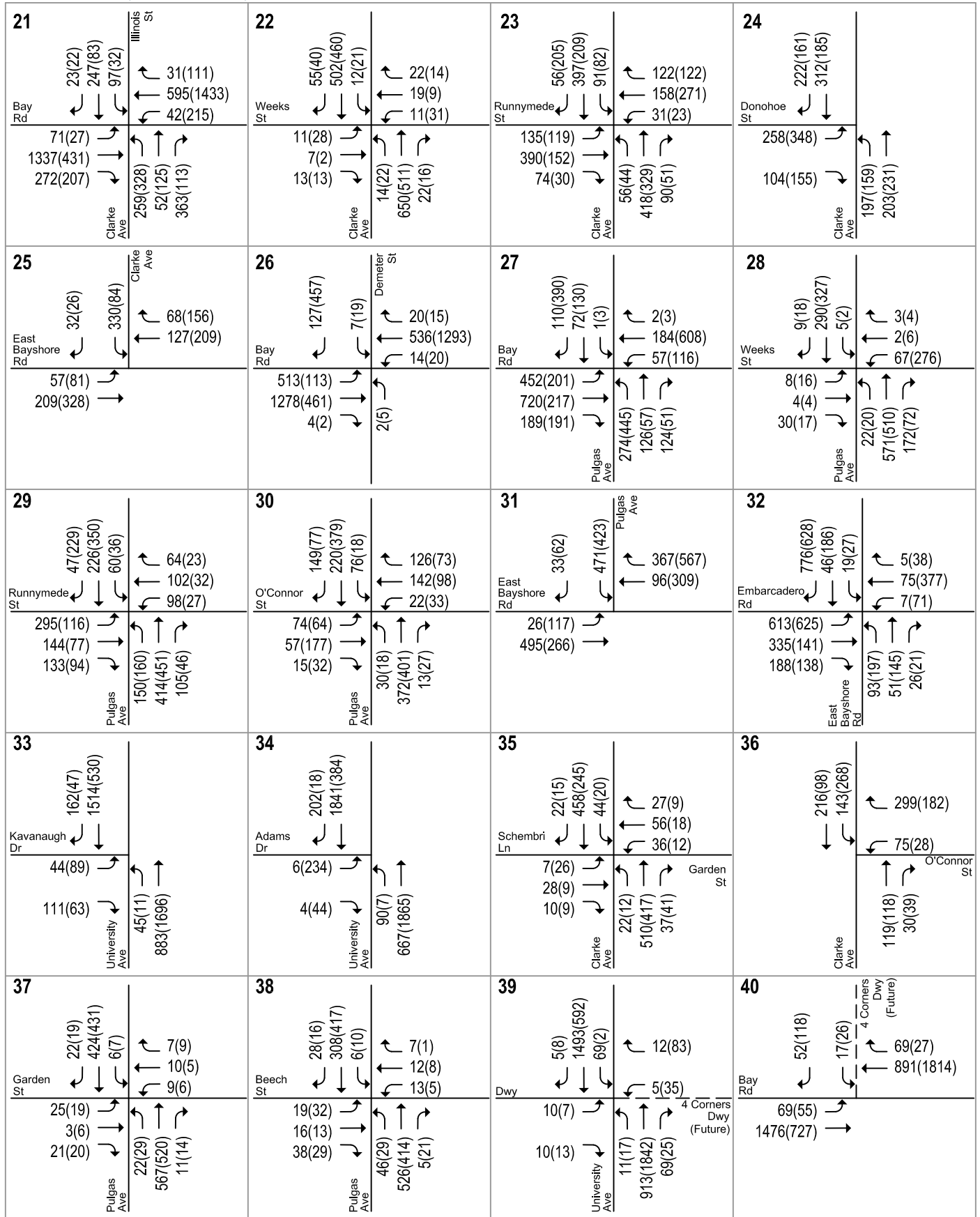


LEGEND

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

Figure 9
Existing Plus Project (2.8M s.f) Without
Loop Road Traffic Volumes

Ravenswood Specific Plan Update

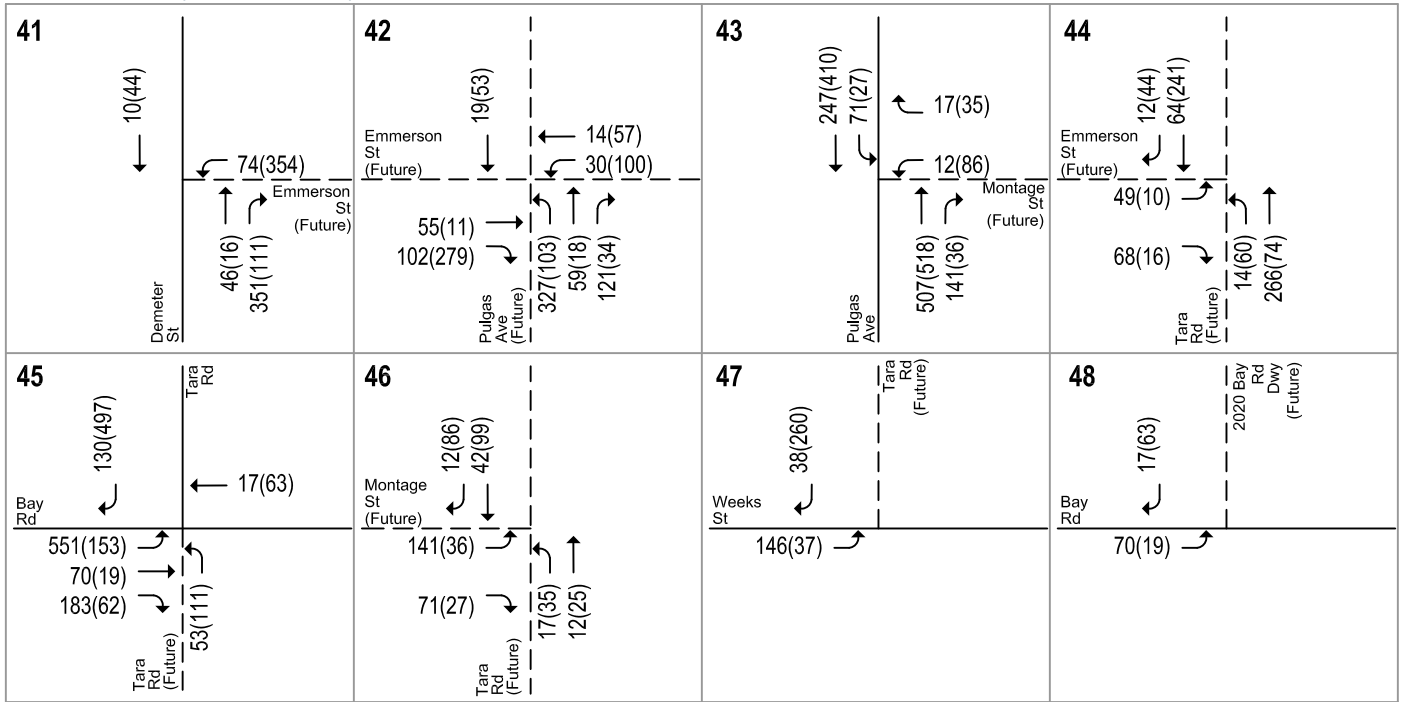


LEGEND

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

Figure 9
Existing Plus Project (2.8M s.f) Without
Loop Road Traffic Volumes

Ravenswood Specific Plan Update

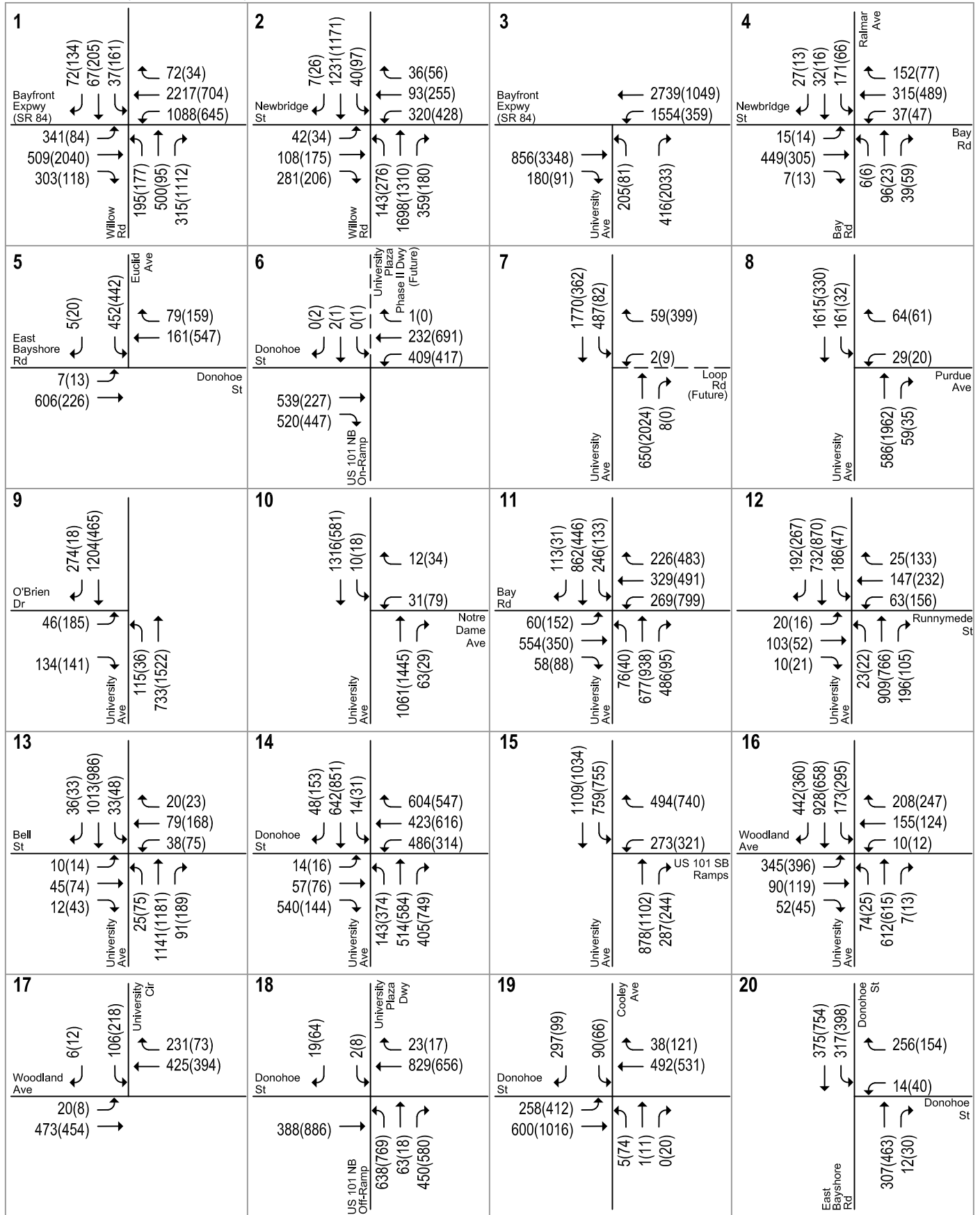


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Ravenswood Specific Plan Update

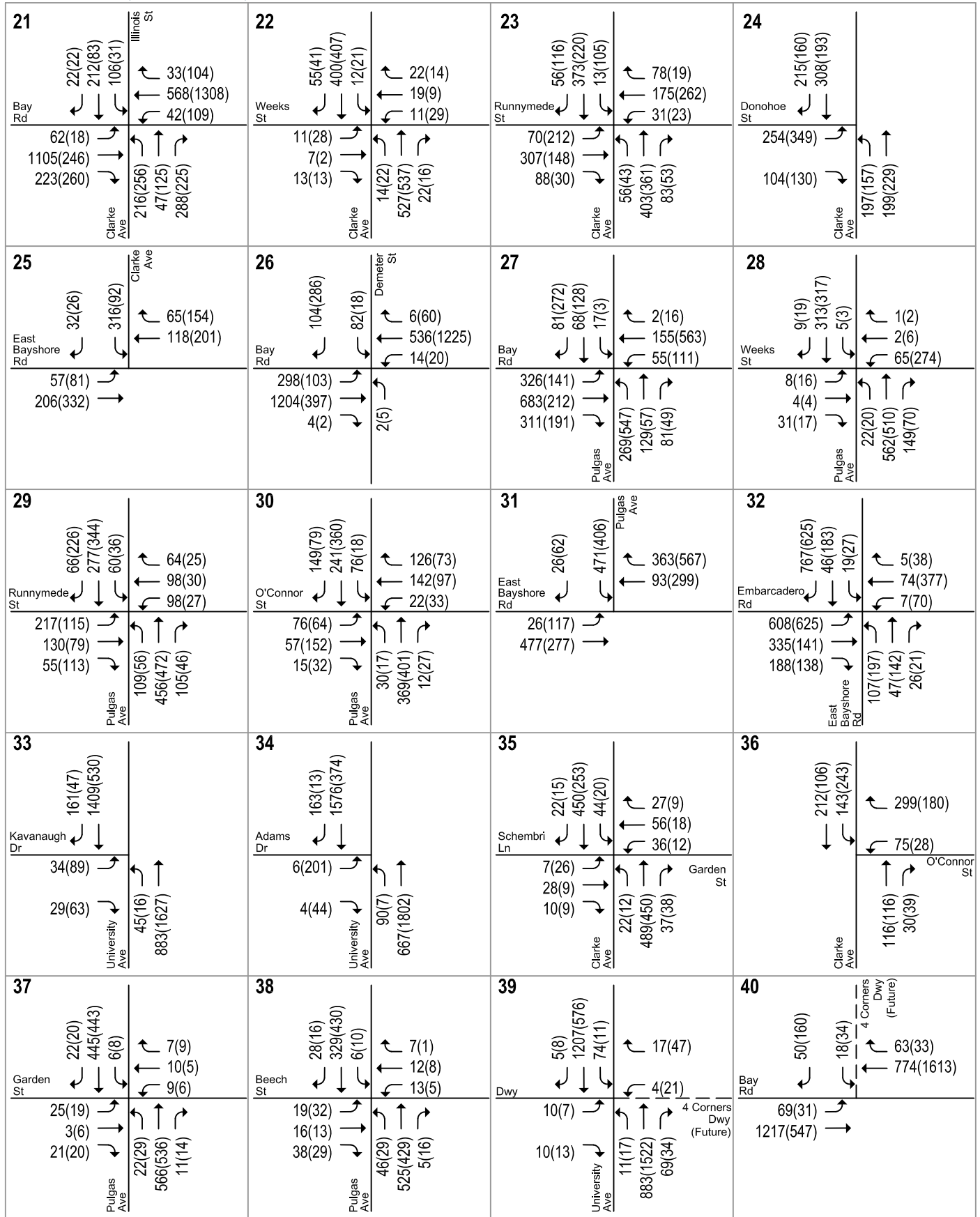


LEGEND

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

Figure 10
Existing Plus Project (2.8M s.f.) With
Loop Road Traffic Volumes

Ravenswood Specific Plan Update



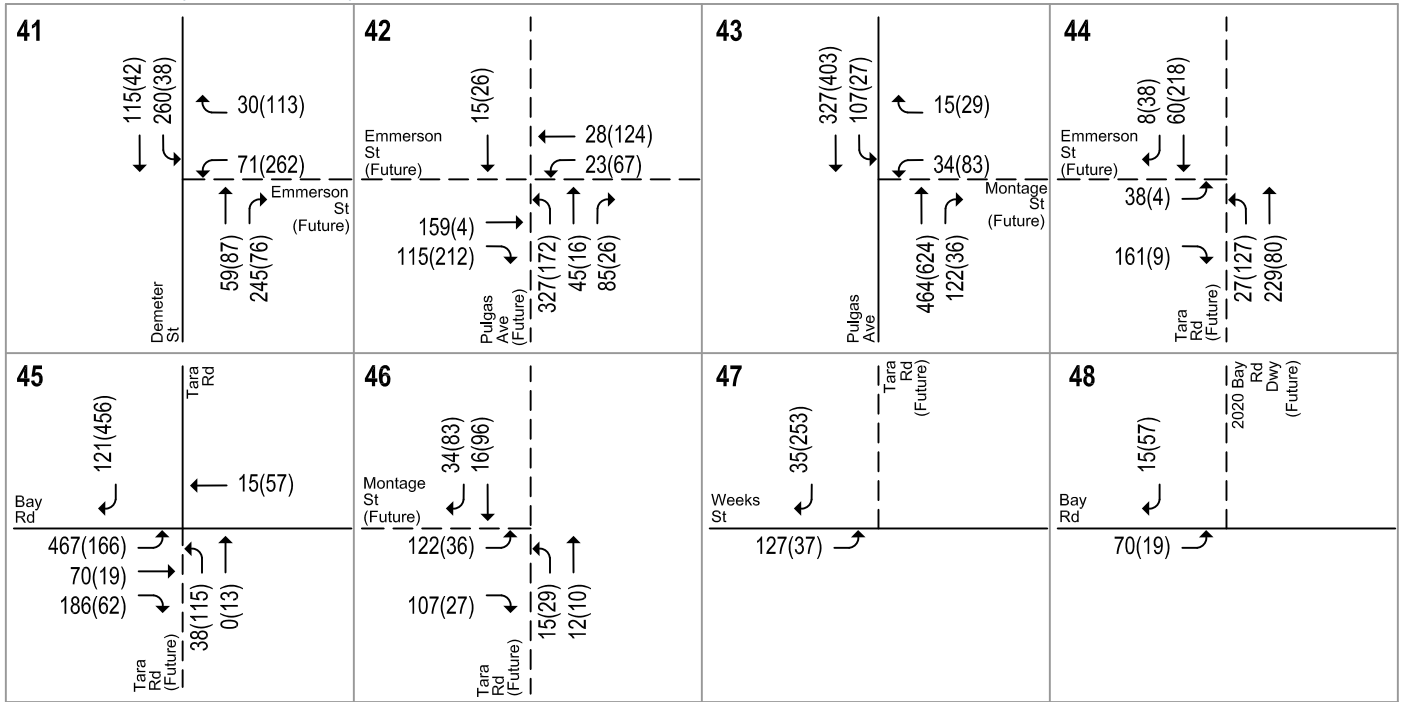
LEGEND

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

Figure 10
Existing Plus Project (2.8M s.f.) With
Loop Road Traffic Volumes



Ravenswood Specific Plan Update

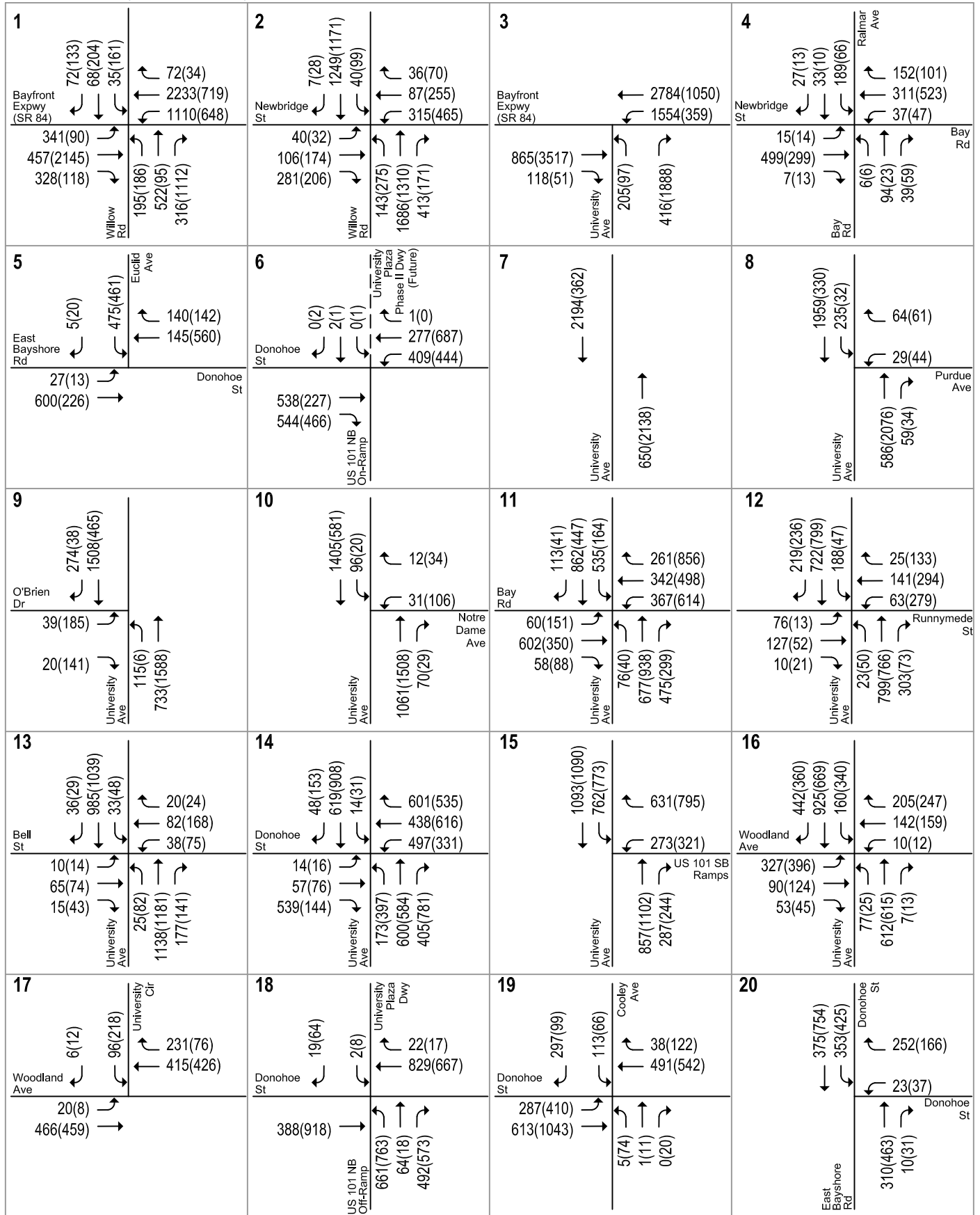


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Loop Road Traffic Volumes

Ravenswood Specific Plan Update

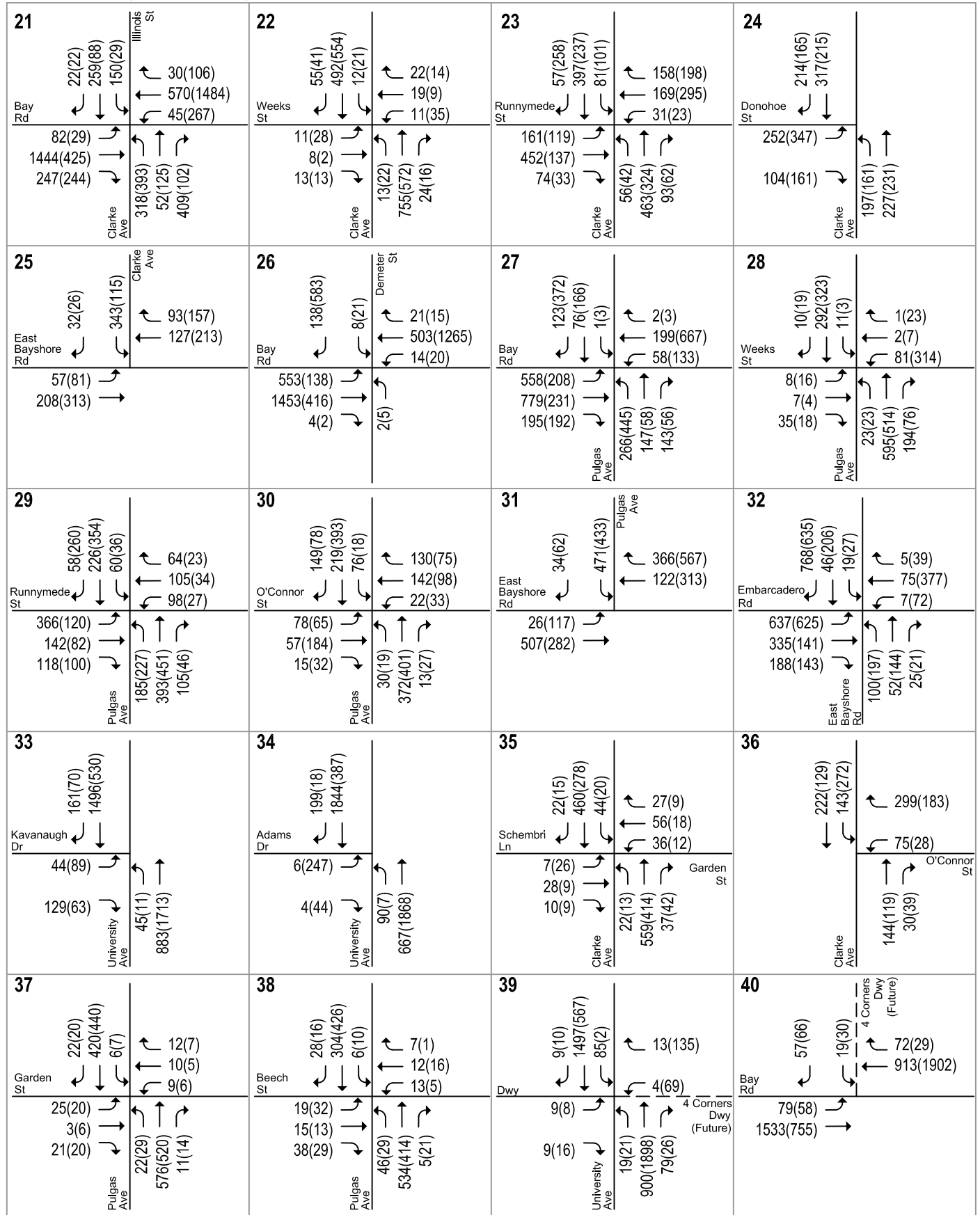


LEGEND

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

Figure 11
Existing Plus Project (3.35M s.f.) Without
Loop Road Traffic Volumes

Ravenswood Specific Plan Update



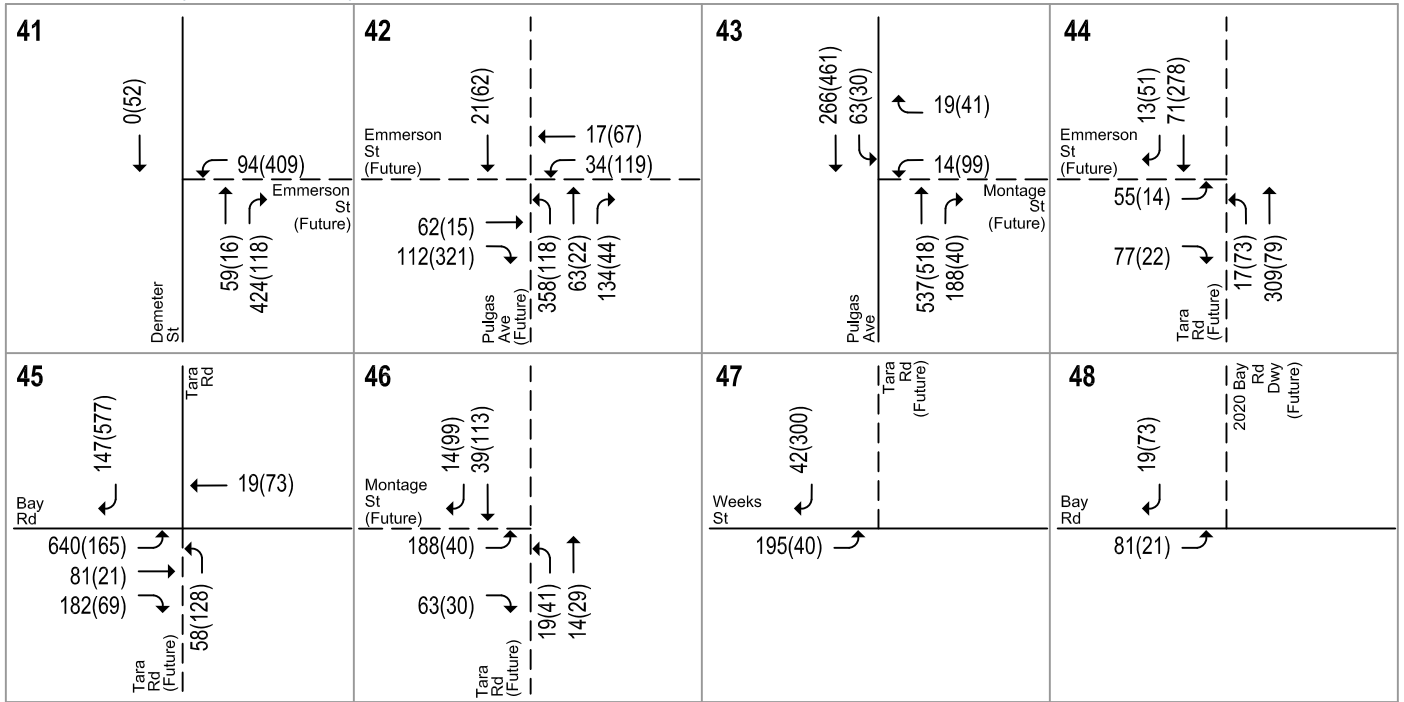
LEGEND

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

Figure 11
Existing Plus Project (3.35M s.f.) Without
Loop Road Traffic Volumes



Ravenswood Specific Plan Update

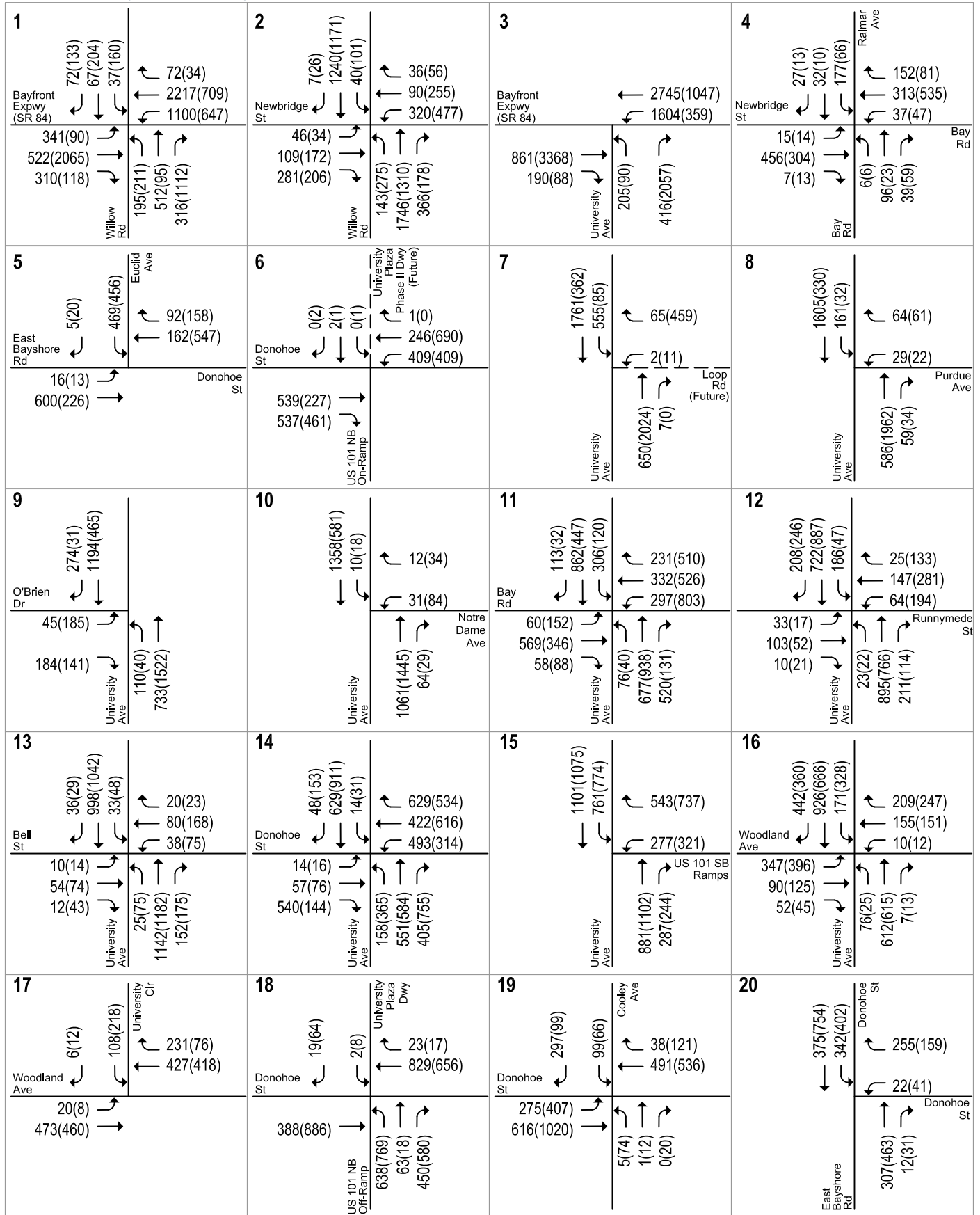


LEGEND

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

Figure 11
Existing Plus Project (3.35M s.f.) Without
Loop Road Traffic Volumes

Ravenswood Specific Plan Update

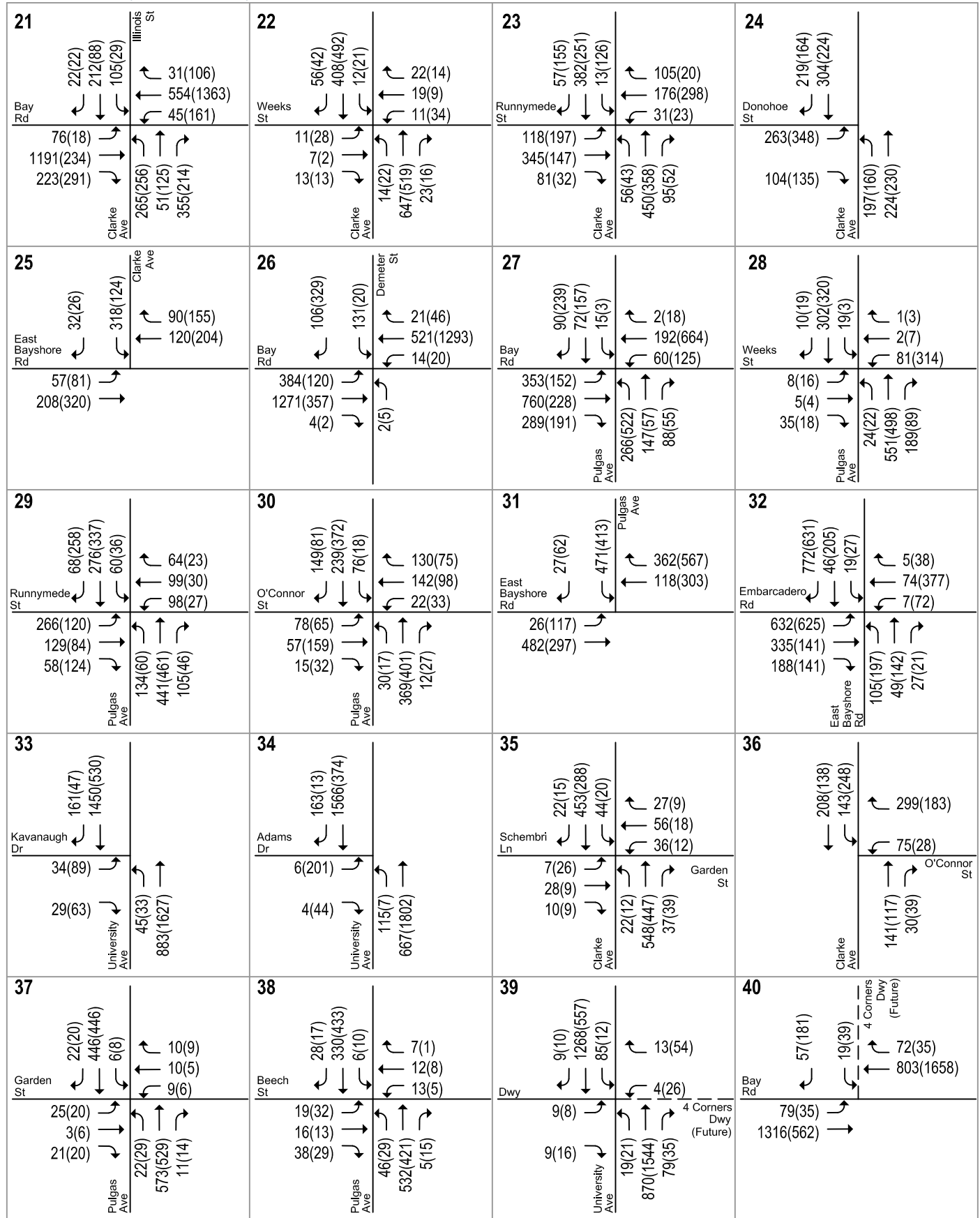


LEGEND

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

Figure 12
Existing Plus Project (3.35M s.f.) With
Loop Road Traffic Volumes

Ravenswood Specific Plan Update



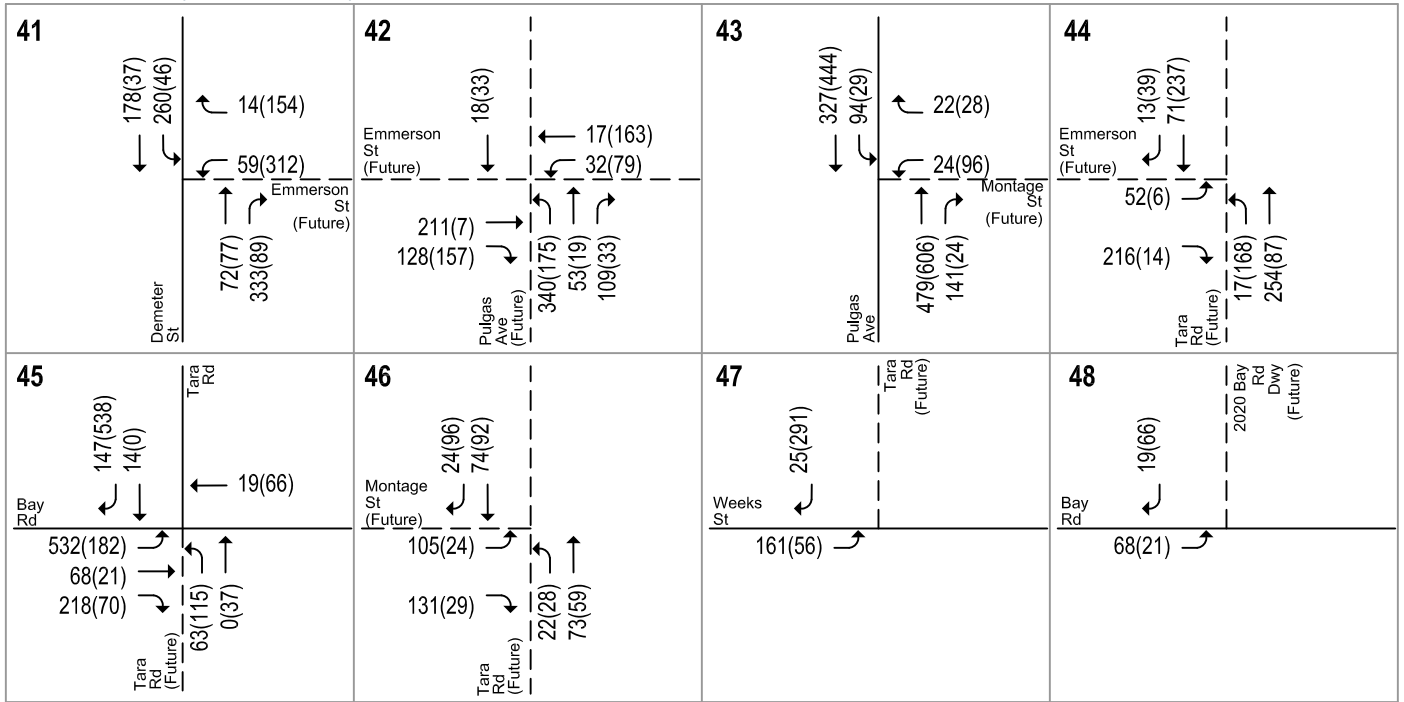
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Figure 12
Existing Plus Project (3.35M s.f.) With
Loop Road Traffic Volumes



Ravenswood Specific Plan Update

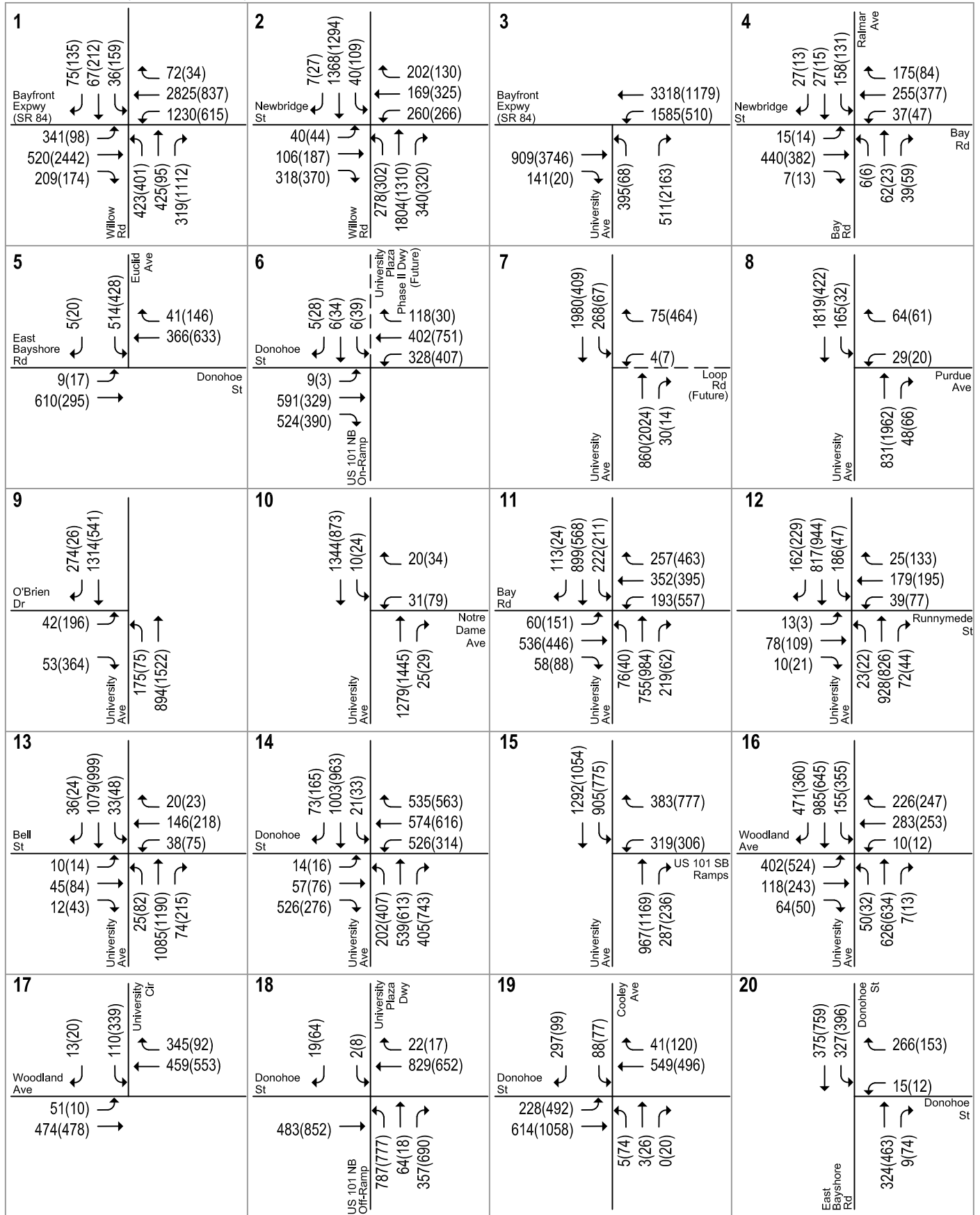


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XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Existing Plus Project (3.35M s.f.) With
Loop Road Traffic Volumes

Ravenswood Specific Plan Update



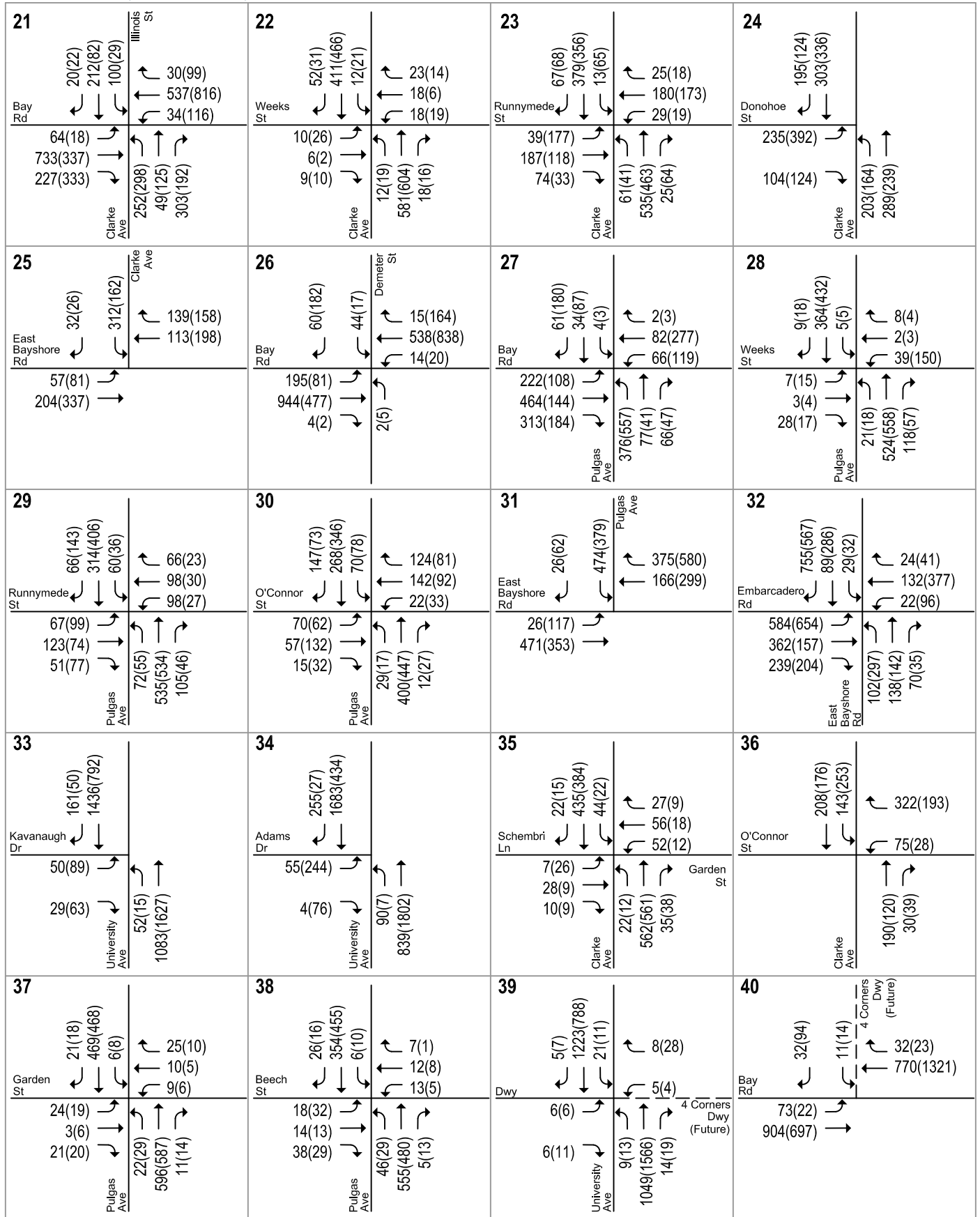
LEGEND

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

Figure 13
Cumulative No Project (Approved 1.4M s.f.)
with Loop Road Traffic Volumes



Ravenswood Specific Plan Update



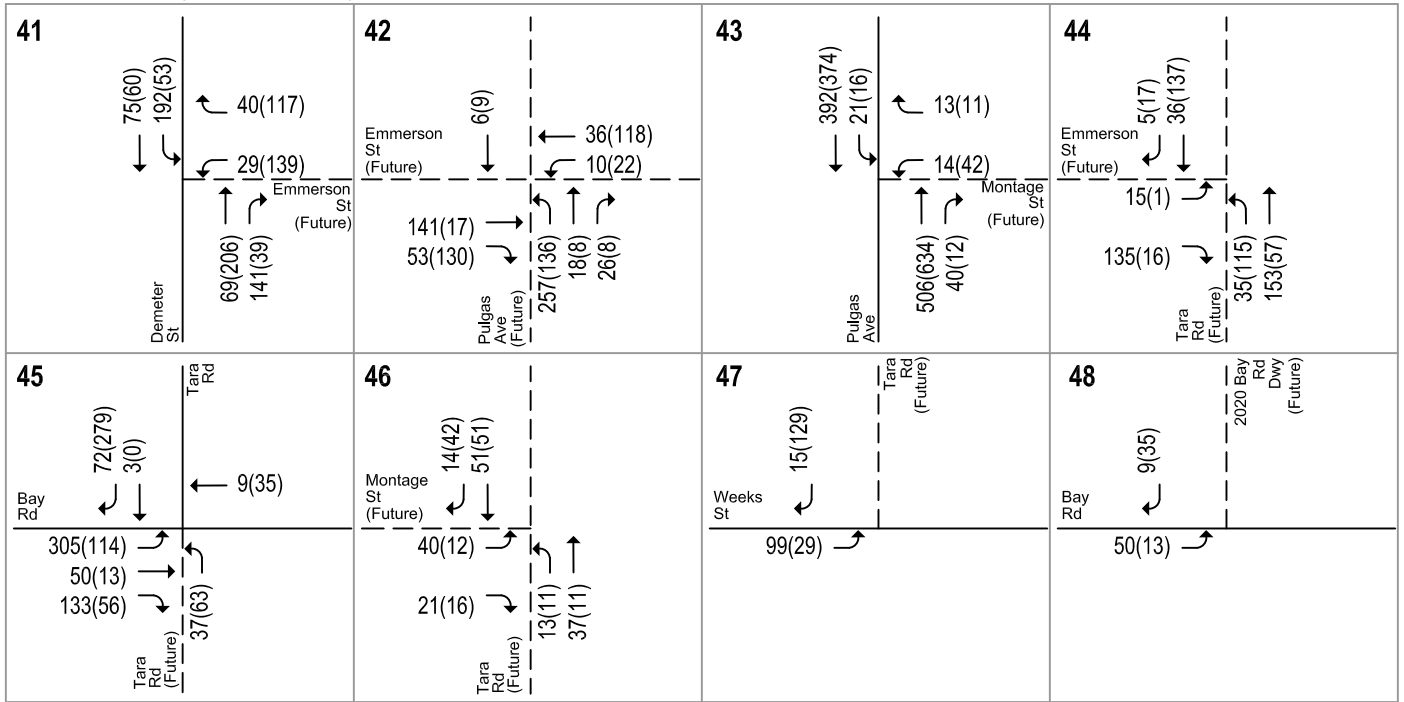
LEGEND

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

Figure 13
Cumulative No Project (Approved 1.4M s.f.)
with Loop Road Traffic Volumes



Ravenswood Specific Plan Update

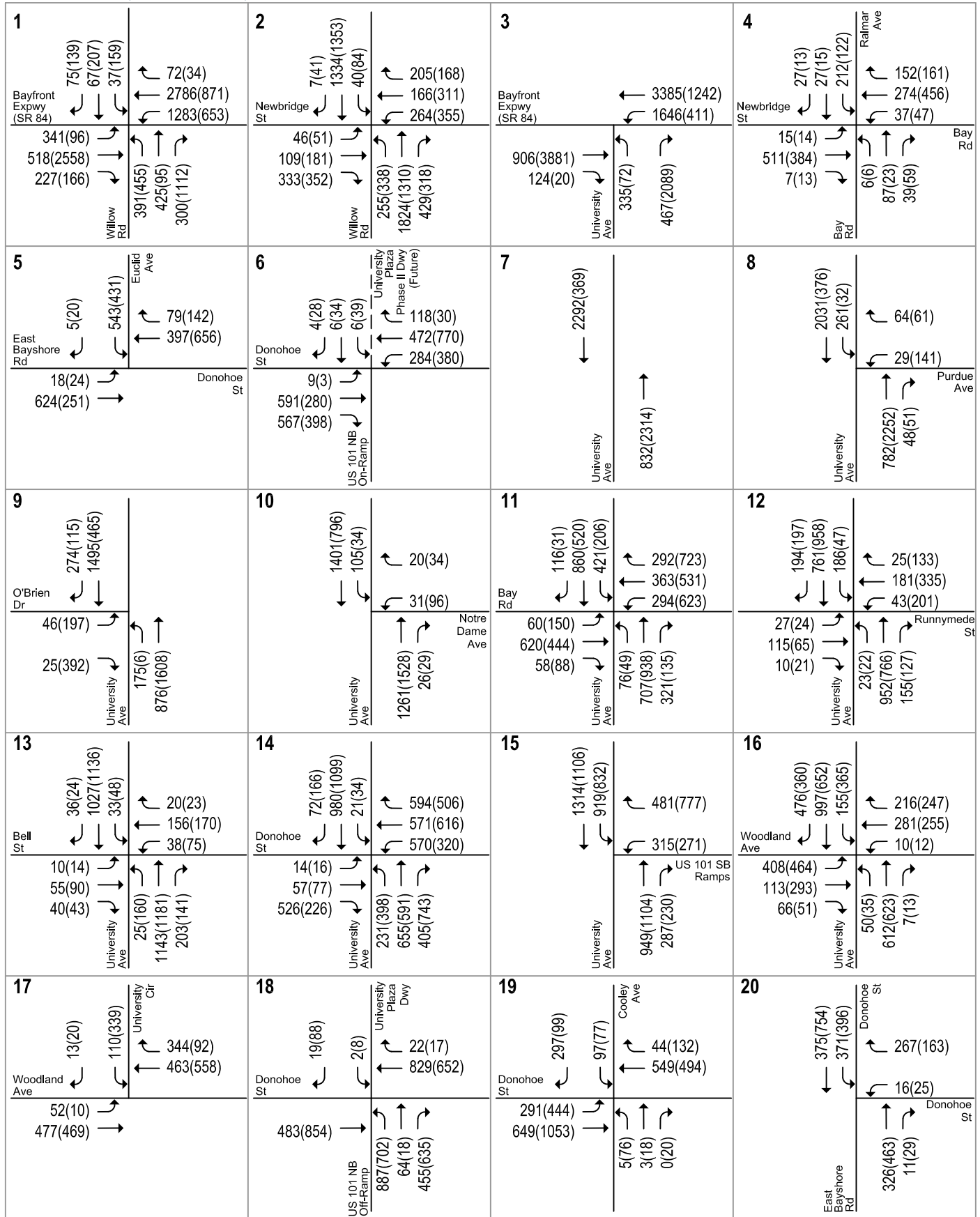


LEGEND

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

Figure 13
 Cumulative No Project (Approved 1.4M s.f.)
 with Loop Road Traffic Volumes

Ravenswood Specific Plan Update



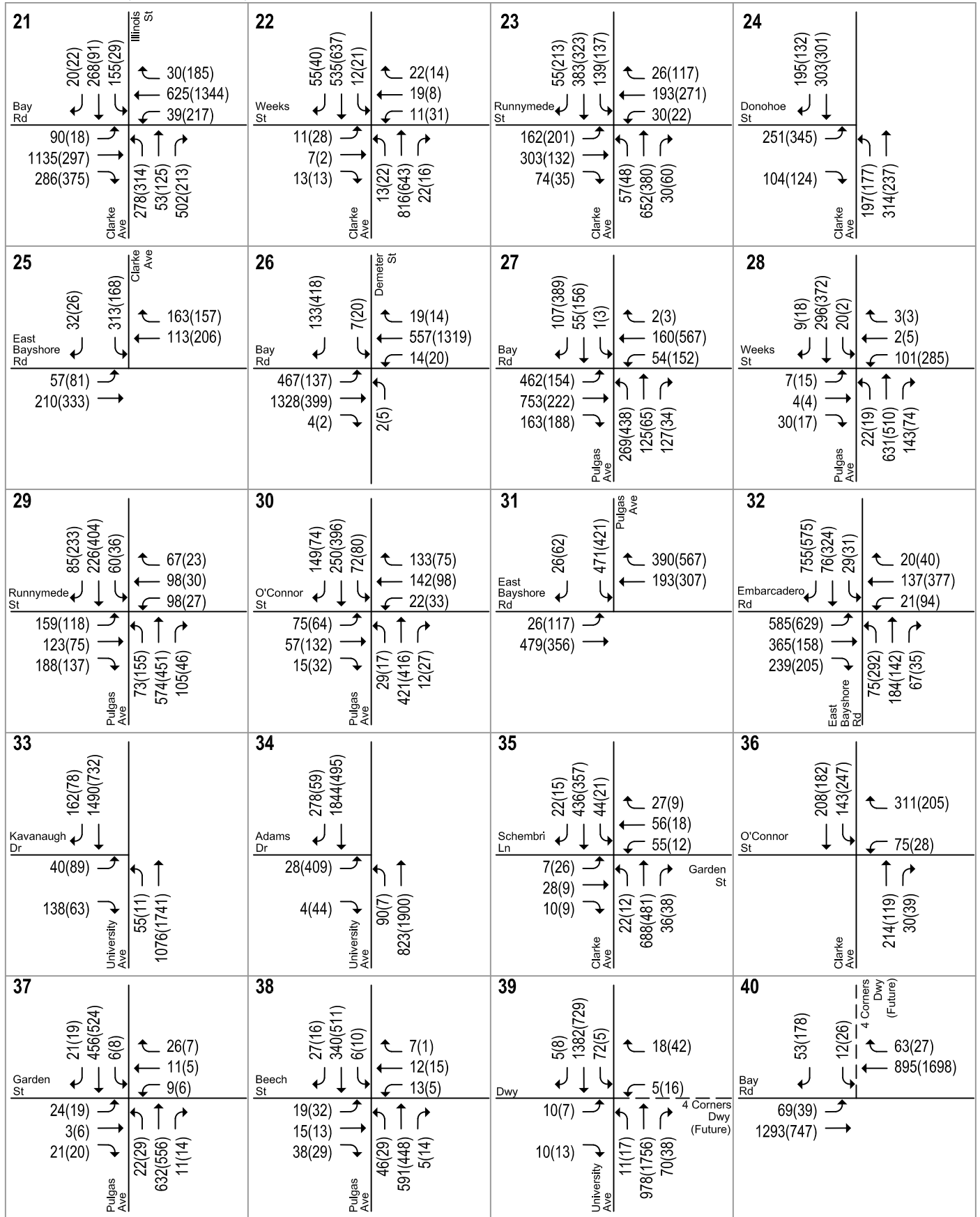
LEGEND

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

Figure 14
Cumulative Plus Project (2.8M s.f.) Without
Loop Road Traffic Volumes



Ravenswood Specific Plan Update



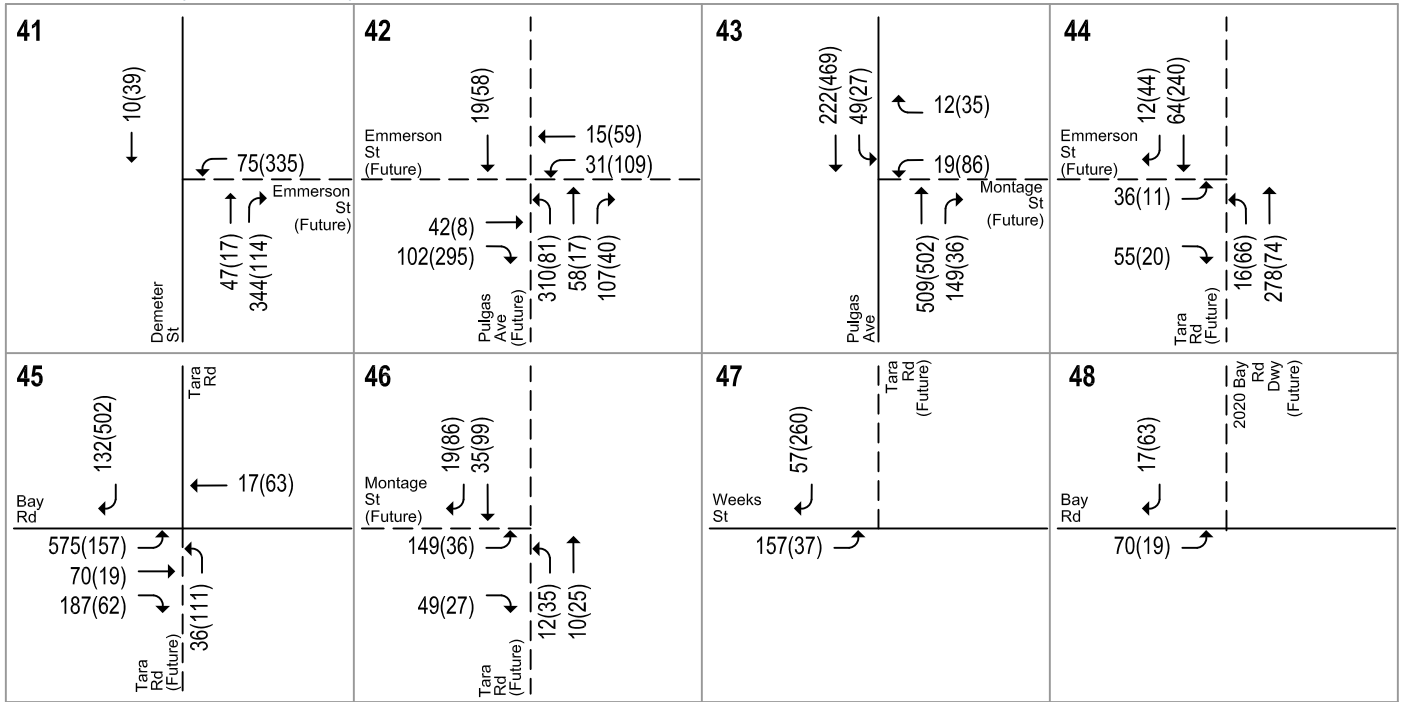
LEGEND

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

Figure 14
Cumulative Plus Project (2.8M s.f.) Without
Loop Road Traffic Volumes



Ravenswood Specific Plan Update

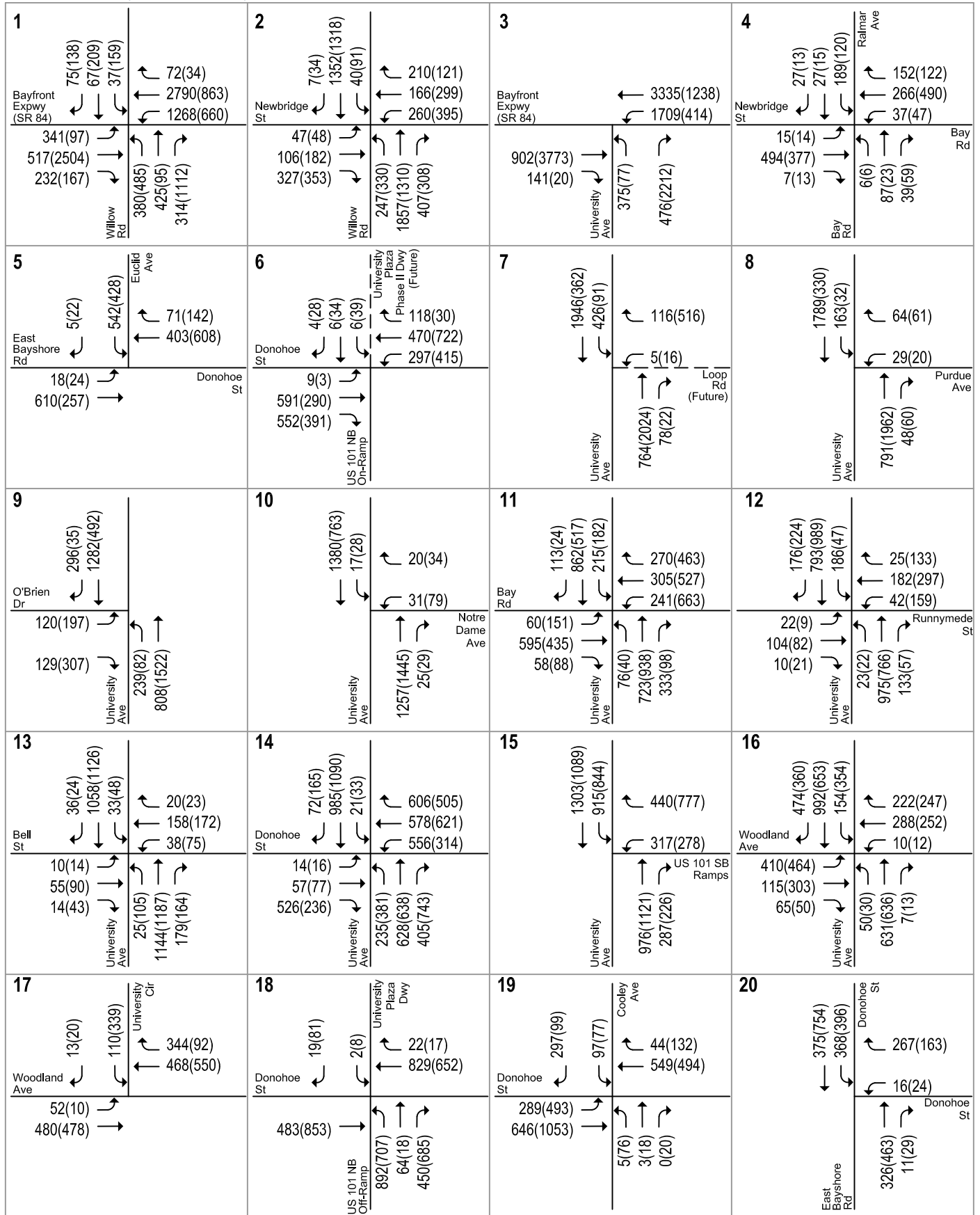


LEGEND

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

Figure 14
Cumulative Plus Project (2.8M s.f.) Without
Loop Road Traffic Volumes

Ravenswood Specific Plan Update

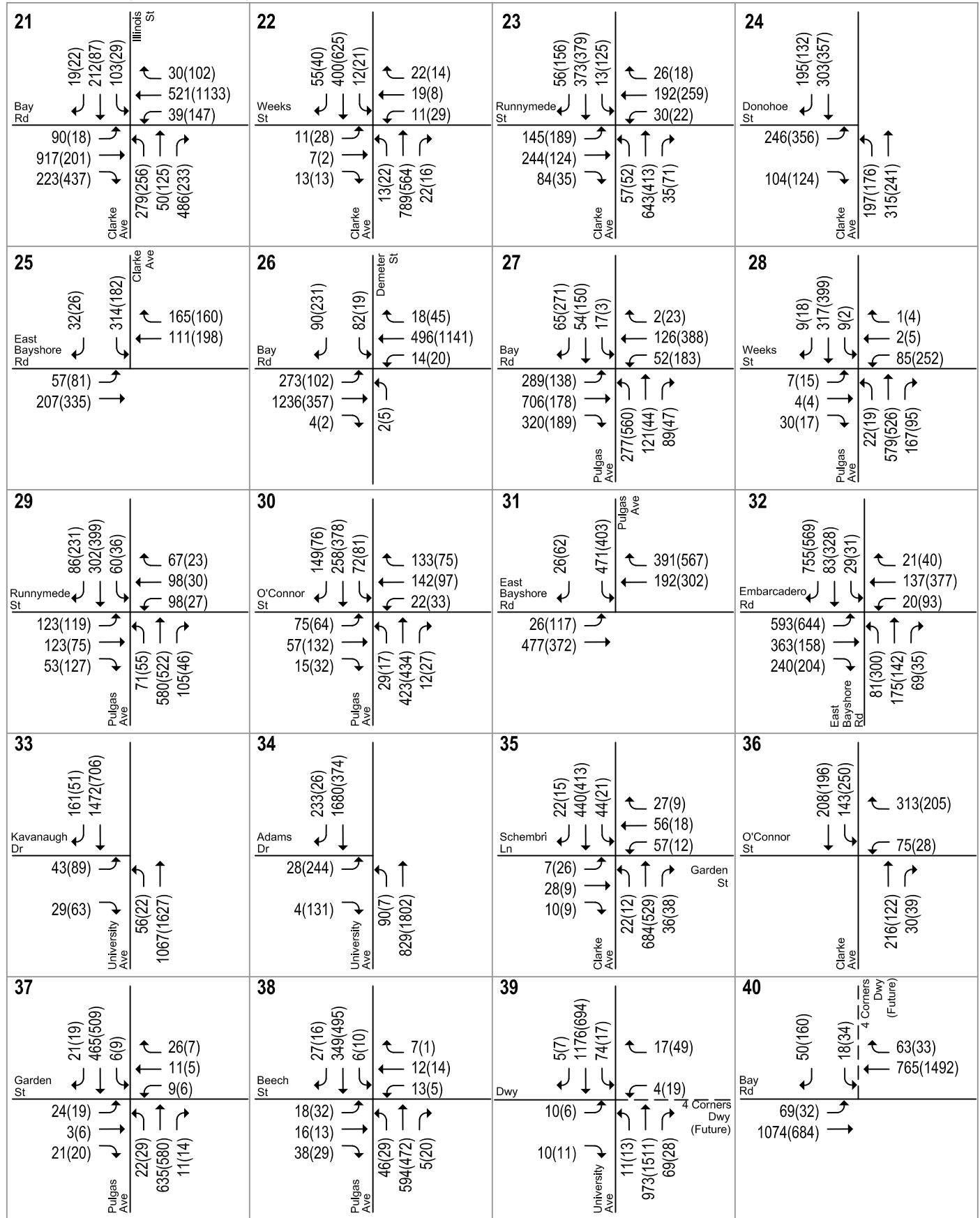


LEGEND

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

Figure 15
Cumulative Plus Project (2.8M s.f.) With
Loop Road Traffic Volumes

Ravenswood Specific Plan Update



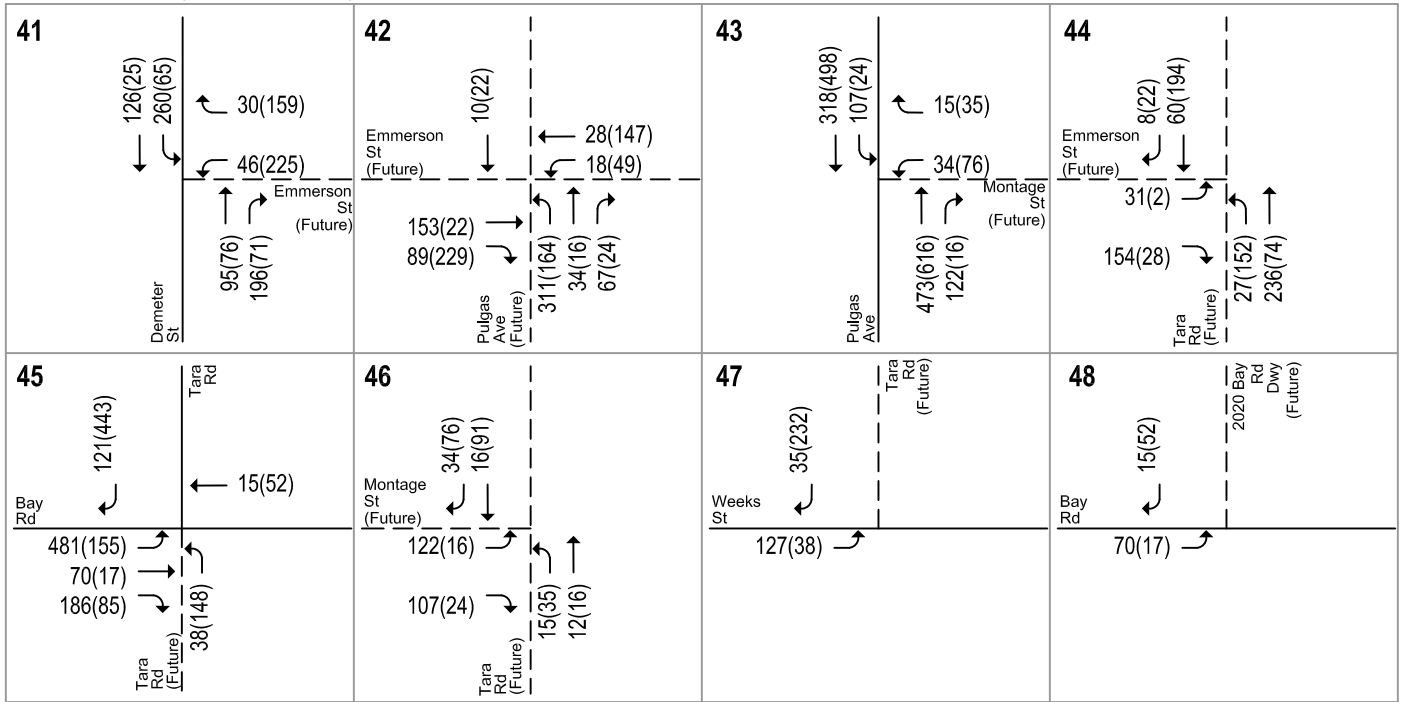
LEGEND

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

Figure 15
Cumulative Plus Project (2.8M s.f.) With
Loop Road Traffic Volumes



Ravenswood Specific Plan Update



LEGEND

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

Figure 15
Cumulative Plus Project (2.8M s.f.) With
Loop Road Traffic Volumes

Cumulative (2040) Plus Project (3.35M s.f.) Traffic Volumes

Traffic volumes under the cumulative plus project scenario (3.35M s.f.) were developed similar to the cumulative no project scenario (approved 1.4M s.f.). Traffic volumes under cumulative plus project conditions (3.35M s.f.) were forecast both without and with the planned Loop Road (see Figure 16 and Figure 17, respectively).

Existing Plus Project (2.8M s.f.) Intersection Levels of Service

The results of the intersection level of service analysis under existing plus project conditions (2.8M s.f. option) without and with the Loop Road are summarized in Table 12 and Table 13, respectively. At some intersections where the project would add trips to low-delay movements, there would be a decrease in overall average delay.

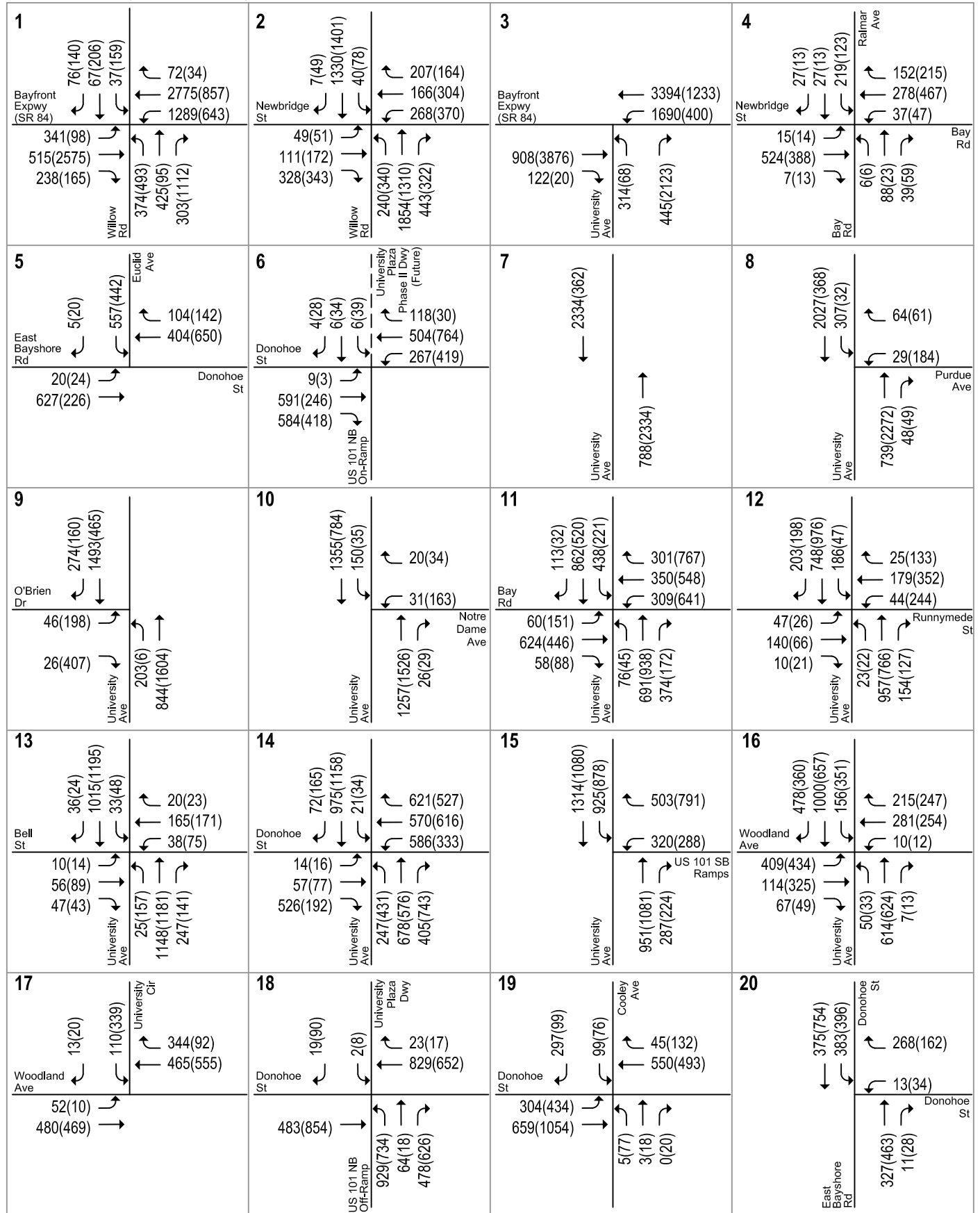
The results show that, measured against the adverse effect criteria presented in the previous section, the project would have an adverse effect on the following intersections during one or both peak hours under existing plus project conditions (2.8M s.f. option) without the Loop Road:

- Willow Road and Bayfront Expressway
- Willow Road and Newbridge Street
- University Avenue and Bayfront Expressway
- Euclid Avenue and Donohoe Street/East Bayshore Road
- US 101 NB On Ramp/Sobrato Driveway & Donohoe Street
- University Avenue and Bay Road
- University Avenue and Donohoe Street
- University Avenue and US 101 SB Ramps
- University Avenue and Woodland Avenue
- University Circle Driveway and Woodland Avenue
- US 101 NB Off-Ramp/University Plaza Driveway and Donohoe Street
- East Bayshore Road and Donohoe Street
- Clarke Avenue and Bay Road
- Clarke Avenue and Runnymede Street
- Demeter Street and Bay Road
- Pulgas Avenue and Bay Road
- Pulgas Avenue and Runnymede Street
- University Avenue and Adams Drive
- University Avenue and 4 Corners Driveway (Future)
- 4 Corners Driveway and Bay Road (Future)
- Tara Road and Bay Road

With the Loop Road, the project would result in adverse effects at all of the same intersections during one or both peak hours. In addition to the intersections described above, the following intersections would operate at an unacceptable level of service under existing plus project conditions with the Loop Road:

- University Avenue and Loop Road (Future)
- Pulgas Avenue and Emmerson Street (Future)

Ravenswood Specific Plan Update



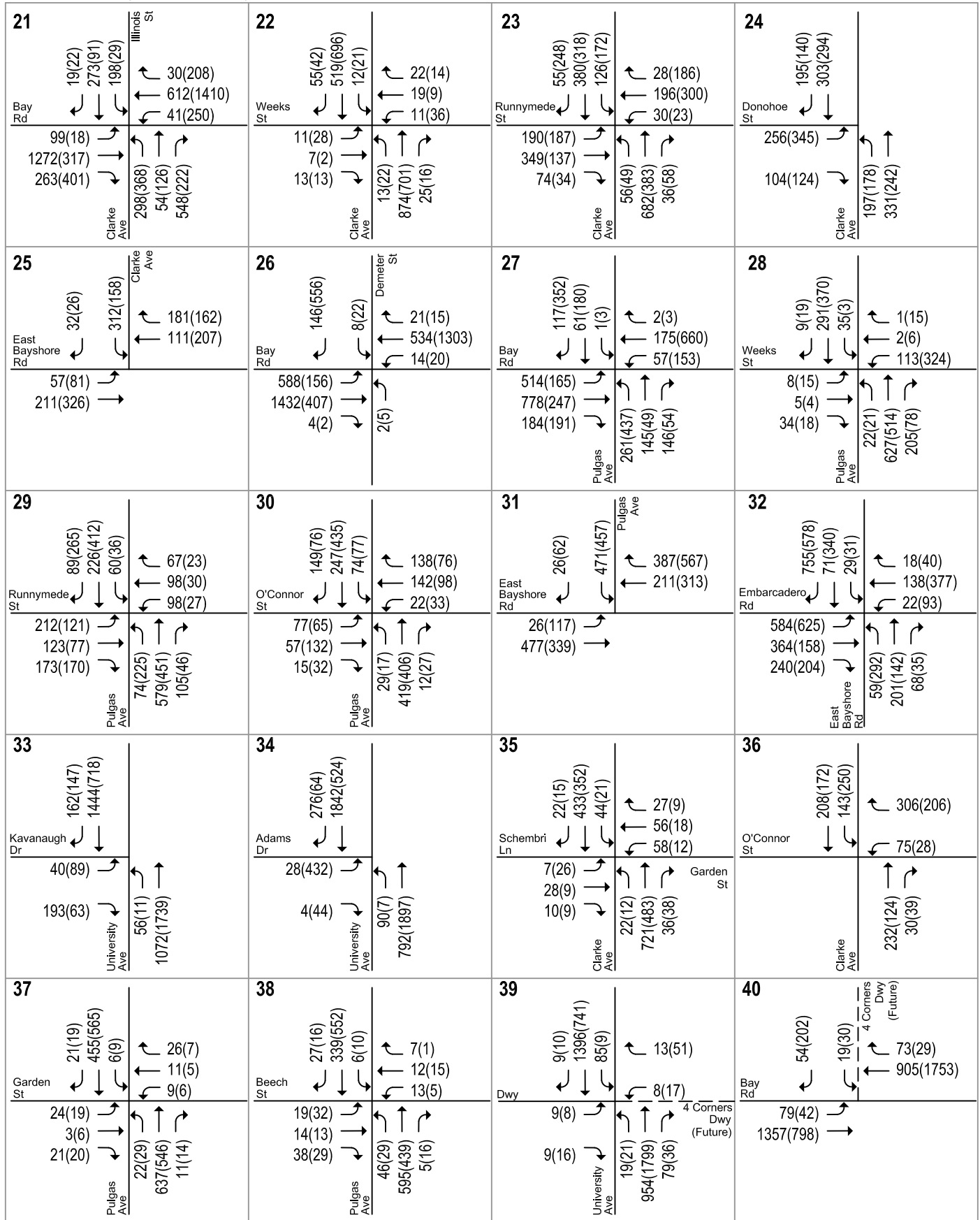
LEGEND

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

Figure 16
Cumulative Plus Project (3.35M s.f.) Without
Loop Road Traffic Volumes



Ravenswood Specific Plan Update

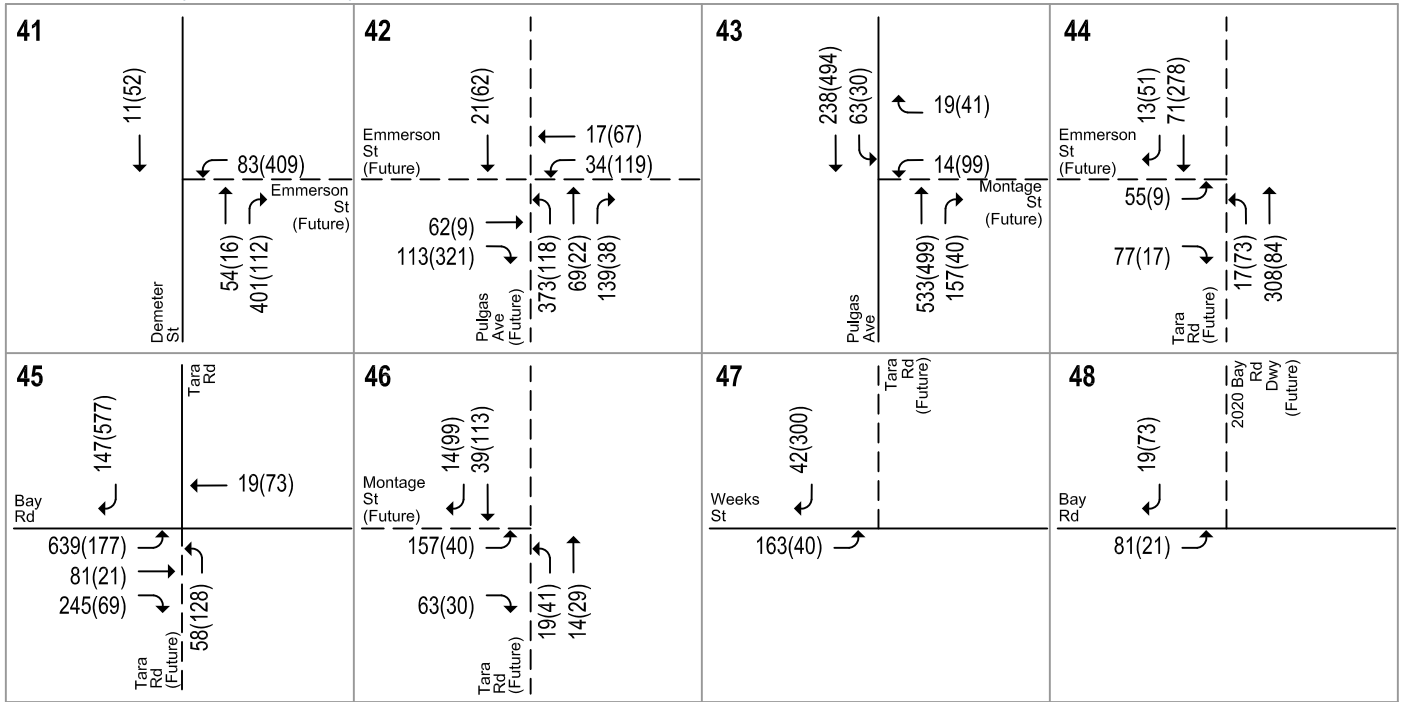


LEGEND

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

Figure 16
Cumulative Plus Project (3.35M s.f.) Without
Loop Road Traffic Volumes

Ravenswood Specific Plan Update

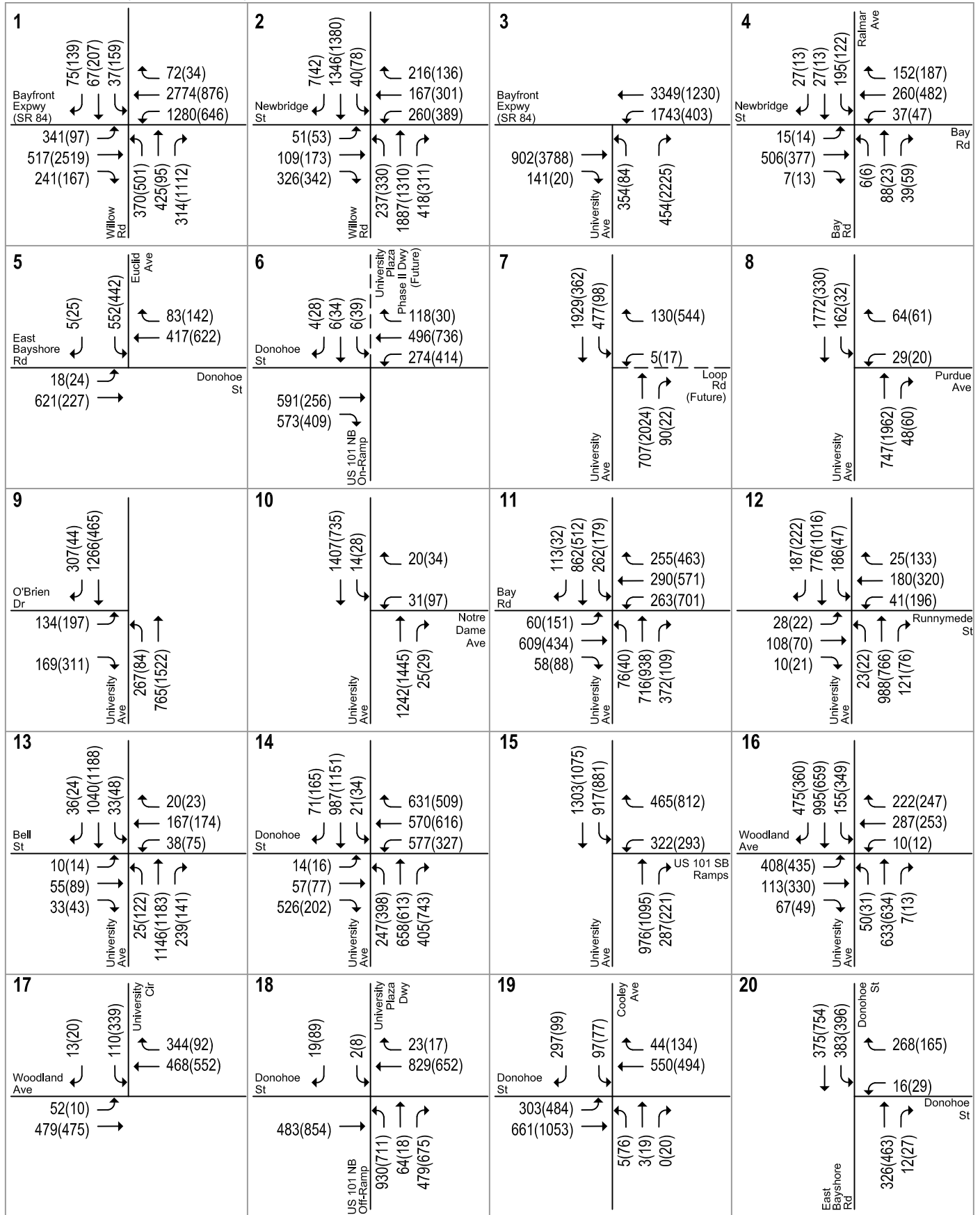


LEGEND

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

Figure 16
Cumulative Plus Project (3.35M s.f.) Without
Loop Road Traffic Volumes

Ravenswood Specific Plan Update



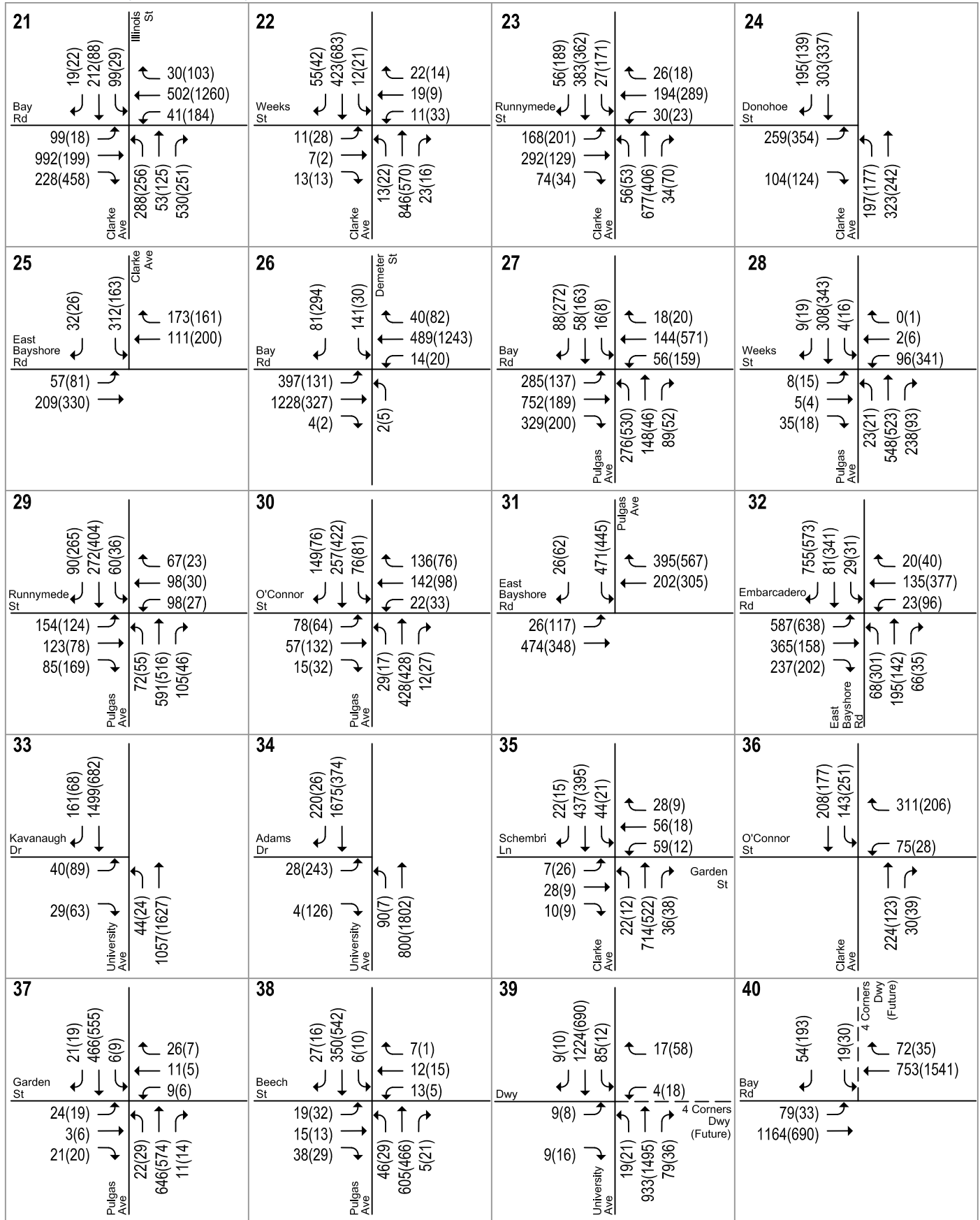
LEGEND

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

Figure 17
Cumulative Plus Project (3.35M s.f.) With
Loop Road Traffic Volumes



Ravenswood Specific Plan Update



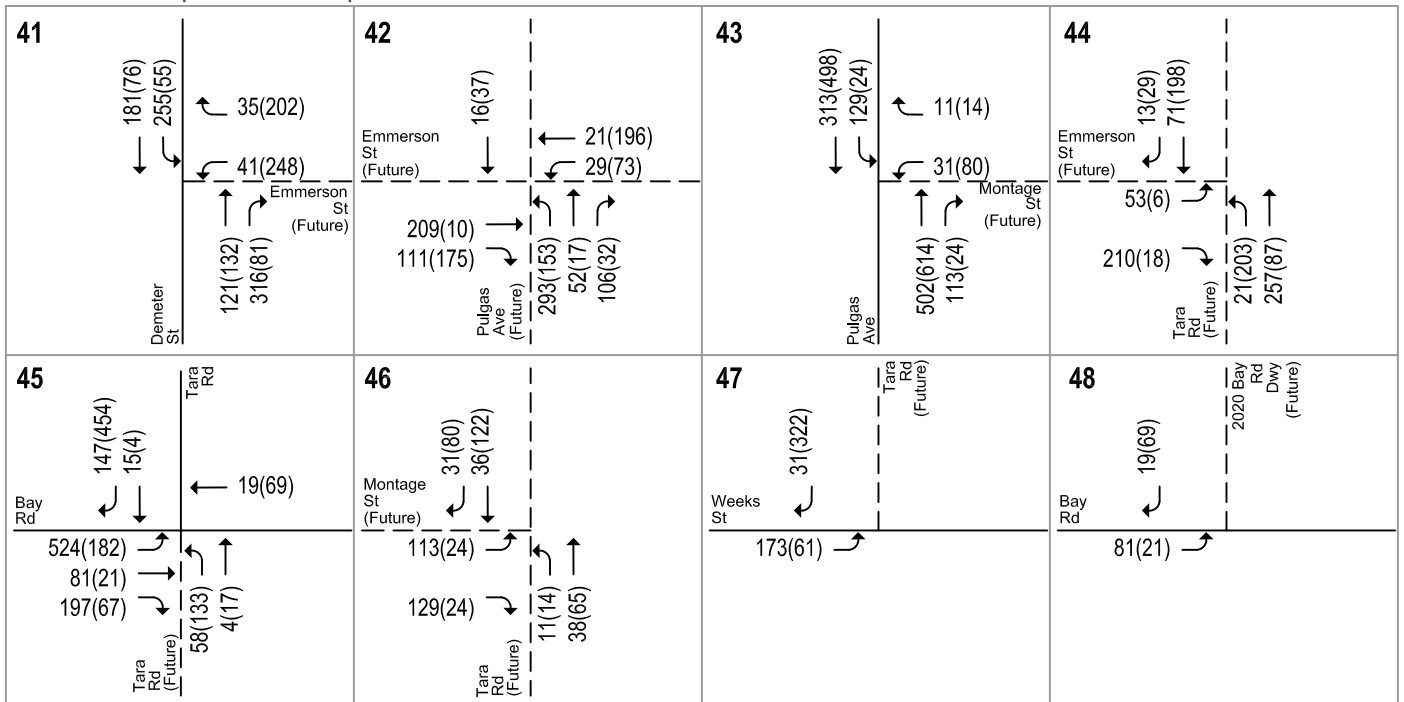
LEGEND

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

Figure 17
Cumulative Plus Project (3.35M s.f.) With
Loop Road Traffic Volumes



Ravenswood Specific Plan Update



LEGEND

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

Figure 17
Cumulative Plus Project (3.35M s.f.) With
Loop Road Traffic Volumes

Table 12
E istin Plus Project (2.8M s.f.) Intersection Levels of Service in Menlo Park

Intersection	Peak Hour	E istin Plus Project (2.8 M s.f.)								E istin Plus Project (2.8 M s.f.) /Improvement						
		E istin		it out Loop Road				it Loop Road				it out Loop Road		it Loop Road		
		Av	LOS	Av	Incr. In Av	Incr. In Av	Av	Incr. In Av	Incr. In Av	Av	Incr. In Av	Av	Incr. In Av			
		Delay (sec/ve)	Delay (sec/ve)	Delay (sec/ve)	Delay (sec/ve)	Delay (sec/ve)	Delay (sec/ve)	Delay (sec/ve)	Delay (sec/ve)	Delay (sec/ve)	Delay (sec/ve)	Delay (sec/ve)	Delay (sec/ve)			
1 Willow Rd (SR114) & ont (R84) (M)	AM	120		O ERSAT	23.7		O ERSAT	15.3	Multimodal improvement ¹							
	PM	120		O ERSAT	40.6		O ERSAT	28.7	Multimodal improvement ¹							
2 Willow Rd (SR114) & Newbridge St e id e teet t ound e id e teet e t ound	AM	93.4		O ERSAT	14.0	37.0	O ERSAT	13.1	40.4	O ERSAT	33.9	O ERSAT	32.2			
		62.9	E	60.3	E	--	<0.8	60.9	E	--	<0.8	75.0	E	15.6	75.8	E
	120		120		--	103.7	120		--	>120	49 1	D	<0.8	50 0	D	0 8
	PM	120		O ERSAT	8.1	4.3	O ERSAT	11.0	10.4	O ERSAT	0.8	O ERSAT	0.8			
3 University Ave (SR109) & ont (R84) (M)	AM	11.4	B	14.3	B	<4	--	15.1	B	<4	--	Multimodal improvement ¹				
	PM	94.1		113.6	19.5			117.7	23.6	Multimodal improvement ¹						

Notes:

1. The effectiveness of the recommended multimodal improvements in addressing the project's adverse effect on traffic operations at this intersection cannot be determined. Other physical improvements to the intersection lane geometry are not feasible.

old indicates a substandard level of service.

o indicates an adverse effect.

O ERSAT indicates that the intersection would experience capacity issues where the demand cannot be served by the intersection. Oversaturated intersections would operate at LOS F.

Table 13
E istin Plus Project (2.8M s.f.) Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	E istin Plus Project (2.8M s.f.)											E istin Plus Project (2.8M s.f.) it Improvements					
		E istin			it out Loop Rd				it Loop Rd				it out Loop Rd		it Loop Rd			
		Peak	Av	LOS	Av	Incr.	Incr.	Incr.	Av	Incr.	Incr.	Incr.	Av	LOS	Av	LOS		
		Hour	(sec/ve)		(sec/ve)	Delay	Delay	Delay	(sec/ve)	Delay	Delay	Delay	(sec/ve)		(sec/ve)			
4 Ralmar Ave/Newbridge St and Bay Rd		AM	12.8	B	28.9	D	--	16.1	0.267	25.2	D	--	12.4	0.221	--	--	--	--
(- to)		PM	10.8	B	19.4	C	--	8.7	0.334	19.6	C	--	8.8	0.336	--	--	--	--
5 Euclid Ave and Donohoe St	2,4,5	AM	73.8		62.0		-11.8	--	--	63.5		-10.3	--	--	64.6	E	67.2	E
(- to)		PM	46.9	E	87.0		40.1	--	--	77.5		30.6	--	--	34.8	C	37.3	D
6 US 101 NB On Ramp and Donohoe St	2,3,4,5	AM	48.7	E	70.4		21.7	--	--	88.9		40.2	--	--	30.5	C	32.3	C
(ncont o ed)		PM	10.6	B	23.6	C	13.0	--	--	23.1	C	12.5	--	--	16.1	B	16.2	B
7 University Ave (SR 109) and Loop Rd (Future)	1,4	AM	--	--	--	--	--	--	--	22.5	C	--	--	--	--	--	14.4	B
(T o- to)		PM	--	--	--	--	--	--	--	120		--	--	--	--	--	34.3	C
8 University Ave (SR 109) and Purdue Ave	1,6	AM	18.9	C	22.1	C	--	--	--	19.2	C	--	--	--	--	--	--	--
(T o- to)		PM	47.5	E	92.3		--	--	--	47.6	E	--	--	--	--	--	--	--
9 University Ave (SR 109) and O'Brien Dr		AM	9.1	A	9.8	A	--	0.5	0.099	11.4	B	--	0.7	0.017	--	--	--	--
		PM	11.8	B	11.8	B	--	0.0	0.019	12.0	B	--	0.0	0.000	--	--	--	--
10 University Ave and Notre Dame Ave		AM	4.2	A	6.7	A	--	-2.3	0.094	4.2	A	--	0.0	0.013	--	--	--	--
		PM	7.9	A	8.3	A	--	0.5	0.024	7.9	A	--	0.0	0.000	--	--	--	--
11 University Ave and Bay Rd	5	AM	41.7	D	120		--	>60	0.630	80.8		--	>60	0.444	53.4	D	49.1	D
		PM	48.4	D	97.3		--	>60	0.369	71.7	E	--	32.2	0.230	53.1	D	50.5	D
12 University Ave and Runnymede St		AM	6.9	A	7.2	A	--	5.0	0.173	7.5	A	--	5.7	0.188	--	--	--	--
		PM	9.5	A	17.3	B	--	8.3	0.357	14.3	B	--	5.5	0.295	--	--	--	--
13 University Ave and Bell St		AM	11.3	B	11.8	B	--	0.9	0.094	11.6	B	--	0.7	0.079	--	--	--	--
		PM	16.8	B	16.5	B	--	0.0	0.000	16.5	B	--	0.2	0.018	--	--	--	--
14 University Ave and Donohoe St	2,5	AM	110.2		106.4		-3.8	--	--	108.6		-1.7	--	--	81.5		86.9	
		PM	81.7		120		>60	--	--	120		>60	--	--	69.5	E	71.9	E
15 University Ave and US 101 SB Ramps	2	AM	103.7		120		19.3	--	--	100.9		-2.7	--	--	60.0	E	77.6	E
		PM	99.4		120		>60	--	--	120		>60	--	--	52.8	D	46.3	D
16 University Ave and Woodland Ave	2	AM	66.6	E	72.1	E	5.4	--	--	77.4	E	10.8	--	--	51.4	D	57.0	E
		PM	120		120		>60	--	--	120		>60	--	--	120		120	
17 University Circle and Woodland Ave	2	AM	20.0	C	18.1	B	-1.9	--	--	19.4	B	-0.6	--	--	10.2	B	16.1	B
		PM	120		120		>60	--	--	120		>60	--	--	30.9	C	25.1	C
18 US 101 NB Off Ramp and Donohoe St	2,5	AM	53.2	D	120		>60	--	--	120		>60	--	--	37.4	D	40.2	D
		PM	120		120		27.1	--	--	120		43.3	--	--	51.9	D	50.0	D

Table 13 (continued)
E istin Plus Project (2.8M s.f.) Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	E istin Plus Project (2.8M s.f.)												E istin Plus Project (2.8M s.f.) it Improvements				
			E istin			it out Loop Rd			it Loop Rd			it out Loop Rd		it Loop Rd					
			Av Delay (sec/ve)	LOS		Av Delay (sec/ve)	LOS		Av Delay (sec/ve)	LOS		Av Delay (sec/ve)	LOS		Av Delay (sec/ve)	LOS			
			Incr. In Av Delay	Incr. In Crit. In Crit. /C		Incr. In Av Delay	Incr. In Crit. In Crit. /C		Incr. In Av Delay	Incr. In Crit. In Crit. /C		Incr. In Av Delay	Incr. In Crit. In Crit. /C		Incr. In Av Delay	Incr. In Crit. In Crit. /C			
19 Cooley Ave and Donohoe St	2,5	AM	35.8	D		42.5	D	6.7	--	--	49.4	D	13.6	--	--	29.7	C	29.1	C
		PM	33.0	C		38.4	D	5.4	--	--	36.5	D	3.5	--	--	29.6	C	30.8	C
20 East Bayshore Rd and Donohoe St	2	AM	59.8	E		68.5	E	8.7	--	--	108.8		49.0	--	--	49.2	D	58.1	E
		PM	21.8	C		83.1		>60	--	--	66.9	E	45.1	--	--	48.9	D	48.5	D
21 Clarke Ave and Bay Rd	4	AM	18.4	C		120		--	>60	1.746	120		--	>60	1.220	22.9	C	18.9	B
(- to)		PM	18.6	C		120		--	>60	1.401	120		--	>60	1.118	16.9	B	16.3	B
22 Clarke Ave and Weeks St		AM	11.1	B		29.2	D	--	18.1	0.362	16.4	C	--	5.3	0.177	--	--	--	--
(- to)		PM	11.1	B		18.0	C	--	6.9	0.200	17.6	C	--	6.5	0.222	--	--	--	--
23 Clarke Ave and Runnymede St	4	AM	16.1	C		120		--	>60	0.710	102.1		--	>60	0.547	26.3	C	19.9	B
(- to)		PM	13.3	B		76.7		--	>60	0.535	68.4		--	55.1	0.457	19.9	B	21.9	C
24 Clarke Ave and Donohoe St		AM	17.8	C		22.3	C	--	4.5	0.086	21.2	C	--	3.4	0.066	--	--	--	--
(- to)		PM	18.5	C		22.1	C	--	3.6	0.070	20.5	C	--	2.1	0.036	--	--	--	--
25 Clarke Ave and East Bayshore Rd		AM	13.9	B		14.0	B	--	0.2	0.025	13.9	B	--	0.1	0.008	--	--	--	--
		PM	10.7	B		10.5	B	--	-0.1	0.011	10.9	B	--	0.4	0.010	--	--	--	--
26 Demeter St and Bay Rd	1,4	AM	16.1	C		0 ERSAT		--	--	--	120		--	--	--	18.6	B	14.6	B
(T o- to)		PM	15.8	C		120		--	--	--	120		--	--	--	28.7	C	22.0	C
27 Pulgas Ave and Bay Rd	4,5	AM	10.8	B		120		--	>60	1.435	120		--	>60	1.491	31.9	C	29.9	C
(- to)		PM	18.1	C		120		--	>60	1.083	120		--	>60	0.976	41.6	D	54.9	D
28 Pulgas Ave and Weeks St		AM	9.5	A		31.6	D	--	22.1	0.593	27.2	D	--	17.8	0.559	--	--	--	--
(- to)		PM	11.6	B		27.6	D	--	15.9	0.331	26.7	D	--	15.0	0.323	--	--	--	--
29 Pulgas Ave and Runnymede St	4	AM	15.0	C		120		--	>60	0.805	117.8		--	>60	0.810	40.5	D	23.9	C
(- to)		PM	16.4	C		76.4		--	60.0	0.392	58.0		--	41.7	0.280	16.5	B	16.7	B
30 Pulgas Ave and O'Connor St		AM	13.6	B		21.0	C	--	7.4	0.123	22.3	C	--	8.7	0.160	--	--	--	--
(- to)		PM	15.7	C		28.8	D	--	13.1	0.161	24.8	C	--	9.1	0.108	--	--	--	--
31 Pulgas Ave and East Bayshore Rd		AM	19.9	B		20.9	C	--	5.5	0.050	20.6	C	--	5.2	0.041	--	--	--	--
		PM	23.9	C		46.7	D	--	26.2	0.146	42.6	D	--	21.8	0.129	--	--	--	--
32 East Bayshore Rd and Embarcadero Rd		AM	24.4	C		24.3	C	--	0.1	0.035	24.3	C	--	0.1	0.038	--	--	--	--
		PM	35.5	D		38.1	D	--	-2.5	0.102	38.0	D	--	-2.5	0.100	--	--	--	--
33 University Ave and Kavanaugh Dr		AM	6.0	A		11.2	B	--	6.2	0.130	6.2	A	--	0.1	0.038	--	--	--	--
		PM	9.9	A		9.8	A	--	0.0	0.021	9.9	A	--	0.0	0.000	--	--	--	--

Table 13 (continued)
E istin Plus 2.8M s.f. Project Intersection Levels of Service (East Palo Alto, Palo Alto)

Intersection	Notes	Peak Hour	E istin Plus Project (2.8M s.f.)										E istin Plus Project (2.8M s.f.) it Improvements								
			E istin					it out Loop Rd					it Loop Rd					it out Loop Rd		it Loop Rd	
			Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS	Incr. Av Delay	Incr. Crit. Delay	Incr. In Crit. /C	Av Delay (sec/ve)	LOS	Incr. Av Delay	Incr. Crit. Delay	Incr. In Crit. /C	Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS			
			88.3	B	120	C	--	--	--	91.1	C	--	--	--	8.9	A	8.0	A			
34 University Ave (SR 109) and Adams Dr (T o- to)	1,4	AM	88.3	B	120	C	--	--	--	91.1	C	--	--	--	8.9	A	8.0	A			
		PM	120	B	120	C	--	--	--	120	C	--	--	--	23.1	C	20.6	C			
35 Clarke Ave and Schembri Ln/Garden St (- to)		AM	13.2	B	21.9	C	--	8.7	0.155	20.3	C	--	7.1	0.123	--	--	--	--			
		PM	10.9	B	11.7	B	--	0.7	0.043	12.4	B	--	1.4	0.082	--	--	--	--			
36 Clarke Ave and O'Connor St (- to)		AM	11.9	B	12.1	B	--	0.2	0.012	12.0	B	--	0.1	0.006	--	--	--	--			
		PM	9.9	A	10.5	B	--	0.6	0.054	10.2	B	--	0.3	0.030	--	--	--	--			
37 Pulgas Ave and Garden St		AM	11.2	B	17.8	C	--	6.6	0.247	18.2	C	--	7.0	0.250	--	--	--	--			
		PM	13.5	B	16.0	C	--	2.5	0.043	16.9	C	--	3.4	0.066	--	--	--	--			
38 Pulgas Ave and Beech St		AM	10.0	A	15.8	C	--	5.8	0.345	16.0	C	--	6.0	0.348	--	--	--	--			
		PM	11.2	B	13.5	B	--	2.3	0.044	14.0	B	--	2.7	0.060	--	--	--	--			
39 University Ave and 4 Corners Dwy (Future) (T o- to)	1,5	AM	--	--	120	C	--	--	--	65.1	C	--	--	--	16.2	C	14.0	B			
		PM	--	--	120	C	--	--	--	60.1	C	--	--	--	28.6	D	19.5	C			
40 4 Corners Dwy and Bay Rd (Future) (T o- to)	1,5	AM	--	--	32.7	D	--	--	--	24.1	C	--	--	--	12.8	B	11.9	B			
		PM	--	--	120	C	--	--	--	120	C	--	--	--	31.3	D	38.1	E			
41 Demeter St and Emmerson St (Future) (T o- to)	1	AM	--	--	10.2	B	--	--	--	19.1	C	--	--	--	--	--	--	--			
		PM	--	--	11.7	B	--	--	--	13.7	B	--	--	--	--	--	--	--			
42 Pulgas Ave and Emmerson St (Future) (T o- to)	1,4	AM	--	--	30.8	D	--	--	--	43.7	E	--	--	--	--	--	6.5	A			
		PM	--	--	18.7	C	--	--	--	20.4	C	--	--	--	--	--	4.5	A			
43 Pulgas Ave and Montage St (Future) (T o- to)	1	AM	--	--	15.4	C	--	--	--	20.8	C	--	--	--	--	--	--	--			
		PM	--	--	23.6	C	--	--	--	27.8	D	--	--	--	--	--	--	--			
44 Tara Rd and Emmerson St (Future) (T o- to)	1	AM	--	--	10.2	B	--	--	--	10.1	B	--	--	--	--	--	--	--			
		PM	--	--	10.6	B	--	--	--	10.7	B	--	--	--	--	--	--	--			
45 Tara Rd and Bay Rd (Future) (T o- to)	1,4	AM	--	--	120	C	--	--	--	57.3	C	--	--	--	9.5	A	8.3	A			
		PM	--	--	56.2	C	--	--	--	50.4	C	--	--	--	6.7	A	6.2	A			

Table 13 (continued)
Existing Plus 2.8M s.f. Project Intersection Levels of Service (East Palo Alto, Palo Alto)

Intersection	Notes	Peak Hour	Existing Plus Project (2.8M s.f.)											Existing Plus Project (2.8M s.f.) with Improvements			
			Existing			Existing Plus Project (2.8M s.f.)				Existing Plus Project (2.8M s.f.)				Existing Plus Project (2.8M s.f.) with Improvements		Existing Plus Project (2.8M s.f.) with Improvements	
			Av Delay	LOS	Av Delay	Incr. In Av Delay	Incr. In Crit. In/C	Av Delay	Incr. In Av Delay	Incr. In Crit. In/C	Av Delay	Incr. In Av Delay	Incr. In Crit. In/C	Av Delay	LOS	Av Delay	LOS
			(sec/ve)		(sec/ve)			(sec/ve)			(sec/ve)			(sec/ve)		(sec/ve)	
46 Tara Rd and Montage St (Future) (Two-way)	1	AM	--	9.9	A	--	--	--	9.8	A	--	--	--	--	--	--	--
		PM	--	9.8	A	--	--	--	9.7	A	--	--	--	--	--	--	--
47 Tara Rd and Weeks St (Future) (Two-way)	1	AM	--	8.4	A	--	--	--	8.4	A	--	--	--	--	--	--	--
		PM	--	9.3	A	--	--	--	9.3	A	--	--	--	--	--	--	--
48 2020 Bay Dwy and Bay Rd (Future) (Two-way)	1	AM	--	8.4	A	--	--	--	8.3	A	--	--	--	--	--	--	--
		PM	--	8.5	A	--	--	--	8.5	A	--	--	--	--	--	--	--

Notes:

- old** indicates a substandard level of service.
- o** indicates an adverse effect
- O ERSAT** indicates that the result is out of software calculation limits

1. For one-way and two-way stop controlled intersections, the average delay and LOS is reported for the worst approach. Changes in critical delay and v/c for the entire intersection cannot be calculated (--).
2. Intersections were analyzed using Synchro/SimTraffic software due to the close proximity of these intersections. Changes in critical delay and v/c cannot be calculated.
3. Delay shown is the average delay for the westbound left-turning vehicles, which have to find gaps in the eastbound traffic flow.
4. Average delay and LOS with improvements reflects a change in control.
5. Average delay and LOS with improvements reflects a change in geometry.
6. This intersection does not meet the traffic signal warrant under either peak hour for at least one scenario.

The University Avenue and Purdue Avenue intersection currently operates at an unacceptable LOS E during the PM peak hour under existing conditions. The project would degrade the level of service to LOS F during the PM peak hour without the Loop Road and would continue to operate at LOS E during the PM peak hour with the Loop Road. However, the intersection traffic volumes do not satisfy the Peak-Hour Signal Warrant for without and with Loop Road scenarios. Thus, the project would not have an adverse effect on the intersection according to the thresholds established by the City of East Palo Alto. Typically, when facing high delays at a stop-controlled approach, vehicles will reroute to a signalized intersection, if possible, to avoid waiting for an acceptable gap in traffic on a busy major street. Vehicles facing delay while turning from the stop-controlled Purdue Avenue approach onto University Avenue could instead access University Avenue using the signalized intersection at Notre Dame Avenue. The University Avenue and Notre Dame Avenue operates at acceptable levels of service during both the AM and PM peak hours. Thus, because the unsignalized study intersection is not expected to meet the signal warrants and because there are alternate routes that vehicles can use to avoid lengthy delays on stop-controlled approaches, signalization is not recommended at this unsignalized intersection.

E istin Plus Project (2.8M s.f.) Intersection Adverse Effects and Improvements

The intersection adverse effects and recommended improvements under existing plus project (2.8M s.f.) conditions are described below. The recommended improvements would be the same both without and with the Loop Road unless stated otherwise.

1. Willow Road and Bayfront Expressway

Adverse Effect

This intersection is currently operating at LOS F during both AM and PM peak hours. The buildout of the RSP under the 2.8M s.f. option would cause the average delay at the intersection to increase by four or more seconds during both the AM and PM peak hours both without and with the planned Loop Road. This constitutes an adverse effect according to the thresholds established by the City of Menlo Park. The increase in delay with the Loop Road would be lower than the increase in delay without the Loop Road.

Improvement

The City of Menlo Park is implementing an adaptive traffic signal coordination system on the Willow Road corridor to improve traffic flow. Adaptive traffic control is a technology that automatically adjusts traffic signal timing based on actual traffic demand at an intersection. This measure will improve the intersection operations and could reduce the intersection delay.

The City is also planning multimodal improvements at this intersection including installing bike signals, high-visibility crosswalks, and cross-bike markings, reconstructing northbound Willow Road right-turn channelizing island to improve pedestrian access, removing eastbound Bayfront Expressway channelizing island to provide space for shoulder-running bus lane, and implementing a right-turn overlap phase.

The Metropolitan Transportation Commission (MTC) Dumbarton Forward project would restripe Bayfront Expressway to add bus-only lanes on the shoulders during peak periods and implement signal timing improvements. The bus-only lanes would generally help the progression of shuttles and buses along the corridor. The signal timing improvements are also assumed to help with the general progression along Bayfront. However, specific details are unknown at

this time regarding the improvements at the Willow Road and Bayfront Expressway intersection. The improvements' effectiveness in addressing the project's adverse effect on traffic operations at this intersection cannot be determined. Furthermore, implementation of this project is uncertain at this time.

Other physical improvements to the intersection lane geometry are considered infeasible due to right-of-way constraints and/or adverse effects on pedestrian and bicycle travel at the intersection. This intersection is beyond the jurisdiction of the City of East Palo Alto. Any potential improvements would require coordination with and approval by Caltrans and the City of Menlo Park. The RSP Area developments would contribute their fair share to multimodal improvements at this intersection.

2. Willow Road and Newbridge Street

Adverse Effect

This intersection is currently operating at LOS F during the AM and PM peak hours. During the AM peak hour, traffic generated by buildout of the RSP under the 2.8M s.f. option would cause the critical movement delay on the local westbound Newbridge Street approach to increase by more than 0.8 seconds both without and with the planned Loop Road. During the PM peak hour, RSP traffic would cause the critical movement delay on the local eastbound and westbound Newbridge Street approaches to increase by more than 0.8 seconds without the Loop Road and the local eastbound approach to increase by more than 0.8 seconds with the Loop Road. Thus, buildout of the RSP under the 2.8M s.f. option would have an adverse effect both without and with the Loop Road according to the thresholds established by the City of Menlo Park.

Improvement

The Menlo Park Traffic Impact Fee (TIF) program proposes to modify the signal to include protected left-turn phasing on Newbridge Street, provide a leading left-turn phase on the eastbound approach and a lagging left-turn phase on the westbound approach, and optimize signal timing. The implementation of these intersection modifications would not reduce the critical movement delay sufficiently to address the intersection deficiency under project conditions both without and with the Loop Road.

The TIF program also proposes multimodal improvements along this section of Willow Road. These include a northbound Willow Road one-way Class IV separated bikeway between Hamilton Avenue and the US 101/Willow Road Interchange and a southbound Willow Road one-way Class IV separated bikeway between the Dumbarton Rail Corridor and the US 101/Willow Road Interchange. The TIF program also proposes a multimodal improvement at the intersection, which would be to convert the existing crosswalks to high-visibility crosswalks.

Other physical improvements to the intersection lane geometry are considered infeasible due to right-of-way constraints and/or adverse effects on pedestrian and bicycle travel at the intersections. This intersection is beyond the jurisdiction of the City of East Palo Alto. Any potential improvement would require coordination with and approval by Caltrans and the City of Menlo Park. The RSP Area developments would contribute their fair share to multimodal improvements at this intersection.

3. University Avenue and Bayfront Expressway

Adverse Effect This intersection is currently operating at an unacceptable LOS F during the PM peak hour. The addition of traffic associated with buildout of the RSP under the 2.8M s.f. option is expected to cause the average delay to increase by more than four seconds per vehicle both without and with the planned Loop Road. This constitutes an adverse effect according to the thresholds established by the City of Menlo Park. The increase in delay with the Loop Road would be greater than the increase in delay without the Loop Road.

Improvement The Metropolitan Transportation Commission (MTC) Dumbarton Forward project would restripe Bayfront Expressway to add bus-only lanes on the shoulders during peak periods and implement signal timing improvements. The bus-only lanes would generally help the progression of shuttles and buses along the corridor. The signal timing improvements are also assumed to help with the general progression along Bayfront. However, specific details are unknown at this time regarding the improvements at the University Avenue and Bayfront Expressway intersection. The improvements' effectiveness in addressing the project's adverse effect on traffic operations at this intersection cannot be determined. Furthermore, implementation of this project is uncertain at this time.

Other physical improvements to the intersection geometry are considered infeasible due to right-of-way constraints and/or adverse effects on pedestrian and bicycle travel at the intersections. Any potential improvement would require coordination with and approval by Caltrans and the City of Menlo Park. The RSP Area developments would contribute their fair share to multimodal improvements at this intersection.

5. Euclid Avenue and Donohoe Street/East Bayshore Road

Adverse Effect This intersection is currently operating at an unacceptable LOS E during the PM peak hour. The buildout of the RSP under the 2.8M s.f. option is expected to cause the average delay to increase by over five seconds per vehicle both without and with the planned Loop Road and the intersection traffic volumes are expected to satisfy the Peak-Hour Volume Warrant. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto.

Improvement The recommended improvements include a new traffic signal at the intersection and coordination with other closely spaced traffic signals along Donohoe Street. The new traffic signal shall include appropriate pedestrian and bicycle accommodations. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. In addition, the lane configuration on westbound Donohoe Street shall be restriped to accommodate one through lane and one right-turn lane. With the recommended improvements, the intersection would operate at an acceptable level (LOS D or better) during the PM peak hour. During the AM peak hour, the intersection would operate at an unacceptable LOS E with the recommended improvements but would have lower average delay than the existing LOS F conditions.

The Sobrato University Plaza Phase II development at 2111 University Avenue is required to fund the improvements at this intersection subject to reimbursement from other projects shown to contribute to the need for the improvements.

Subsequently, the JobTrain project at 2535 Pulgas Avenue and the University Circle Phase II project at 1950-2050 University Avenue were approved with a

requirement to provide fair share funding towards these improvements per the Sobrato reimbursement agreement. The RSP Area developments would be responsible for a fair share contribution towards the improvement costs at this intersection per the Sobrato reimbursement agreement.

6. US 101 Northbound On-Ramp/University Plaza Ph II Driveway and Donohoe Street

Adverse effect	This intersection is currently operating at an unacceptable LOS F during the AM peak hour. The addition of traffic generated by the RSP under the 2.8M s.f. option is expected to cause the average delay to increase by more than five seconds per vehicle during the AM peak hour both without and with the planned Loop Road. The intersection traffic volumes are expected to satisfy the Peak-Hour Volume Warrant. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto.
Improvement	<p>The adverse effect at this intersection could be addressed by installing a new traffic signal and coordinating it with other closely spaced traffic signals along Donohoe Street. The new traffic signal shall include appropriate pedestrian and bicycle accommodations. This includes pedestrian countdown timers, ADA compliant curbs, and bicycle detection loops. Furthermore, the US 101 northbound on ramp shall be shifted approximately 30 feet to the east to align with the proposed driveway for the University Plaza Phase II site on the north side of Donohoe Street. In addition, the westbound Donohoe Street approach to the US 101 northbound on ramp shall be restriped to accommodate a short exclusive left-turn pocket (approximately 60 feet in length), a shared left/through lane, and an exclusive through lane. These improvements would require widening of the US 101 northbound on ramp to accommodate two lanes that taper down to a single lane before this ramp connects with the loop on ramp from northbound University Avenue. With the recommended improvements, the intersection would operate adequately (LOS C or better) during both peak hours.</p> <p>The Sobrato University Plaza Phase II development is required to fund the improvements at this intersection subject to reimbursement from other projects shown to contribute to the need for the improvements. Subsequently, the JobTrain and University Circle Phase II projects were approved with a requirement to provide fair share funding towards these improvements per the Sobrato reimbursement agreement. The RSP Area developments would be responsible for a fair share contribution towards the improvement costs at this intersection per the Sobrato reimbursement agreement.</p>

7. University Avenue and Loop Road

Adverse effect	This future intersection was analyzed under the with Loop Road scenario only. During the AM peak hour, the intersection would operate at an acceptable level of service. During the PM peak hour, the intersection would operate with high delays and an unacceptable LOS F and would meet the peak-hour signal warrant under the Existing Plus Project (2.8 M s.f. option) with Loop Road scenario.
Improvement	A new traffic signal is recommended at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, ADA compliant curbs, and bicycle detection loops. This intersection is beyond the jurisdiction of the City of East Palo Alto. Any potential improvements would require coordination with and approval by Caltrans. With this improvement, the intersection would operate at

an acceptable level (LOS C or better) during the AM and PM peak hours under existing plus project conditions with the planned Loop Road.

The cost of constructing the Loop Road is to be fully funded by the City of East Palo Alto's TIF program. The RSP Area developments would fully fund the cost of the traffic signal improvements at this intersection.

11. University Avenue and Bay Road

Adverse effect

The intersection is currently operating at LOS D during both peak hours. Development of the Ravenswood Specific Plan Area under the 2.8M s.f. option is expected to cause the intersection to degrade to LOS F during both the AM and PM peak hours without the Loop Road. With the Loop Road, this intersection is expected to degrade to LOS F during both the AM peak hour and LOS E during the PM peak hour. This constitutes an adverse effect at the University/Bay intersection both without and with the Loop Road according to the thresholds established by the City of East Palo Alto. The average delay at the intersection would be lower with the Loop Road than without the Loop Road.

Improvement

With Loop Road: The adverse effects of the RSP buildout under the 2.8M s.f. option could be offset by adding a second westbound left-turn lane and a second southbound left-turn lane. The second westbound left-turn lane would result in two left-turn lanes, one through lane, and one right-turn lane in the westbound direction on Bay Road. With these changes, the signal phasing on Bay Road could be modified from split phase operation to a standard phase sequence with protected left turns. Construction of the recommended turn lanes would require right-of-way acquisition from adjacent properties and roadway widening. At least two feet of additional right-of-way would be required on the east side of University Avenue. About 12 feet of additional right-of-way would be required on the north side of Bay Road. Roadway widening has the potential to make pedestrian and bicycle travel more difficult through the intersection. Therefore, appropriate pedestrian and bicycle accommodation should be provided at the intersection. This includes pedestrian countdown timers, ADA compliant curbs, and bicycle detection loops. With the recommended improvements, the intersection would have a higher delay than existing conditions, but would continue to operate at an acceptable LOS D.

Without Loop Road: The above improvements on the southbound and westbound approaches would not be sufficient to fully offset the adverse effects of RSP development without the Loop Road. Restoring the intersection to an acceptable level of service without the Loop Road would require the addition of an exclusive northbound right-turn lane plus the above improvements on the southbound and westbound approaches. With the recommended improvements, the intersection would operate at LOS D, however the delay would be higher than with the Loop Road.

The City of Menlo Park's traffic impact fee (TIF) program will provide a fair share contribution to the cost of the improvements at this intersection because Menlo Park developments would contribute to the need for the improvements. The RSP Area developments would be responsible for funding the remaining costs beyond the fair share contribution provided by the Menlo Park TIF.

14. University Avenue and Donohoe Street

Adverse effect	The intersection is currently operating at LOS F during both peak hours. The buildout of the RSP under the 2.8M s.f. option is expected to cause an increase in the intersection average delay of over four seconds during the PM peak hour both without and with the Loop Road. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto.
Improvement	<p>The westbound approach on Donohoe Street shall be widened to accommodate dual left-turn lanes, one exclusive through lane, one shared through/right lane, and one exclusive right-turn lane to allow for simultaneous left-turn movements on Donohoe Street. In addition, the signal should be updated to protected left-turn phasing for the eastbound and westbound approaches. These improvements would require right-of-way acquisition along the south side of Donohoe Street between University Avenue and the US 101 northbound off ramp. The changes to the westbound approach will require modifications to the eastbound approach to ensure proper lane alignment. The eastbound approach shall include one left turn lane and one shared through/right-turn lane. These improvements along with new traffic signals at the US 101 northbound on-ramp/Donohoe intersection and at the Euclid/Donohoe intersection would improve traffic operations at the University Avenue/Donohoe Street intersection and would eliminate the adverse effect of the RSP development at this intersection.</p> <p>The City of Menlo Park's TIF program will provide a fair share contribution to the cost of the improvements at this intersection because Menlo Park developments would contribute to the need for the improvements. In addition, several approved developments in East Palo Alto (University Plaza Phase II, JobTrain, and University Circle Phase II) are required to provide funding towards the improvements at this intersection. The RSP Area developments would be responsible for covering the unfunded balance of the improvement costs at this intersection.</p>

15. University Avenue and US 101 Southbound Ramps

Adverse effect	The intersection is currently operating at LOS F during the AM and PM peak hours and the buildout of the RSP under the 2.8M s.f. option would cause the average intersection delay to increase by over four seconds during one or both peak hours both without and with the Loop Road. This constitutes an adverse effect according to thresholds established by City of East Palo Alto.
Improvement	The recommended Donohoe Street improvements at Euclid Avenue, at the US 101 northbound on ramp, at University Avenue, at the US 101 northbound off ramp, and at Cooley Avenue would improve traffic flow on University Avenue and eliminate the queue spillback that extends from Donohoe Street to the US 101 southbound ramps. The Donohoe Street improvements would reduce the delay compared to existing conditions during both peak hours. No additional improvements are required to address the adverse effect at this intersection. With the recommended improvements, the intersection would operate at LOS E during the AM peak hour and LOS D during the PM peak hour, which is better than under existing conditions.

16. University Avenue and Woodland Avenue

- Adverse effect** The intersection is currently operating at LOS E and LOS F during the AM and PM peak hours, respectively, and trips generated by buildout of the RSP under the 2.8M s.f. option would cause the average intersection delay to increase by over four seconds during both the AM and PM peak hours both with and without the Loop Road. This constitutes an adverse effect according to thresholds established by City of East Palo Alto.
- Improvement** The recommended Donohoe Street improvements at Euclid Avenue, at the US 101 northbound on ramp, at Donohoe Street, at the US 101 northbound off ramp, and at Cooley Avenue would improve traffic flow on University Avenue and reduce delay at the University Avenue/Woodland intersection. Although the intersection would still operate at an unacceptable level (LOS E or F) during one or both peak hours, the average delay would be less than under existing no project conditions. No additional improvements are required to address the adverse effect at this intersection.

17. University Circle and Woodland Avenue

- Adverse effect** The intersection is currently operating LOS F during the PM peak hour and the buildout of the RSP under the 2.8M s.f. option would cause the average intersection delay to increase by over four seconds per vehicle both with and without the Loop Road. This constitutes an adverse effect according to thresholds established by City of East Palo Alto.
- Improvement** The recommended Donohoe Street improvements at Euclid Avenue, at the US 101 northbound on ramp, at University Avenue, at the US 101 northbound off ramp, and at Cooley Avenue would improve traffic flow on University Avenue and reduce delay at the University Circle/Woodland Avenue intersection. The intersection would operate at an acceptable LOS C during the PM peak hour. No additional improvements are required to address the adverse effect at this intersection.

18. US 101 Northbound Off Ramp and Donohoe Street

- Adverse effect** The intersection currently operates at an acceptable LOS D during the AM peak hour and an unacceptable LOS F during the PM peak hour. With the development permitted under the RSP 2.8M s.f. option, the level of service would degrade to LOS F during the AM peak hour and the average delay would increase by over four seconds per vehicle during the PM peak hour both without and with the Loop Road. This constitutes an adverse effect based on the thresholds established by the City of East Palo Alto.
- Improvement** The westbound approach on Donohoe Street at the US 101 northbound off ramp shall be widened to accommodate four through lanes to improve the vehicular throughput at this intersection. This improvement would require median modifications and narrowing the eastbound Donohoe Street approach to Cooley Avenue to include two through lanes and a full length left-turn lane. In addition, the traffic signals shall be coordinated with adjacent traffic signals on Donohoe Street. With the proposed improvements, the intersection of the US 101 northbound off ramp and Donohoe Street would operate at an acceptable LOS D or better during both peak hours.

Several approved developments in East Palo Alto (University Plaza Phase II, JobTrain, and University Circle Phase II) are required to provide funding towards these improvements. The RSP Area developments would be responsible for covering the unfunded balance of these improvement costs.

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20. East Bayshore Road and Donohoe Street

- Adverse effect** This intersection currently operates at an unacceptable LOS E during the AM peak hour and an acceptable LOS C during the PM peak hour. The additional trips generated by the buildout of the RSP 2.8M s.f. option both without and with the Loop Road would cause the average intersection delay to increase by over four seconds during the AM peak hour and cause the intersection to degrade to an unacceptable level (LOS E or F) during the PM peak hour both with and without the Loop Road. This constitutes an adverse effect based on the thresholds established by the City of East Palo Alto.
- Improvement** The recommended Donohoe Street improvements at Euclid Avenue, at the US 101 northbound on ramp, at University Avenue, at the US 101 northbound off ramp, and at Cooley Avenue would improve traffic flow on Donohoe Street and cause the East Bayshore/Donohoe intersection to operate at an acceptable LOS D during both peak hours without the Loop Road. With the Loop Road, the intersection would continue to operate at an unacceptable LOS E during the AM peak hour, however the average delay would be less than that under existing conditions. No additional improvements are required to address adverse effect at this intersection.

21. Clarke Avenue and Bay Road

- Adverse effect** The intersection is currently operating at LOS C during the AM and PM peak hours. With the buildout of the RSP under the 2.8M s.f. option, the intersection would operate at an unacceptable LOS F during the AM and PM peak hours both without and with the planned Loop Road. The intersection traffic volumes are expected to satisfy the Peak-Hour Signal Warrant. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto.
- Improvement** It is recommended that a new traffic signal be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, ADA compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at an acceptable level (LOS C or better) during the AM and PM peak hours under existing plus project conditions both without and with the planned Loop Road.
- Future RSP Area developments would fully fund the cost of these improvements less the fair share contribution from the approved JobTrain project.

23. Clarke Avenue and Runnymede Street

- Adverse effect** The intersection is currently operating at LOS C and LOS B during the AM and PM peak hour, respectively. With the buildout of the RSP under the 2.8M s.f. option, the intersection would operate at an unacceptable LOS F during the AM and PM peak hours both without and with the planned Loop Road. The intersection traffic volumes are expected to satisfy the Peak-Hour Signal Warrant. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto.
- Improvement** A new traffic signal shall be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, ADA compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at an

acceptable level (LOS C or better) during the AM and PM peak hours under existing plus project conditions both without and with the planned Loop Road.

The RSP Area developments would fully fund the cost of these improvements.

26. Demeter Street and Bay Road

Adverse effect The intersection is currently operating at LOS C during both the AM and PM peak hours. The addition of project traffic would cause the intersection to degrade to an unacceptable level (LOS F) during both the AM and PM peak hours both without and with the planned Loop Road. The intersection traffic volumes are expected to satisfy the Peak-Hour Signal Warrant. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto.

Improvement: It is recommended that a new traffic signal be installed at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, ADA compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at an acceptable level (LOS C or better) during the AM and PM peak hours under existing plus project conditions both without and with the planned Loop Road.

The RSP Area developments would fully fund the cost of these improvements.

27. Pulgas Avenue and Bay Road

Adverse effect The intersection is currently operating at LOS B and LOS C during the AM and PM peak hours, respectively. The buildout of the RSP under the 2.8M s.f. option would cause the intersection to degrade to an unacceptable level (LOS F) during both the AM and PM peak hours both without and with the planned Loop Road. The intersection traffic volumes are expected to satisfy the Peak-Hour Signal Warrant. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto.

Improvement: With Loop Road: A new traffic signal is recommended at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, ADA compliant curbs, and bicycle detection loops. In order for the intersection to operate acceptably with the traffic signal, the northbound approach would need to be restriped to include one left-turn lane and one shared left/through/right-turn lane. No right-of-way acquisition would be required under this scenario; however, it would require the removal of on-street parking. With these improvements, the intersection would operate at an acceptable level (LOS D or better) during the AM and PM peak hours under existing plus project conditions with the Loop Road.

Alternatively, the adverse effect at this intersection could be offset by the construction of a two-lane roundabout with a shared left-through lane and a shared through-right lane at the east and west approaches and a single shared lane at the north and south approaches. Right-of-way acquisition would be required to construct the roundabout. Additional design work would be needed to determine if a roundabout could fit without affecting adjacent new developments (EPA Center Arts on the southeast quadrant and the Ravenswood Health Center on the northwest quadrant).

Without Loop Road: A new traffic signal and the recommended improvements on the northbound approach described above would not be sufficient to fully offset the adverse effect of the RBD development without the Loop Road. In order for the intersection to operate acceptably with the traffic signal under this scenario, the northbound approach would need to be restriped for one left-turn lane and one shared left/through/right-turn lane, and the westbound approach would need to be widened to include a left-turn lane and a shared through/right-turn lane. Additional right-of-way would be required for the additional turn lane on the westbound approach. The traffic signal shall include pedestrian countdown timers, ADA compliant curbs, and bicycle detection loops. With these improvements, the intersection would operate at an acceptable level (LOS D or better) during the AM and PM peak hours under existing plus project conditions without the Loop Road.

Alternatively, a two-lane roundabout with a shared left-through lane and a shared through-right lane at all approaches would be required for the intersection to operate acceptably. In order to accommodate the roundabout, additional right-of-way would be required. Additional design work would be needed to determine if a roundabout could fit without affecting recent new projects on the southeast and northwest corners.

Future RSP Area developments would fully fund the cost of these improvements less the fair share contribution from the approved JobTrain project at 2535 Pulgas Avenue.

29. Pulgas Avenue and Runnymede Street

Adverse effect

The intersection is currently operating at LOS C during both the AM and PM peak hours. The buildout of the RSP under the 2.8M s.f. option would cause the intersection to degrade to an unacceptable level (LOS F) during both the AM and PM peak hours both without and with the planned Loop Road. The intersection traffic volumes are expected to satisfy the Peak-Hour Signal Warrant. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto.

Improvement:

A traffic signal is recommended at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at an acceptable level (LOS D or better) during the AM and PM peak hours under existing plus project conditions both without and with the Loop Road.

Future RSP Area developments would fully fund the cost of these improvements less the fair share contributions from the approved JobTrain project and the approved residential development at 965 Weeks Street.

34. University Avenue and Adams Drive

Adverse effect

The intersection is currently operating at LOS F during both the AM and PM peak hours. The project would increase the average delay by more than five seconds. The intersection traffic volumes are expected to satisfy the Peak-Hour Signal Warrant. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto.

Improvement: A new traffic signal is recommended at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at an acceptable level (LOS C or better) during the AM and PM peak hours under existing plus project conditions both without and with the Loop Road.

A new signal at this intersection would be consistent with the recommended improvements identified in the City of Menlo Park's Transportation Master Plan. Furthermore, this improvement is expected to be fully funded by the City of Menlo Park's traffic impact fee (TIF) program because development expected within the City of Menlo Park is expected to necessitate the improvement.

39. University Avenue and 4 Corners Driveway (Future)

Adverse effect This intersection would be constructed as part of the proposed 4 Corners development located at the northeast corner of University Avenue and Bay Road. Per the project plans, the intersection would be stop controlled on the driveway (westbound approach) and uncontrolled on the north and south approaches (University Avenue). The stop-controlled westbound approach is expected to operate at an unacceptable LOS F during both peak hours both with and without the Loop Road.

Improvement: Signalization is not recommended at this intersection because of the proximity of the driveway to the University Avenue and Bay Road intersection. It is recommended that the project restrict the driveway to right turns only in and out of the project. With this restriction, the intersection would operate at an acceptable level (LOS D or better) during the AM and PM peak hours under existing plus project conditions both without and with the Loop Road.

Restricting access at this 4 Corners driveway would alter traffic volumes at the University/Bay intersection. However, the University Avenue and Bay Road intersection is expected to operate at an acceptable level with the recommended improvements described above.

The proposed 4 Corners project would be responsible for constructing this intersection with the recommended turn restrictions.

40. 4 Corners Driveway and Bay Road (Future)

Adverse effect This intersection would be constructed as part of the 4 Corners development. The intersection is assumed to be stop controlled along the driveway (southbound approach) and uncontrolled on the east and west approaches. During the PM peak hour, the stop-controlled southbound approach is expected to operate at LOS F both without and with the Loop Road.

Improvement Signalization is not recommended at this intersection because of the proximity of the driveway to the University Avenue and Bay Road intersection. It is recommended that the project restrict the driveway to right turns only in and out of the project. With this restriction, the intersection would operate at an acceptable level (LOS D or better) during the PM peak hour under existing plus project conditions without the Loop Road. With the Loop Road, the intersection would continue to operate at an unacceptable LOS E during the PM peak hour.

Additional improvements to achieve an acceptable level of service are not feasible at this intersection.

Restricting access at this 4 Corners driveway would alter traffic volumes at the University/Bay intersection. However, the University Avenue and Bay Road intersection is expected to operate at an acceptable level with the recommended improvements described above.

The proposed 4 Corners project would be responsible for constructing this intersection with the recommended turn restrictions.

42. Pulgas Avenue and Emmerson Street (Future)

Adverse effect A new east-west roadway (Emmerson Street) is planned to extend from Demeter Street to Tara Road. The new intersection at Pulgas Avenue and Emmerson Street is assumed to be stop controlled on the east/west (Emmerson Street) approaches. Under the Without Loop Road scenario, the intersection is expected to operate at acceptable levels. However, with the Loop Road, the stop-controlled westbound approach is expected to operate at an unacceptable level (LOS E) during the PM peak hour under two-way stop control.

Improvement Without Loop Road: No improvements are necessary under the Without Loop Road scenario.

With Loop Road: A single-lane roundabout shall be installed at this intersection. A roundabout would require the adjacent properties to dedicate right-of-way when they redevelop. With the recommended improvement, the intersection would operate at LOS A.

The RSP Area developments would fully fund the cost of the new roadway and the recommended roundabout.

45. Tara Road and Bay Road

Adverse effect The Specific Plan assumes that Tara Road would be extended south from its current terminus at Bay Road to Weeks Street. The four-legged intersection Tara Road and Bay Road is assumed to be stop controlled on the north and south approaches (Tara Road). The northbound approach is expected to operate at LOS F during both the AM and PM peak hours both without and with the Loop Road.

Improvement A single-lane roundabout shall be installed at this intersection. A roundabout would require the adjacent properties to dedicate right-of-way when they redevelop. With the recommended improvement, the intersection would operate at LOS A.

The RSP Area developments would fully fund the cost of the recommended roundabout.

E istin Plus Project (3.35M s.f.) Intersection Levels of Service

The results of the intersection level of service analysis under existing plus project conditions (3.35M s.f. option) without and with the Loop Road are summarized in Table 14 and Table 15. At some intersections where the project would add trips to low-delay movements, there would be a decrease in overall average delay.

Table 14
E istin Plus Project (3.35M s.f.) Intersection Levels of Service in Menlo Park

Intersection	Peak Hour	Count Date	E istin Plus Project (3.35M s.f.)								E istin Plus Project (3.35M s.f.) /Improvement							
			E istin		it out Loop Road				it Loop Road		it out Loop Road			it Loop Road				
			Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS	Incr. Av . Delay	Incr. In Av . Crit. Delay	Av Delay (sec/ve)	LOS	Incr. Av . Delay	Incr. In Av . Crit. Delay	Av Delay (sec/ve)	LOS	Incr. Av . Delay	Incr. In Av . Crit. Delay		
1 Willow Rd (SR114) & ont (R84) (M)	AM	04/23/19	120		O ERSAT		25.2		O ERSAT		18.8		Multimodal improvement ¹					
	PM	04/23/19	120		O ERSAT		48.7		O ERSAT		39.8		Multimodal improvement ¹					
2 Willow Rd (SR114) & Newbridge St e id e t eet t ound e id e t eet e t ound	AM	03/21/19	93.4		O ERSAT		15.2	41.0	O ERSAT		45.1	30.7	O ERSAT		34.9	O ERSAT	30.7	
			62.9	E	60.9	E	--	<0.8	62.2	E	--	<0.8	75.4	E	15.6	62.2	E	<0.8
			120		120		--	113.4	49 0		--	<0.8	49 2	D	0 8	49 0	D	0 8
	PM	03/21/19	120		O ERSAT		15.5	9.5	O ERSAT		17.5	8.6	O ERSAT		0.8	O ERSAT	0.8	
			62.8	E	64.5	E	--	1.9	63.8	E	--	0.9	83.5		20.4	82.7		19.1
			120		120		--	<0.8	120		--	<0.8	49 1	D	0 8	49 2	D	0 8
3 University Ave (SR109) & ont (R84) (M)	AM	04/25/19	11.4	B	14.9	B	<4	--	15.8	B	4.4	--	Multimodal improvement ¹					
	PM	04/25/19	94.1		117.2		23.1		120		27.8		Multimodal improvement ¹					

Notes:
 1. The effectiveness of the recommended multimodal improvements in addressing the project's adverse effect on traffic operations at this intersection cannot be determined. Other physical improvements to the intersection lane geometry are not feasible.
old indicates a substandard level of service.
o indicates an adverse effect.
O ERSAT indicates that the intersection would experience capacity issues where the demand cannot be served by the intersection. Oversaturated intersections would operate at LOS F.

Table 15
E istin Plus Project (3.35M s.f.) Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	E istin Plus Project (3.35M s.f.)												E istin Plus Project (3.35M s.f.) it Improvements			
		E istin				it out Loop Rd				it Loop Rd				it out Loop Rd		it Loop Rd	
		Peak	Av			Av	Incr.	Incr.	Incr.	Av	Incr.	Incr.	Incr.	Av		Av	
		Hour	Delay (sec/ve)	LOS	Delay (sec/ve)	Delay	Delay	In Crit. /C	Delay (sec/ve)	Delay	Delay	In Crit. /C	Delay (sec/ve)	LOS	Delay (sec/ve)	LOS	
4 Ralmar Ave/Newbridge St and Bay Rd (- to)	AM	12.8	B	32.0	D	--	19.2	0.295	26.1	D	--	13.3	0.2	--	--	--	--
	PM	10.8	B	24.6	C	--	13.8	0.407	24.0	C	--	13.3	0.4	--	--	--	--
5 Euclid Ave and Donohoe St (- to)	AM	73.8		62.4		-11.4	--	--	72.3		-1.4	--	--	70.0	E	74.6	E
	PM	46.9	E	104.2		57.3	--	--	98.2		51.2	--	--	45.5	D	37.9	D
6 US 101 NB On Ramp and Donohoe St (ncont o ed)	AM	48.7	E	89.7		41.0	--	--	87.7		39.0	--	--	47.1	D	31.3	C
	PM	10.6	B	25.5	D	14.9	--	--	22.3	C	11.7	--	--	15.4	B	16.3	B
7 University Ave (SR 109) and Loop Rd (Future) (T o- to)	AM		--	--	--	--	--	--	26.9	D	--	--	--	--	--	15.4	B
	PM		--	--	--	--	--	--	120		--	--	--	--	--	41.0	D
8 University Ave (SR 109) and Purdue Ave (T o- to)	AM	18.9	C	26.8	D	--	--	--	19.2	C	--	--	--	13.4	B	--	--
	PM	47.5	E	120		--	--	--	50.4		--	--	--	10.6	B	--	--
9 University Ave (SR 109) and O'Brien Dr	AM	9.1	A	10.0	B	--	0.7	0.104	12.8	B	--	1.4	0.0	--	--	--	--
	PM	11.8	B	11.7	B	--	0.0	0.020	12.1	B	--	0.0	0.0	--	--	--	--
10 University Ave and Notre Dame Ave	AM	4.2	A	7.1	A	--	-2.3	0.088	5.6	A	--	-2.3	0.1	--	--	--	--
	PM	7.9	A	9.2	A	--	1.5	0.037	8.1	A	--	0.3	0.0	--	--	--	--
11 University Ave and Bay Rd	AM	41.7	D	120		--	>60	0.663	95.4		--	>60	0.5	54.5	D	53.0	D
	PM	48.4	D	108.4		--	>60	0.420	73.8	E	--	34.9	0.2	56.7	E	50.6	D
12 University Ave and Runnymede St	AM	6.9	A	8.5	A	--	6.2	0.204	7.6	A	--	5.9	0.2	--	--	--	--
	PM	9.5	A	19.7	B	--	11.3	0.412	16.5	B	--	8.0	0.4	--	--	--	--
13 University Ave and Bell St	AM	11.3	B	12.0	B	--	1.2	0.111	11.8	B	--	1.1	0.1	--	--	--	--
	PM	16.8	B	16.5	B	--	0.0	0.000	16.4	B	--	0.1	0.0	--	--	--	--
14 University Ave and Donohoe St	AM	110.2		113.4		3.2	--	--	108.7		-1.5	--	--	99.8		81.0	
	PM	81.7		120		>60	--	--	120		>60	--	--	70.9	E	74.2	E
15 University Ave and US 101 SB Ramps	AM	103.7		120		28.2	--	--	102.9		-0.8	--	--	56.8	E	70.6	E
	PM	99.4		120		>60	--	--	120		>60	--	--	57.9	E	44.6	D
16 University Ave and Woodland Ave	AM	66.6	E	78.2	E	11.6	--	--	81.7		15.0	--	--	66.1	E	54.7	D
	PM	120		120		>60	--	--	120		>60	--	--	120		120	
17 University Circle and Woodland Ave	AM	20.0	C	16.7	B	-3.4	--	--	19.8	B	-0.2	--	--	37.7	D	12.7	B
	PM	120		120		>60	--	--	120		>60	--	--	30.5	C	31.0	C
18 US 101 NB Off Ramp and Donohoe St	AM	53.2	D	120		>60	--	--	120		>60	--	--	43.1	D	35.4	D
	PM	120		120		37.7	--	--	120		51.2	--	--	40.8	D	40.7	D

Table 15
E istin Plus Project (3.35M s.f.) Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Hour	E istin Plus Project (3.35M s.f.)										E istin Plus Project (3.35M s.f.) it Improvements					
			E istin			it out Loop Rd			it Loop Rd				it out Loop Rd		it Loop Rd			
			Av	Incr.	Incr.	Av	Incr.	Incr.	Av	Incr.	Incr.	Incr.	Av	LOS	Av	LOS		
			Delay (sec/ve)	Delay	/C	Delay (sec/ve)	Delay	/C	Delay (sec/ve)	Delay	/C	Delay (sec/ve)	LOS	Delay (sec/ve)	LOS			
19 Cooley Ave and Donohoe St	2,5	AM	35.8	D	51.6	D	15.8	--	--	48.1	D	12.3	--	--	25.9	C	27.2	C
		PM	33.0	C	37.7	D	4.7	--	--	39.3	D	6.3	--	--	25.5	C	25.4	C
20 East Bayshore Rd and Donohoe St	2	AM	59.8	E	78.8	E	19.0	--	--	92.1		32.3	--	--	33.1	C	49.9	D
		PM	21.8	C	56.1	E	34.3	--	--	78.7	E	56.9	--	--	30.8	C	32.4	C
21 Clarke Ave and Bay Rd (- to)	4	AM	18.4	C	120		--	>60	1.889	120		--	>60	1.4	36.3	D	20.7	C
		PM	18.6	C	120		--	>60	1.524	120		--	>60	1.2	20.1	C	16.0	B
22 Clarke Ave and Weeks St (- to)	6	AM	11.1	B	48.5	E	--	37.3	0.502	24.8	C	--	13.7	0.3	--	--	--	--
		PM	11.1	B	26.8	D	--	15.8	0.310	19.7	C	--	8.7	0.2	--	--	--	--
23 Clarke Avenue and Runnymede Street (- to)	4	AM	16.1	C	120		--	>60	0.971	120		--	>60	0.7	33.6	C	22.7	C
		PM	13.3	B	120		--	>60	0.767	96.0		--	>60	0.6	23.1	C	23.6	C
24 Clarke Avenue and Donohoe Street (- to)		AM	17.8	C	22.8	C	--	5.0	0.086	22.7	C	--	4.9	0.1	--	--	--	--
		PM	18.5	C	23.9	C	--	5.4	0.090	22.1	C	--	3.7	0.1	--	--	--	--
25 Clarke Ave and East Bayshore Rd		AM	13.9	B	14.1	B	--	0.6	0.052	14.0	B	--	0.5	0.0	--	--	--	--
		PM	10.7	B	11.8	B	--	1.2	0.034	12.2	B	--	1.6	0.0	--	--	--	--
26 Demeter St and Bay Rd (T o- to)	1,4	AM	16.1	C	O ERSAT		--	--	--	120		--	--	--	16.0	B	17.1	B
		PM	15.8	C	120		--	--	--	120		--	--	--	36.1	D	24.5	C
27 Pulgas Ave and Bay Rd (- to)	4,5	AM	10.8	B	120		--	>60	1.604	120		--	>60	1.7	42.4	D	36.4	D
		PM	18.1	C	120		--	>60	1.279	120		--	>60	1.3	48.0	D	36.4	D
28 Pulgas Ave and Weeks St (- to)	4	AM	9.5	A	44.4	E	--	34.9	0.671	34.0	D	--	--	--	7.2	A	--	--
		PM	11.6	B	34.8	D	--	23.2	0.390	31.7	D	--	--	--	18.9	B	--	--
29 Pulgas Ave and Runnymede St (- to)	4,5	AM	15.0	C	120		--	>60	0.851	120		--	>60	0.9	33.5	C	29.3	C
		PM	16.4	C	108.0		--	>60	0.530	65.1		--	48.7	0.3	15.3	B	17.4	B
30 Pulgas Ave and O'Connor St (- to)		AM	13.6	B	21.3	C	--	7.7	0.128	22.5	C	--	8.9	0.2	--	--	--	--
		PM	15.7	C	32.1	D	--	16.3	0.198	27.0	D	--	11.3	0.1	--	--	--	--
31 Pulgas Ave and East Bayshore Rd		AM	19.9	B	21.2	C	--	6.1	0.066	20.9	C	--	5.7	0.1	--	--	--	--
		PM	23.9	C	48.7	D	--	28.9	0.155	43.8	D	--	23.6	0.1	--	--	--	--
32 East Bayshore Road and Embarcadero Road		AM	24.4	C	24.1	C	--	-0.2	0.034	24.3	C	--	0.0	0.0	--	--	--	--
		PM	35.5	D	38.2	D	--	-2.3	0.106	38.1	D	--	-2.4	0.1	--	--	--	--
33 University Ave and Kavanaugh Dr		AM	6.0	A	12.2	B	--	7.4	0.136	6.3	A	--	0.1	0.1	--	--	--	--
		PM	9.9	A	9.8	A	--	0.0	0.026	10.1	B	--	0.0	0.0	--	--	--	--

Table 15
E istin Plus Project (3.35M s.f.) Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	E istin Plus Project (3.35M s.f.)											E istin Plus Project (3.35M s.f.) it Improvements				
			E istin			it out Loop Rd			it Loop Rd					it out Loop Rd		it Loop Rd		
			Av	Incr.	Incr.	Av	Incr.	Incr.	Av	Incr.	Incr.	Incr.	Av	Incr.	Av	Incr.		
			Delay (sec/ve)	In Av Delay	In Crit. Delay	Delay (sec/ve)	In Av Delay	In Crit. Delay	Delay (sec/ve)	In Av Delay	In Crit. Delay	In Crit. /C	Delay (sec/ve)	In Av Delay	Delay (sec/ve)	In Av Delay	Delay (sec/ve)	In Av Delay
34 University Ave (SR 109) and Adams Dr (T o- to)	1,4	AM	88.3			120	--	--	--	104.7	--	--	--	8.9	A	9.4	A	
		PM	120			120	--	--	--	120	--	--	--	24.2	C	20.6	C	
35 Clarke Ave and Schembri Ln/Garden St (- to)		AM	13.2	B	26.1	D	--	12.9	0.227	24.6	C	--	11.4	0.2	--	--	--	--
		PM	10.9	B	11.9	B	--	0.9	0.046	12.6	B	--	1.6	0.1	--	--	--	--
36 Clarke Ave and O'Connor St (- to)		AM	11.9	B	12.4	B	--	0.4	0.026	12.1	B	--	0.2	0.0	--	--	--	--
		PM	9.9	A	11.1	B	--	1.2	0.100	10.8	B	--	0.9	0.1	--	--	--	--
37 Pulgas Ave and Garden St (- to)		AM	11.2	B	18.3	C	--	7.1	0.261	18.7	C	--	7.5	0.3	--	--	--	--
		PM	13.5	B	16.2	C	--	2.6	0.044	16.7	C	--	3.2	0.1	--	--	--	--
38 Pulgas Ave and Beech St (- to)		AM	10.0	A	16.1	C	--	6.1	0.354	16.3	C	--	6.4	0.4	--	--	--	--
		PM	11.2	B	13.8	B	--	2.6	0.050	13.9	B	--	2.6	0.0	--	--	--	--
39 University Ave and 4 Corners Dwy (Future) (T o- to)	1,5	AM	--	--	120	--	--	--	77.6	--	--	--	16.4	C	14.5	B		
		PM	--	--	120	--	--	--	75.5	--	--	--	33.1	D	19.5	C		
40 4 Corners Dwy and Bay Rd (Future) (T o- to)	1,5	AM	--	--	39.6	E	--	--	--	27.8	D	--	--	--	13.0	B	12.3	B
		PM	--	--	120	--	--	--	120	--	--	--	45.3	E	38.0	E		
41 Demeter St and Emmerson St (Future) (T o- to)	1	AM	--	--	10.7	B	--	--	--	22.9	C	--	--	--	--	--	--	--
		PM	--	--	12.7	B	--	--	--	16.2	C	--	--	--	--	--	--	--
42 Pulgas Ave and Emmerson St (Future) (T o- to)	1,4	AM	--	--	41.6	E	--	--	--	O ERSAT	--	--	--	6.8	A	7.6	A	
		PM	--	--	25.8	D	--	--	--	23.8	C	--	--	--	5.3	A	4.8	A
43 Pulgas Ave and Montage St (Future) (T o- to)	1	AM	--	--	16.5	C	--	--	--	18.3	C	--	--	--	--	--	--	--
		PM	--	--	28.1	D	--	--	--	31.5	D	--	--	--	--	--	--	--
44 Tara Rd and Emmerson St (Future) (T o- to)	1	AM	--	--	10.6	B	--	--	--	10.8	B	--	--	--	--	--	--	--
		PM	--	--	11.2	B	--	--	--	11.3	B	--	--	--	--	--	--	--
45 Tara Rd and Bay Rd (T o- to)	1,4	AM	--	--	120	--	--	--	120	--	--	--	11.6	B	9.9	A		
		PM	--	--	120	--	--	--	108.3	--	--	--	8.0	A	7.2	A		

Table 15
Existing Plus Project (3.35M s.f.) Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	Existing Plus Project (3.35M s.f.)													Existing Plus Project (3.35M s.f.) with Improvements			
			Existing			without Loop Rd			with Loop Rd			without Loop Rd			without Loop Rd		with Loop Rd		
			Av	Incr.	Incr.	Av	Incr.	Incr.	Av	Incr.	Incr.	Av	Incr.	Incr.	Av	LOS	Av	LOS	
			Delay (sec/ve)	In Av Delay	In Crit. Delay /C	Delay (sec/ve)	In Av Delay	In Crit. Delay /C	Delay (sec/ve)	In Av Delay	In Crit. Delay /C	Delay (sec/ve)	In Av Delay	In Crit. Delay /C	Delay (sec/ve)	LOS	Delay (sec/ve)	LOS	
46 Tara Rd and Montage St (Future) (Two-way)	1	AM	--	--	--	10.3	B	--	--	--	10.6	B	--	--	--	--	--	--	
		PM	--	--	--	10.1	B	--	--	--	9.7	A	--	--	--	--	--	--	
47 Tara Rd and Weeks St (Future) (Two-way)	1	AM	--	--	--	8.4	A	--	--	--	8.4	A	--	--	--	--	--	--	
		PM	--	--	--	9.5	A	--	--	--	9.5	A	--	--	--	--	--	--	
48 2020 Bay Dwy and Bay Rd (Future) (Two-way)	1	AM	--	--	--	8.4	A	--	--	--	8.4	A	--	--	--	--	--	--	
		PM	--	--	--	8.5	A	--	--	--	8.5	A	--	--	--	--	--	--	

Notes:

- old** indicates a substandard level of service.
- o** indicates an adverse effect.
- O ERSAT** indicates that the result is out of software calculation limits

1. For one-way and two-way stop controlled intersections, the average delay and LOS is reported for the worst approach. Changes in critical delay and v/c for the entire intersection cannot be calculated (--).
2. Intersections were analyzed using Synchro/SimTraffic software due to the close proximity of these intersections. Changes in critical delay and v/c cannot be calculated.
3. Delay shown is the average delay for the westbound left-turning vehicles, which have to find gaps in the eastbound traffic flow.
4. Average delay and LOS with improvements reflects a change in control.
5. Average delay and LOS with improvements reflects a change in geometry.
6. This intersection does not meet the traffic signal warrant under either peak hour for at least one scenario.

Compared to the 2.8M s.f. option, the intersection delay would generally increase under the 3.35M s.f. option. Thus, the adverse effects identified under the 2.8M s.f. option also would occur under the 3.35M s.f. option.

Without the Loop Road, the following additional study intersections would be adversely affected under the 3.35M s.f. option as compared to the 2.8M s.f. option:

- University Avenue and Purdue Avenue
- Pulgas Avenue and Weeks Street
- Pulgas Avenue and Emmerson Street

The Clarke Avenue and Weeks Street intersection would operate at an unacceptable LOS E during the AM peak hour under existing plus project (3.35M s.f.) conditions without the Loop Road. However, the intersection traffic volumes do not satisfy the Peak-Hour Signal Warrant. Thus, the project would not have an adverse effect on the intersection according to the thresholds established by the City of East Palo Alto.

With the Loop Road, no additional study intersections would be adversely affected under the 3.35M s.f. option as compared to the 2.8M s.f. option.

E istin Plus Project (3.35M s.f.) Intersection Adverse Effects and Improvements

For most intersections that have adverse effects under existing plus project conditions, the improvements recommended under the 2.8M s.f. option would be sufficient to address adverse effects under the 3.35M s.f. option. Intersections that require additional improvements under the existing plus project (3.35M s.f.) scenarios and intersections that are adversely affected only under the larger 3.35M s.f. option and not under the 2.8M s.f. option are described below. The recommended improvements would be the same both without and with the Loop Road unless stated otherwise.

8. University Avenue and Purdue Avenue

Adverse effect The intersection is currently operating at LOS C and LOS E during the AM and PM peak hours, respectively. The buildout of the RSP under the 3.35M s.f. option would cause the intersection to degrade to an unacceptable level (LOS F) during the PM peak hour without and with the Loop Road. The intersection traffic volumes are expected to satisfy the Peak-Hour Signal Warrant only under the without Loop Road scenario. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto under the without Loop Road scenario.

Improvement: Without Loop Road: A traffic signal is recommended at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at an acceptable level (LOS B) during the PM peak hour under this scenario.

The RSP Area developments would fully fund the cost of the traffic signal improvements at this intersection.

With Loop Road: No improvement is needed under this scenario.

11. University Avenue and Bay Road

Adverse effect	The intersection is currently operating at LOS D during both peak hours. The development of the Ravenswood Specific Plan under the 3.35M s.f. option is expected to cause the intersection to degrade to LOS F during both peak hours without the Loop Road. With the Loop Road, the intersection would degrade to LOS F during the AM peak hour and LOS E during the PM peak hour. This constitutes an adverse effect both without and with the Loop Road according to the thresholds established by the City of East Palo Alto. The average delay at the intersection would be lower with the Loop Road than without the Loop Road.
Improvement	<p><u>With Loop Road:</u> The recommended improvements listed under the existing plus project (2.8M s.f. option) with Loop Road scenario would address the adverse effect under the existing plus project (3.35M s.f. option) with Loop Road scenario. With the recommended improvements, the intersection would operate at LOS D or better.</p> <p><u>Without Loop Road:</u> The recommended improvements listed under the existing plus project (2.8M s.f. option) without Loop Road scenario would partially address the adverse effect under the existing plus project (3.35M s.f. option) without Loop Road scenario. Additional improvements that would restore the intersection to an acceptable level of service are considered infeasible since it would require acquiring right-of-way from existing single-family homes on University Avenue to add a third northbound through lane. Thus, the recommended improvements would only partially offset the adverse effect caused by buildout of the RSP under the 3.35M s.f. option without the Loop Road.</p> <p>The City of Menlo Park's traffic impact fee (TIF) program will provide a fair share contribution to the cost of the improvements at this intersection because Menlo Park developments would contribute to the need for the improvements. The RSP Area developments would be responsible for funding the remaining costs beyond the fair share contribution provided by the Menlo Park TIF.</p>

27. Pulgas Avenue and Bay Road

Adverse effect	The intersection is currently operating at LOS B and LOS C during the AM and PM peak hours, respectively. The buildout of the RSP under the 3.35M s.f. option would cause the intersection to degrade to an unacceptable level (LOS F) during both peak hours both without and with the Loop Road. The intersection traffic volumes are expected to satisfy the Peak-Hour Signal Warrant. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto.
Improvement:	<p><u>Without Loop Road:</u> The recommended improvements listed under the existing plus project (2.8M s.f. option) without Loop Road scenario would address the adverse effect under the existing plus project (3.35M s.f. option) without Loop Road scenario. With the recommended improvements, the intersection would operate at LOS D.</p> <p><u>With Loop Road:</u> The addition of a traffic signal and restriping of the northbound approach to include one left-turn lane and one shared left/through/right-turn lane recommended under the existing plus project (2.8M s.f. option) with Loop Road scenario would not be sufficient under the 3.35M s.f. option. For a traffic signal to operate acceptably under this scenario, the above improvements would need to</p>

be combined with widening of the westbound approach to include a left-turn lane and a shared through/right-turn lane. Additional right-of-way would be required for the additional turn lane at the westbound approach. With this improvement, the intersection would operate at an acceptable level (LOS D) during the AM and PM peak hours under the existing plus project (3.35M s.f. option) with the Loop Road scenario.

Alternatively, in lieu of a traffic signal, a two-lane roundabout with a shared left-through lane and a shared through-right lane on all approaches would be required for the intersection to operate acceptably under the 3.35M s.f. option with the Loop Road. Acquisition of additional right-of-way would be required to accommodate the roundabout. Additional design work would be needed to determine if a roundabout could fit without affecting recent new projects on the southeast and northwest corners.

Future RSP Area developments would fully fund the cost of these improvements less the fair share contribution from the approved JobTrain project at 2535 Pulgas Avenue.

28. Pulgas Avenue and Weeks Street

Adverse effect

The intersection is currently operating at LOS A and LOS B during the AM and PM peak hours, respectively. The buildout of the RSP under the 3.35M s.f. option would cause the intersection to degrade to an unacceptable level (LOS E) during the AM peak hour without the Loop Road. The intersection traffic volumes are expected to satisfy the Peak-Hour Signal Warrant. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto. With the Loop Road, the intersection is expected to continue to operate at an acceptable level (LOS D or better).

Improvement:

Without Loop Road: A traffic signal is recommended at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at an acceptable level (LOS B or better) during the AM and PM peak hours under existing plus project (3.35M s.f. option) conditions.

Future RSP Area developments would fully fund the cost of these improvements less the fair share contributions from the approved JobTrain project and the approved residential development at 965 Weeks Street.

With Loop Road: No improvement is needed under this scenario.

29. Pulgas Avenue and Runnymede Street

Adverse effect

The intersection is currently operating at LOS C during both the AM and PM peak hours. The buildout of the RSP under the 3.35M s.f. option would cause the intersection to degrade to an unacceptable level (LOS F) during both the AM and PM peak hours both without and with the Loop Road. The intersection traffic volumes are expected to satisfy the Peak-Hour Signal Warrant. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto.

Improvement:

Without Loop Road: In addition to the traffic signal recommended under the existing plus project (2.8M s.f.) without Loop Road scenario, it is recommended

that the northbound approach be restriped to include one northbound left-turn lane and one northbound shared through/right-turn lane. There is sufficient right-of-way available to accommodate the additional turn lane, however, it would require remove of on-street parking spaces on the south leg of Pulgas Avenue. With the recommended improvements, the intersection would operate at LOS C or better.

With Loop Road: The recommended improvements listed under the existing plus project (2.8M s.f.) with Loop Road scenario would address the adverse effect under the 3.35M s.f. option. With the recommended improvements, the intersection would operate at LOS C or better.

Future RSP Area developments would fully fund the cost of these improvements less the fair share contributions from the approved JobTrain project and the approved residential development at 965 Weeks Street.

40. 4 Corners Driveway and Bay Road (Future)

Adverse effect This new intersection constructed as part of the 4 Corners development is assumed to be stop controlled along the driveway (southbound approach) and uncontrolled on the east and west approaches. Under the without Loop Road scenario, the stop-controlled southbound approach would operate at an unacceptable LOS E and LOS F during the AM and PM peak hours, respectively. Under the with Loop Road scenario, the southbound approach would operate at LOS F during the PM peak hour.

Improvement The right-turn only restrictions recommended under existing plus project (2.8M s.f.) conditions would address the adverse effect under existing plus project (3.35M s.f.) conditions during the AM peak hour both without and with the Loop Road. During the PM peak hour, the intersection would continue to operate at an unacceptable LOS E both without and with the Loop Road. Additional improvements to achieve an acceptable level of service are not feasible at this intersection.

The proposed 4 Corners project would be responsible for constructing this intersection with the recommended turn restrictions.

42. Pulgas Avenue and Emmerson Street (Future)

Adverse effect This new intersection is assumed to be stop controlled on the east/west (Emmerson Street) approaches. Both without and with Loop Road, the intersection is expected to operate at an unacceptable LOS during the AM peak hour.

Improvement Without Loop Road: No improvements would be necessary under the 2.8M s.f. option. Under the 3.35M s.f. option, it is recommended that a single-lane roundabout be installed at this intersection. A roundabout would require the adjacent properties to dedicate right-of-way when they redevelop. With the recommended improvements, the intersection would operate at LOS A.

With Loop Road: The roundabout previously recommended under the existing plus project (2.8M s.f.) with Loop Road scenario also would address the adverse effect under the existing plus project (3.35M s.f.) with Loop Road scenario. With the recommended improvements, the intersection would operate at LOS A.

The RSP Area developments would fully fund the cost of the new roadway and the recommended roundabout.

Summary of Existing Plus Project Conditions

Table 16 presents a summary of the intersections that would be adversely affected under each RSP development option, and the improvements recommended under existing plus project conditions both without and with the Loop Road. With the exception of planned improvements to intersections within Menlo Park, to which the project would pay a fair-share contribution, and Donohoe Street improvements for which funding is subject to the terms of the Sobrato reimbursement agreement, the RSP development will be responsible for 100 percent of the unfunded cost of improvements required to offset adverse effects identified under existing plus project conditions. Funding commitments of individual stakeholders within the RSP area will be determined through an infrastructure fee.

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Table 16
Summary of Affected Intersections under Existing Plus Project Conditions

Intersection	Scenario Requires Improvement (/)				Recommended Improvements
	Existing		Project		
	2.8M s.f. Project it out Loop Rd	it Loop Rd	3.35M s.f. Project it out Loop Rd	it Loop Rd	
1 Willow Rd (SR 114) and Bayfront Expy (SR 84)					Multimodal improvements
2 Willow Rd (SR 114) and Newbridge St					Optimize signal timing and modify the signal to include protected left-turn phasing on Newbridge Street with lead/lag on the eastbound and westbound approaches. Improve this section of Willow Rd with multimodal improvements
3 University Ave (SR 109) and Bayfront Expy (SR 84)					Multimodal improvements
5 Euclid Ave and Donohoe St*					Signalize and restripe WB approach to 1 WBT, 1 WBR
6 US 101 Northbound On Ramp and Donohoe St*					Signalize, shift the US 101 NB on ramp 30 feet to the east, restripe the WB approach to 1 WBL, 1WBL/T, 1 WBT/R, widen the US 101 NB on ramp to 2 lanes
7 University Ave (SR 109) and Loop Rd (future)	N/A		N/A		(All with Loop Rd scenarios) Signalize and add 1 SBL lane
8 University Ave (SR 109) and Purdue Ave	N	N		N	Signalize
11 University Ave and Bay Rd					(All scenarios) Widen and restripe SB approach to 2SBL, 1SBT, 1SBTR and WB approach to 2WBL, 1WBT, 1WBR, Modify signal phasing (Existing + Project [2.8M s.f.] without Loop Rd scenario) Modify NB to 1 NBL, 2 NBT, 1 NBR (Existing + Project [3.35M s.f.] without Loop Rd scenario) same as Existing + Project [2.8M s.f.] without Loop Rd scenario. No other feasible improvements to address the adverse effect
14 University Ave and Donohoe St*					Widen and restripe WB approach to 2 WBL, 1 WBT, 1 WBT/R, and 1 WBR and the EB approach to 1 EBL, 1 EBT/R and modify signal to protected EB/WB approaches
15 University Ave and US 101 SB Ramps*					Donohoe Street improvements would reduce the delay and address the adverse effect
16 University Ave and Woodland Ave*					Donohoe Street improvements would reduce the delay and address the adverse effect

Table 16 (Continued)
Summary of Affected Intersections under Existing Plus Project Conditions

Intersection	Scenario Re uires Improvement (/)				Recommended Improvements
	E istin		Project		
	2.8M s.f. Project	it	3.35M s.f. Project	it	
	it out	Loop Rd	it out	Loop Rd	
17 University Circle Dwy and Woodland Ave*					Donohoe Street improvements would reduce the delay and address the adverse effect
18 US 101 NB Off Ramp and Donohoe St*					Widen WB approach to 4 WBT lanes and modify median to narrow eastbound approach to 1EBL (full length) and 2 EBT.
20 East Bayshore Rd and Donohoe St*					Donohoe Street improvements would reduce the delay and address the adverse effect
21 Clarke Ave and Bay Rd					Signalize
23 Clarke Ave and Runnymede St					Signalize
26 Demeter St and Bay Rd					Signalize
27 Pulgas Ave and Bay Rd					(All scenarios) Signalize and modify NB approach to 1 NBL, 1 NBL/T/R (All scenarios except Existing + Project [2.8M s.f.] with Loop Rd) Modify WB approach to 1 WBL, 1WBT/R
28 Pulgas Ave and Weeks St	N	N		N	Signalize
29 Pulgas Ave and Runnymede St					(All scenarios) Signalize (Existing + Project [3.35M s.f.] without Loop Rd scenario) Modify NB approach to 1 NBL, 1NBT/R
34 University Ave (SR 109) and Adams Dr					Signalize
39 University Ave and 4 Corners Dwy (Future)					Restrict the driveway to right turns only in and out of the 4 Corners property.
40 4 Corners Dwy and Bay Rd (Future)					Restrict the driveway to right turns only in and out of the 4 Corners property; no other feasible improvements to address adverse effects
42 Pulgas Ave and Emmerson St (Future)	N				Roundabout
45 Tara Rd and Bay Rd					Roundabout

Notes:
 NB = northbound; WB = westbound; SB = southbound; EB = eastbound; L/T/R = left/through/right
 *These intersections have been analyzed using a simulation model due to their proximity to each other. Improvements proposed along Donohoe Street and University Avenue would affect the delay at all these intersections.

Cumulative o Project Intersection Levels of Service

Cumulative no project conditions reflect the Year 2040 with the buildout of the approved Ravenswood Specific Plan, which allows up to 1.4M s.f. of office/R&D space along with smaller increases in light industrial, retail, civic and housing. Because the adopted Specific Plan includes the Loop Road, this scenario assumes completion of the Loop Road. In addition, as previously discussed, the cumulative no project scenario assumes intersection improvements identified as mitigation in the 2013 Ravenswood/4 Corners TOD Specific Plan Environmental Impact Report. The results of the intersection level-of-service analysis under the cumulative no project scenario show that a majority of the study intersections are expected to operate at an acceptable LOS D or better (see Table 17 and Table 18).

The following study intersections would operate at unacceptable levels of service during at least one peak hour:

- Willow Road and Bayfront Expressway
- Willow Road and Newbridge Street
- University Avenue and Bayfront Expressway
- Euclid Avenue and Donohoe Street/East Bayshore Road
- US 101 NB On-Ramp and Donohoe Street
- University Avenue and Loop Road (Future)
- University Avenue and Donohoe Street
- University Avenue and US 101 SB Ramps
- University Avenue and Woodland Avenue
- University Circle and Woodland Avenue
- US 101 NB Off Ramp/University Plaza driveway and Donohoe Street
- Cooley Avenue and Donohoe Street
- East Bayshore Road and Donohoe Street
- Clarke Avenue and Runnymede Street
- Pulgas Avenue and Runnymede Street
- University Avenue and Adams Drive
- University Avenue and 4 Corners Driveway (Future)

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

Table 17
Cumulative o Project Intersection Levels of Service in Menlo Park

Intersection	Cumulative o Project (1.4M s.f.)		
	it Loop Road		
	Peak Hour	Av Delay (sec/ve)	LOS
1 Willow Rd (SR114) and Bayfront Expwy (SR84) (CMP)	AM	O ERSAT	
	PM	O ERSAT	
2 Willow Rd (SR114) and Newbridge St	AM	O ERSAT	
	PM	O ERSAT	
3 University Ave (SR109) and Bayfront Expwy (SR84) (CMP)	AM	20.7	C
	PM	120	

Notes:
old indicates a substandard level of service.
O ERSAT indicates that the intersection would experience capacity issues where the demand cannot be served by the intersection. Oversaturated intersections would operate at LOS F.

Table 18
Cumulative o Project Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	Cumulative o Project (1.4M s.f.)	
			Av Delay (sec/ve)	LOS
4 Ralmar Ave/Newbridge St and Bay Rd (- to)		AM	19.2	C
		PM	17.2	C
5 Euclid Ave and Donohoe St (- to)	2	AM	78.8	
		PM	67.0	
6 US 101 NB On Ramp and Donohoe St (ncont o ed)	2	AM	O ERSAT	
		PM	O ERSAT	
7 University Ave (SR 109) and Loop Rd (Future) (T o- to)	1	AM	26.8	D
		PM	120	
8 University Ave (SR 109) and Purdue Ave (T o- to)	4	AM	12.1	B
		PM	8.2	A
9 University Ave (SR 109) and O'Brien Dr		AM	13.1	B
		PM	22.2	C
10 University Ave and Notre Dame Ave		AM	4.3	A
		PM	8.8	A
11 University Ave and Bay Rd		AM	43.2	D
		PM	50.4	D
12 University Ave and Runnymede St		AM	14.5	B
		PM	24.1	C
13 University Ave and Bell St		AM	19.6	B
		PM	27.0	C
14 University Ave and Donohoe St	2	AM	120	
		PM	120	
15 University Ave and US 101 SB Ramps	2	AM	76.5	E
		PM	120	
16 University Ave and Woodland Ave	2	AM	120	
		PM	120	
17 University Circle and Woodland Ave	2	AM	120	
		PM	120	
18 US 101 NB Off Ramp and Donohoe St	2	AM	120	
		PM	120	

Table 18
Cumulative o Project Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	Cumulative o Project (1.4M s.f.)	
			Av Delay (sec/ve)	LOS
19 Cooley Ave and Donohoe St	2	AM	120	
		PM	37.9	D
20 East Bayshore Rd and Donohoe St	2	AM	120	
		PM	51.1	D
21 Clarke Ave and Bay Rd	4	AM	18.2	B
		PM	17.4	B
22 Clarke Ave and Weeks St (- to)		AM	19.0	C
		PM	22.1	C
23 Clarke Ave and Runnymede St (- to)		AM	76.7	
		PM	69.9	
24 Clarke Ave and Donohoe St (- to)		AM	23.6	C
		PM	31.4	D
25 Clarke Ave and East Bayshore Rd		AM	14.1	B
		PM	13.4	B
26 Demeter St and Bay Rd	4	AM	12.5	B
		PM	17.9	B
27 Pulgas Ave and Bay Rd	4	AM	29.7	C
		PM	51.7	D
28 Pulgas Ave and Weeks St (- to)		AM	19.7	C
		PM	26.4	D
29 Pulgas Ave and Runnymede St (- to)		AM	96.9	
		PM	58.0	
30 Pulgas Ave and O'Connor St (- to)		AM	25.5	D
		PM	33.2	D
31 Pulgas Ave and East Bayshore Rd		AM	21.8	C
		PM	38.9	D
32 East Bayshore Rd and Embarcadero Rd		AM	27.4	C
		PM	41.8	D
33 University Ave and Kavanaugh Dr		AM	7.3	A
		PM	11.6	B

Table 18
Cumulative o Project Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	Approved Plan (1.4M s.f.)	
			Av Delay (sec/ve)	LOS
34 University Ave (SR 109) and Adams Dr (T o- to)	1	AM	120	
		PM	120	
35 Clarke Ave and Schembri Ln/Garden St (- to)		AM	26.1	D
		PM	17.9	C
36 Clarke Ave and O'Connor St (- to)		AM	12.9	B
		PM	11.7	B
37 Pulgas Ave and Garden St (- to)		AM	21.4	C
		PM	20.2	C
38 Pulgas Ave and Beech St (- to)		AM	17.8	C
		PM	15.7	C
39 University Ave and 4 Corners Dwy (Future) (T o- to)	1	AM	53.4	
		PM	32.6	D
40 4 Corners Dwy and Bay Rd (Future) (T o- to)	1	AM	18.5	C
		PM	27.9	D
41 Demeter St and Emmerson St (Future) (T o- to)	1	AM	11.7	B
		PM	13.4	B
42 Pulgas Ave and Emmerson St (Future) (T o- to)	1	AM	19.7	C
		PM	13.8	B
43 Pulgas Ave and Montage St (Future) (T o- to)	1	AM	15.5	C
		PM	20.9	C
44 Tara Rd and Emmerson St (Future) (T o- to)	1	AM	9.3	A
		PM	9.2	A
45 Tara Rd and Bay Rd (T o- to)	1	AM	22.4	C
		PM	16.9	C

Table 18
Cumulative + 1.4M S Project Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	Cumulative + 1.4M S Project	
			Av Delay (sec/ve)	LOS
46 Tara Rd and Montage St (Future) (T o- to)	1	AM	9.2	A
		PM	8.9	A
47 Tara Rd and Weeks St (Future) (T o- to)	1	AM	8.3	A
		PM	8.7	A
48 2020 Bay Dwy and Bay Rd (Future) (T o- to)	1	AM	8.3	A
		PM	8.4	A

Notes:

old indicates a substandard level of service.

O ERSAT indicates that the result is out of software calculation limits

1. For one-way and two-way stop controlled intersections, the average delay and LOS is reported for the worst approach. Changes in critical delay and v/c for the entire intersection cannot be calculated (--).
2. Intersections were analyzed using Synchro/SimTraffic software due to the close proximity of these intersections. Changes in critical delay and v/c cannot be calculated.
3. Delay shown is the average delay for the westbound left-turning vehicles, which have to find gaps in the eastbound traffic flow.
4. A new traffic signal is assumed under Cumulative + 1.4M s.f., based on mitigation measures identified in the Ravenswood/Four Corners TOD Specific Plan DEIR or the Bay Road Improvements Project.

Cumulative Plus Project (2.8M s.f.) Intersection Levels of Service

Cumulative plus project conditions (2.8M s.f.) were evaluated relative to cumulative no project conditions (1.4M s.f.) in order to determine potential adverse effects associated with buildout of the updated RSP. The results of the intersection level of service analysis under cumulative plus project conditions (2.8M s.f.) without and with Loop Road are shown in Table 19 and Table 20. At some intersections where the project would add trips to low-delay movements, there would be a decrease in overall average intersection delay.

The results show that, measured against the adverse effect criteria presented in previous chapter, the project would have an adverse effect on the following intersections during one or both peak hours under cumulative plus project conditions (2.8M s.f. option) without the Loop Road:

- Willow Road and Bayfront Expressway
- Willow Road and Newbridge Street
- University Avenue and Bayfront Expressway
- Euclid Avenue and Donohoe Street/East Bayshore Road
- US 101 NB On-Ramp and Donohoe Street
- **University Avenue and Purdue Avenue**
- University Avenue and Bay Road
- University Avenue and Donohoe Street
- University Avenue and US 101 SB Off-Ramp

- University Avenue and Woodland Avenue
- University Circle Driveway and Woodland Avenue
- US 101 Northbound Off Ramp/University Plaza driveway and Donohoe Street
- Clarke Avenue and Bay Road
- Clarke Avenue and Runnymede Street
- Demeter Street and Bay Road
- Pulgas Avenue and Bay Road
- **Pulgas Avenue and Weeks Street**
- Pulgas Avenue and Runnymede Street
- **Pulgas Avenue and O'Connor Street**
- University Avenue and Adams Drive
- University Avenue and 4 Corners Driveway (Future)
- 4 Corners Driveway and Bay Road (Future)
- Tara Road and Bay Road

old indicates intersections that would have an adverse effect under the cumulative plus project (2.8M s.f.) conditions that were not identified as having an adverse effect under existing plus project (2.8M s.f.) conditions without Loop Road.

With the Loop Road, the project would result in adverse effects at the same intersections as identified above without the Loop Road except at the following intersections:

- University Avenue and Loop Road (Future) - new adverse effect with Loop Road
- University Avenue and Purdue Avenue - no adverse effect with Loop Road
- Cooley Avenue and Donohoe Street – new adverse effect with Loop Road
- East Bayshore Road and Donohoe Street - new adverse effect with Loop Road

The adverse effect previously identified at the intersection of Pulgas Avenue and Emerson Street under the existing plus project (2.8M s.f.) with Loop Road scenario would go away under the cumulative plus project conditions due to the change in traffic patterns forecast in 2040. Under cumulative conditions, regional growth would cause differences in travel patterns and changes in the distribution and assignment of trips. The EPA model forecasts lower volumes of traffic on Pulgas Avenue and higher volumes of traffic on Clarke Avenue resulting in lesser delay at the intersection of Pulgas Avenue and Emerson Street.

In addition to the intersections described above, the unsignalized intersection of Clarke Avenue and Weeks Street would operate at an unacceptable LOS (LOS E or F) during one or both peak hours under cumulative plus project conditions (2.8M s.f.) both without and with the Loop Road. Likewise, the unsignalized Clarke Avenue/Schembri Lane/Garden Street intersection would operate at an unacceptable level of service under during the AM peak hour under cumulative plus project conditions both without and with the Loop Road. However, the traffic volumes at both of these intersections would not satisfy the Peak-Hour Signal Warrant. Thus, the buildout of the updated RSP would not have an adverse effect on these intersections according to the thresholds established by the City of East Palo Alto.

Table 19
Cumulative Plus Project (2.8M s.f.) Intersection Levels of Service in Menlo Park

Intersection	Peak Hour	Cumulative Plus Project (1.4M s.f.)		Cumulative Plus Project (2.8M s.f.)				Cumulative Plus Project (2.8M s.f.) /Improvement									
		it out Loop Road		it Loop Road				it out Loop road				it Loop Road					
		Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS	Incr. Av Delay	Incr. In Av Crit. Delay	Av Delay (sec/ve)	LOS	Incr. Av Delay	Incr. In Av Crit. Delay	Av Delay (sec/ve)	LOS	Incr. Av Delay	Incr. In Av Crit. Delay		
1 Willow Rd (SR114) & ont (R84) (M)	AM	O ERSAT		O ERSAT		4		O ERSAT		4		Multimodal improvement ¹					
	PM	O ERSAT		O ERSAT		31.0		O ERSAT		21.6		Multimodal improvement ¹					
2 Willow Rd (SR114) & Newbridge St e id e t eet t ound e id e t eet e t ound	AM	O ERSAT		O ERSAT		4	0.8	O ERSAT		4	0.8	O ERSAT		0.8	O ERSAT		0.8
		67.3	E	68.7	E	--	1.9	67.8	E	--	1.7	68.6	E	<0.8	99.6	E	41.7
		>120		>120		--	<0.8	>120		--	<0.8	45.9	D	0.8	48.7	D	0.8
	PM	O ERSAT		O ERSAT		4	28.5	O ERSAT		4	9.9	O ERSAT		0.8	O ERSAT		0.8
		58.6	E	58.4	E	--	<0.8	58.4	E	--	<0.8	73.8	E	20.9	74.0	E	22.3
		>120		>120		--	<0.8	>120		--	<0.8	54.1	D	0.8	51.8	D	0.8
3 University Ave (SR109) & ont (R84) (M)	AM	20.7	C	20.1	C	<4	--	21.8	C	<4	--	Multimodal improvement ¹					
	PM	120		120		5.4		120		6.6		Multimodal improvement ¹					

Notes:
 1. The effectiveness of the recommended multimodal improvements in addressing the project's adverse effect on traffic operations at this intersection cannot be determined. Other physical improvements to the intersection lane geometry are not feasible.
old indicates a substandard level of service.
o indicates an adverse effect.
O ERSAT indicates that the intersection would experience capacity issues where the demand cannot be served by the intersection. Oversaturated intersections would operate at LOS F.

Table 20
Cumulative Plus Project (2.8M s.f.) Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	Cumulative (2040) Plus Project (2.8M s.f.)											Cumulative (2040) Plus Project (2.8M s.f.) with Improvements				
			Cumulative Plus Project (1.4M s.f.)			without Loop Rd				with Loop Rd				without Loop Rd		with Loop Rd		
			Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS	Incr. Delay	Incr. Crit. Delay	Incr. /C	Av Delay (sec/ve)	LOS	Incr. Delay	Incr. Crit. Delay	Incr. /C	Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS
4 Ralmar Ave/Newbridge St and Bay Rd		AM	19.2	C	30.9	D	--	11.7	0.180	25.9	D	--	6.7	0.128	--	--	--	--
(- to)		PM	17.2	C	31.0	D	--	13.8	0.212	30.3	D	--	13.2	0.207	--	--	--	--
5 Euclid Ave and Donohoe St	2,4,5	AM	78.8		86.6		7.8			86.1		7.3	--	--	120		120	
(- to)		PM	67.0		65.8		-1.2			63.8		-3.2	--	--	51.3	D	54.6	D
6 US 101 NB On Ramp and Donohoe St	2,3,4,5	AM	O ERSAT		O ERSAT		n/a			O ERSAT		n/a	--	--	29.2	C	29.2	C
(ncont o ed)		PM	O ERSAT		O ERSAT		n/a			O ERSAT		n/a	--	--	18.8	B	17.8	B
7 University Ave (SR 109) and Loop Rd (Future)	1,4,5	AM	26.8	D	--	--	--	--	--	51.2		--	--	--	--	--	17.0	B
(T o- to)		PM	120		--	--	--	--	--	120		--	--	--	--	--	51.9	D
8 University Ave (SR 109) and Purdue Ave	1,4,6,7	AM	12.1	B	36.0	E	--	--	--	23.6	C	--	--	--	14.1	B	--	--
(T o- to)		PM	8.2	A	120		--	--	--	48.9	E	--	--	--	20.5	C	--	--
9 University Ave (SR 109) and O'Brien Dr		AM	13.1	B	12.6	B	--	-0.8	0.062	18.4	B	--	6.2	0.088	--	--	--	--
		PM	22.2	C	15.6	B	--	-5.4	0.108	13.8	B	--	-8.9	-0.022	--	--	--	--
10 University Ave and Notre Dame Ave		AM	4.3	A	7.6	A	--	6.0	0.056	4.6	A	--	0.3	0.002	--	--	--	--
		PM	8.8	A	8.5	A	--	-0.7	0.059	7.7	A	--	-1.8	0.020	--	--	--	--
11 University Ave and Bay Rd	5	AM	43.2	D	108.4		--	>60	0.588	72.7	E	--	46.2	0.289	50.9	D	48.4	D
		PM	50.4	D	96.0		--	>60	0.379	83.2		--	53.6	0.334	52.4	D	52.3	D
12 University Ave and Runnymede St		AM	14.5	B	7.7	A	--	-15.0	0.095	7.6	A	--	-14.9	0.097	--	--	--	--
		PM	24.1	C	18.3	B	--	-6.0	0.227	15.9	B	--	-8.5	0.185	--	--	--	--
13 University Ave and Bell St		AM	19.6	B	13.3	B	--	-6.6	0.126	13.2	B	--	-6.7	0.118	--	--	--	--
		PM	27.0	C	17.3	B	--	-10.8	-0.020	16.9	B	--	-10.6	-0.008	--	--	--	--
14 University Ave and Donohoe St	2,5	AM	120		120		8.3			120		14.5			80.0		90.0	
		PM	120		120		0.4			120		2.0			75.1	E	73.9	E
15 University Ave and US 101 SB Ramps	2	AM	76.5	E	117.4		40.8			116.6	E	40.1			65.6	E	63.7	E
		PM	120		120		10.0			120		-4.0			42.3	D	43.7	D
16 University Ave and Woodland Ave	2	AM	120		120		52.4			120		>60			87.6		83.3	
		PM	120		120		29.0			120		-8.9			120		120	
17 University Circle and Woodland Ave	2	AM	120		120		>60			120		>60			30.3	C	31.2	C
		PM	120		120		53.6			120		1.0			120		120	
18 US 101 NB Off Ramp and Donohoe St	2,5	AM	120		120		24.1			120		>60			65.6	E	82.5	
		PM	120		120		<-60			120		-0.6			47.4	D	97.6	

Table 20 (continued)
Cumulative Plus Project (2.8M s.f.) Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	Cumulative (2040) Plus Project (2.8M s.f.)											Cumulative (2040) Plus Project (2.8M s.f.) it Improvements				
			Cumulative Project (1.4M s.f.)			it out Loop Rd			it Loop Rd			it out Loop Rd		it Loop Rd				
			Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	Incr. in Av Delay	Incr. in Crit. Delay	Incr. in Crit. /C	Av Delay (sec/ve)	LOS	Incr. in Av Delay	Incr. in Crit. Delay	Incr. in Crit. /C	Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS	
19 Cooley Ave and Donohoe St	2	AM	120		120	-2.9				120	D	25.4		38.3	D	40.3	D	
		PM	37.9	D	36.5	D	-1.4	--	--	35.7	D	-2.2	--	21.4	C	22.8	C	
20 East Bayshore Rd and Donohoe St	2	AM	120		120	-3.0				120	D	>60		68.4	E	71.0	E	
		PM	51.1	D	44.0	D	-7.1			33.9	D	-17.2		15.8	B	16.9	B	
21 Clarke Ave and Bay Rd	4,7	AM	18.2	B	120	--	>60	0.762		120		--	>60	0.273	32.5	C	21.3	C
(- to)		PM	17.4	B	120	--	>60	0.796		120		--	>60	0.326	17.1	B	16.4	B
22 Clarke Ave and Weeks St	6	AM	19.0	C	67.9	--	48.9	0.352		51.1		--	32.1	0.275	--	--	--	--
(- to)		PM	22.1	C	45.5	E	--	23.3	0.133	33.3	D	--	11.1	0.093	--	--	--	--
23 Clarke Ave and Runnymede St	4	AM	76.7		120	--	>60	0.465		120		--	>60	0.454	33.1	C	23.5	C
(- to)		PM	69.9		120	--	>60	0.499		120		--	>60	0.314	33.0	C	24.9	C
24 Clarke Ave and Donohoe St		AM	23.6	C	26.2	D	--	2.6	0.040	25.9	D		2.3	0.039	--	--	--	--
(- to)		PM	31.4	D	24.6	C	--	-6.9	-0.090	30.0	D		-1.4	-0.051	--	--	--	--
25 Clarke Ave and East Bayshore Rd		AM	14.1	B	14.1	B	--	0.2	0.018	14.1	B	--	0.2	0.019	--	--	--	--
		PM	13.4	B	13.5	B		0.1	0.008	13.9	B	--	0.4	0.014	--	--	--	--
26 Demeter St and Bay Rd	1,4,7	AM	12.5	B	120	--	--	--		120		--	--	--	17.4	B	14.2	B
(T o- to)		PM	17.9	B	120		--	--		66.9		--	--	--	28.5	C	20.2	C
27 Pulgas Ave and Bay Rd	4,5,7	AM	29.7	C	120	--	>60	0.912		120		--	>60	0.924	30.4	C	28.9	C
(- to)		PM	51.7	D	120		>60	0.510		120		--	>60	0.302	39.2	D	34.3	C
28 Pulgas Ave and Weeks St	4	AM	19.7	C	44.7	E	--	24.9	0.206	36.1	E	--	16.4	0.158	8.0	A	7.0	A
(- to)		PM	26.4	D	30.4	D		3.9	0.038	35.0	E	--	8.6	0.076	17.0	B	15.6	B
29 Pulgas Ave and Runnymede St	4	AM	96.9		120	--	>60	0.315		120		--	37.4	0.182	25.7	C	19.6	B
(- to)		PM	58.0		96.7	--	38.7	0.105		84.9		--	26.9	0.086	18.5	B	17.2	B
30 Pulgas Ave and O'Connor St	4	AM	25.5	D	27.0	D	--	1.6	-0.003	28.1	D		2.6	0.010	16.2	B	16.2	B
(- to)		PM	33.2	D	39.1	E	--	5.9	0.085	38.3	E	--	5.1	0.065	14.9	B	15.2	B
31 Pulgas Ave and East Bayshore Rd		AM	21.8	C	22.4	C	--	1.2	0.024	22.5	C	--	1.2	0.025	--	--	--	--
		PM	38.9	D	44.4	D		6.9	0.046	40.8	D	--	3.0	0.031	--	--	--	--
32 East Bayshore Rd and Embarcadero Rd		AM	27.4	C	28.7	C	--	1.8	0.028	28.5	C	--	1.5	0.024	--	--	--	--
		PM	41.8	D	42.2	D	--	0.8	0.010	42.7	D	--	1.4	0.023	--	--	--	--
33 University Ave and Kavanaugh Dr		AM	7.3	A	12.4	B	--	6.1	0.089	6.6	A		-1.0	0.015	--	--	--	--
		PM	11.6	B	9.5	A		-2.4	0.054	9.8	A	--	-2.5	0.019	--	--	--	--

Table 20 (continued)
Cumulative Plus Project (2.8M s.f.) Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	Cumulative (2040) Plus Project (2.8M s.f.)											Cumulative (2040) Plus Project (2.8M s.f.) with Improvements							
			Cumulative Project (1.4M s.f.)					without Loop Rd					with Loop Rd					without Loop Rd		with Loop Rd	
			Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS	Incr. in Delay	Incr. in Crit. /C	Incr. in Delay	Incr. in Crit. /C	Av Delay (sec/ve)	LOS	Incr. in Delay	Incr. in Crit. /C	Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS			
34 University Ave (SR 109) and Adams Dr (T o- to)	1,4	AM	120		120		--	--	--	120		--	--	--	9.4	A	8.6	A			
		PM	120		120		--	--	--	120		--	--	--	38.2	D	29.5	C			
35 Clarke Ave and Schembri Ln/Garden St (- to)	6	AM	26.1	D	50.5		--	24.4	0.186	50.1		--	24.0	0.184	--	--	--	--			
		PM	17.9	C	14.2	B	--	-3.7	-0.109	16.9	C	--	-1.0	-0.036	--	--	--	--			
36 Clarke Ave and O'Connor St (- to)		AM	12.9	B	12.9	B	--	0.0	-0.009	13.0	B	--	0.1	-0.005	--	--	--	--			
		PM	11.7	B	11.8	B	--	0.1	0.003	12.2	B	--	0.5	0.026	--	--	--	--			
37 Pulgas Ave and Garden St (- to)		AM	21.4	C	24.2	C	--	2.8	0.047	24.8	C	--	3.5	0.053	--	--	--	--			
		PM	20.2	C	20.1	C	--	-0.1	-0.031	21.0	C	--	0.8	-0.002	--	--	--	--			
38 Pulgas Ave and Beech St (- to)		AM	17.8	C	20.0	C	--	2.3	0.045	20.5	C	--	2.7	0.051	--	--	--	--			
		PM	15.7	C	16.7	C	--	0.9	0.025	16.9	C	--	1.2	0.008	--	--	--	--			
39 University Ave and 4 Corners Dwy (Future) (T o- to)	1,5	AM	53.4		104.8		--	--	--	67.3		--	--	--	15.4	C	14.0	B			
		PM	32.6	D	93.3		--	--	--	59.4		--	--	--	23.9	C	18.8	C			
40 4 Corners Dwy and Bay Rd (Future) (T o- to)	1,5	AM	18.5	C	23.8	C	--	--	--	22.1	C	--	--	--	12.7	B	12.2	B			
		PM	27.9	D	120		--	--	--	120		--	--	--	29.1	D	24.8	C			
41 Demeter St and Emmerson St (Future) (T o- to)	1	AM	11.7	B	10.2	B	--	--	--	18.7	C	--	--	--	--	--	--	--			
		PM	13.4	B	11.5	B	--	--	--	13.9	B	--	--	--	--	--	--	--			
42 Pulgas Ave and Emmerson St (Future) (T o- to)	1	AM	19.7	C	26.9	D	--	--	--	29.8	D	--	--	--	--	--	--	--			
		PM	13.8	B	18.4	C	--	--	--	19.5	C	--	--	--	--	--	--	--			
43 Pulgas Ave and Montage St (Future) (T o- to)	1	AM	15.5	C	16.1	C	--	--	--	23.7	C	--	--	--	--	--	--	--			
		PM	20.9	C	25.0	D	--	--	--	29.2	D	--	--	--	--	--	--	--			
44 Tara Rd and Emmerson St (Future) (T o- to)	1	AM	9.3	A	10.0	B	--	--	--	10.1	B	--	--	--	--	--	--	--			
		PM	9.2	A	10.6	B	--	--	--	9.7	A	--	--	--	--	--	--	--			

Table 20 (continued)
Cumulative Plus Project (2.8M s.f.) Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	Cumulative (2040) Plus Project (2.8M s.f.)											Cumulative (2040) Plus Project (2.8M s.f.) with Improvements				
			Cumulative No Project (1.4M s.f.)					with Loop Rd			Loop Rd			with Loop Rd		Loop Rd		
			Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS	Incr. in Av Delay	Incr. in Crit. Delay	Incr. in /C	Av Delay (sec/ve)	LOS	Incr. in Av Delay	Incr. in Crit. Delay	Incr. in /C	Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS
			o															
45 Tara Rd and Bay Rd (Two-way stop)	1,4	AM	22.4	C	120				55.2				10	B	8.5	A		
		PM	16.9	C	59.6				60.0				7	A	6.3	A		
46 Tara Rd and Montage St (Future) (Two-way stop)	1	AM	9.2	A	9.8	A	--	--	10.0	A	--	--	--	--	--	--		
		PM	8.9	A	9.8	A	--	--	9.4	A	--	--	--	--	--	--		
47 Tara Rd and Weeks St (Future) (Two-way stop)	1	AM	8.3	A	8.5	A	--	--	8.4	A	--	--	--	--	--	--		
		PM	8.7	A	9.3	A	--	--	9.2	A	--	--	--	--	--	--		
48 2020 Bay Dwy and Bay Rd (Future) (Two-way stop)	1	AM	8.3	A	8.4	A	--	--	8.3	A	--	--	--	--	--	--		
		PM	8.4	A	8.5	A	--	--	8.5	A	--	--	--	--	--	--		

Notes:

- old** indicates a substandard level of service.
- o** indicates an adverse effect.
- O ERSAT** indicates that the result is out of software calculation limits

1. For one-way and two-way stop controlled intersections, the average delay and LOS is reported for the worst approach. Changes in critical delay and v/c for the entire intersection cannot be calculated (--).
2. Intersections were analyzed using Synchro/SimTraffic software due to the close proximity of these intersections. Changes in critical delay and v/c cannot be calculated.
3. Delay shown is the average delay for the westbound left-turning vehicles, which have to find gaps in the eastbound traffic flow.
4. Average delay and LOS with improvements reflects a change in control.
5. Average delay and LOS with improvements reflects a change in geometry.
6. This intersection does not meet the traffic signal warrant under either peak hour for at least one scenario.
7. A new traffic signal is assumed under Cumulative No Project, based on mitigation measures identified in the Ravenswood/Four Corners TOD Specific Plan DEIR or the Bay Road Improvements Project.

Cumulative Plus Project (2.8M s.f.) Intersection Adverse Effects and Improvements

For most intersections, the improvements recommended under existing plus project (2.8M s.f.) conditions would be sufficient to address adverse effects under cumulative plus project (2.8M s.f.) conditions. Intersections that require additional improvements under cumulative plus project (2.8M s.f.) conditions and intersections that are adversely affected only under cumulative plus project (2.8M s.f.) conditions are described below. The recommended improvements would be the same both without and with the Loop Road unless stated otherwise.

8. University Avenue and Purdue Avenue

Adverse effect The intersection is assumed to be signalized under cumulative no project conditions per the mitigation measures identified in the 2013 Ravenswood/4 Corners TOD Specific Plan Environmental Impact Report. With the recommended signalization, the intersection would operate at an acceptable LOS during both peak hours. Under cumulative plus project conditions with the updated Specific Plan (2.8M s.f. option), the existing two-way stop control is assumed. Under cumulative plus project (2.8M s.f.) conditions, the intersection would operate at an unacceptable LOS during one or both peak hours both without and with the Loop Road. The intersection would meet the Peak Hour Signal Warrant without the Loop Road. According to the thresholds established by the City of East Palo Alto, this constitutes an adverse effect under the without Loop Road scenario.

Improvement: Without Loop Road: A traffic signal is recommended at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at an acceptable level (LOS C or better) during both peak hours under this scenario.

The RSP Area developments would contribute their fair share towards the recommended improvements at this intersection.

With Loop Road: No improvement needed under this scenario.

19. Cooley Avenue and Donohoe Street

Adverse effect The intersection would operate at an unacceptable LOS F during the AM peak hour and an acceptable LOS D during the PM peak hour under cumulative no project conditions. Under cumulative plus project (2.8M s.f.) conditions average delay would increase by over five seconds per vehicle with the planned Loop Road during the AM peak hour. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto

Improvement The eastbound approach on Donohoe Street at Cooley Avenue shall be restriped to include one full length left-turn lane from the upstream intersection and two through lanes. In addition, the traffic signals shall be coordinated with adjacent traffic signals on Donohoe Street. With the recommended Cooley/Donohoe improvements at this intersection and with the improvements recommended at Euclid Avenue, at the US 101 northbound on ramp, at University Avenue and at the US 101 northbound off ramp, the intersection of Cooley Avenue and

Donohoe Street would operate at an acceptable LOS D or better during both peak hours.

The City of Menlo Park's TIF program will provide a fair share contribution to the cost of the improvements at this intersection because Menlo Park developments would contribute to the need for the improvements. In addition, several approved developments in East Palo Alto (University Plaza Phase II, JobTrain, and University Circle Phase II) are required to provide funding towards the improvements at this intersection. The RSP Area developments would be responsible for covering the unfunded balance of the improvement costs at this intersection.

27. Pulgas Avenue and Bay Road

Adverse effect

The intersection is assumed to be signalized under cumulative no project conditions per the mitigation measures identified in the 2013 Ravenswood/4 Corners TOD Specific Plan Environmental Impact Report. With the recommended signalization, the intersection would operate at an acceptable LOS during both peak hours. Under cumulative plus project conditions with the updated Specific Plan (2.8M s.f. option), the existing all-way stop control is assumed. Under cumulative plus project (2.8M s.f. option) conditions, the intersection would operate at an unacceptable LOS during both peak hours both without and with the Loop Road. The intersection is also expected to meet the Peak Hour Signal Warrant both without and with the Loop Road. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto.

Improvement:

With Loop Road: This intersection could operate at an acceptable level as a roundabout or under traffic signal control. For the intersection to operate acceptably under traffic signal control, the westbound approach would need to be widened to include a westbound left-turn lane and a shared westbound through/right turn lane. Furthermore, the northbound approach would need to be restriped to one northbound left-turn lane and one northbound shared left/through/right-turn lane. Additional right-of-way would be required for the additional turn lane at the westbound approach. On-street parking would need to be eliminated on the south leg to accommodate the recommended improvement on the northbound Pulgas Avenue approach. With these improvements, the intersection would operate at an acceptable level (LOS C) during the AM and PM peak hours under cumulative plus project (2.8M s.f.) conditions with the Loop Road.

For the intersection to operate acceptably as a roundabout under the cumulative plus project (2.8M s.f.) with Loop Road scenario, a two-lane roundabout would be required with a shared left-through lane and a shared through-right lane at all approaches. Acquisition of additional right-of-way would be required to accommodate the roundabout. Additional design work would be needed to determine if roundabout could fit without affecting recent new projects on the southeast and northwest corners.

Without Loop Road: The recommended improvements listed under the existing plus project (2.8M s.f.) without Loop Road scenario would address the adverse effect under the cumulative plus 2.8M s.f. without Loop Road scenario. With the recommended improvements, the intersection would operate at LOS D or better.

Future RSP Area developments would fully fund the cost of the recommended improvements less the fair share contribution from the approved JobTrain project at 2535 Pulgas Avenue.

28. Pulgas Avenue and Weeks Street

Adverse effect The intersection would operate at an acceptable LOS during both peak hours under cumulative no project conditions. Under cumulative plus project (2.8M s.f.) conditions, the intersection would degrade to an unacceptable LOS E and would meet the Peak-Hour Signal Warrant during one or both peak hours both without and with the Loop Road. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto both without and with the Loop Road.

Improvement: A traffic signal is recommended at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With these improvements, the intersection would operate at an acceptable level (LOS B or better) during both peak hours.

The RSP Area developments would contribute their fair share towards the recommended improvements at this intersection.

30. Pulgas Avenue and O'Connor Street

Adverse effect The intersection would operate at an acceptable LOS D during the PM peak hour under cumulative no project conditions. Under cumulative plus project (2.8M s.f.) conditions both without and with the Loop Road, the intersection would degrade to an unacceptable LOS E during the PM peak hour and would meet the Peak-Hour Signal Warrant. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto both without and with the Loop Road.

Improvement: A traffic signal is recommended at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With these improvements, the intersection would operate at an acceptable level (LOS B) during both peak hours.

The RSP Area developments would contribute their fair share towards the recommended improvements at this intersection.

Cumulative Plus Project (3.35M s.f.) Intersection Levels of Service

Cumulative plus project conditions (3.35M s.f.) were evaluated relative to cumulative no project conditions (1.4M s.f.) in order to determine potential adverse effects associated with buildout of the updated RSP. The results of the intersection level of service analysis under cumulative plus project (3.35M s.f.) conditions without and with the Loop Road are summarized in Table 21 and Table 22. At some intersections where the project would add trips to low-delay movements, there would be a decrease in overall average delay.

Table 21
Cumulative Plus Project (3.35M s.f.) Intersection Levels of Service in Menlo Park

Intersection	Peak Hour	Cumulative Plus Project (3.35M s.f.)										Cumulative Plus Project (3.35M s.f.) /Improvement														
		Cumulative Plus Project (1.4M s.f.)					it out Loop Road					it Loop Road					it out Loop road					it Loop Road				
		Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS	Incr. In Av . Delay	Incr. In Av . Crit. Delay	Av Delay (sec/ve)	LOS	Incr. In Av . Delay	Incr. In Av . Crit. Delay	Av Delay (sec/ve)	LOS	Incr. In Av . Delay	Incr. In Av . Crit. Delay	Av Delay (sec/ve)	LOS	Incr. In Av . Delay	Incr. In Av . Crit. Delay							
																				Cumulative Plus Project (1.4M s.f.)					it out Loop Road	
1 Willow Rd (SR114) & ont (R84) (M)	AM	O ERSAT		O ERSAT		4		O ERSAT		4	--	Multimodal improvement ¹														
	PM	O ERSAT		O ERSAT		39.2		O ERSAT		26.4	--	Multimodal improvement ¹														
2 Willow Rd (SR114) & Newbridge St e id e t eet t ound e id e t eet e t ound	AM	O ERSAT		O ERSAT		4	0.8	O ERSAT		4	0.8	O ERSAT		0.8	O ERSAT		0.8	O ERSAT		0.8						
		67.3	E	67.4	E	--	1.0	67.6	E	--	1.3	59.3	E	<0.8	68.6	E	<0.8									
		>120		>120		--	<0.8	>120		--	20.7	45.9	D	0.8	47.0	D	0.8									
	PM	O ERSAT		O ERSAT		4	28.4	O ERSAT		4	13.2	O ERSAT		0.8	O ERSAT		0.8	O ERSAT		0.8						
		58.6	E	57.1	E	--	<0.8	57.2	E	--	<0.8	70.4	E	12.9	69.2	E	12.1									
		>120		>120		--	<0.8	>120		--	<0.8	51.4	D	0.8	51.5	D	0.8									
3 University Ave (SR109) & ont (R84) (M)	AM	20.7	C	20.2	C	<4	--	22.0	C	<4	--	Multimodal improvement ¹														
	PM	120		120		8.8		120		9.2	--	Multimodal improvement ¹														

Notes:
 1. The effectiveness of the recommended multimodal improvements in addressing the project's adverse effect on traffic operations at this intersection cannot be determined. Other physical improvements to the intersection lane geometry are not feasible.
 bold indicates a substandard level of service.
 o indicates an adverse effect.
 O ERSAT indicates that the intersection would experience capacity issues where the demand cannot be served by the intersection. Oversaturated intersections would operate at LOS F.

Table 22
Cumulative Plus Project (3.5M s.f.) Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	Cumulative (2040) Plus Project (3.35M s.f.)													Cumulative (2040) Plus Project (3.35M s.f.) with Improvements			
			Cumulative Plus Project (1.4M s.f.)			without Loop Rd						with Loop Rd				without Loop Rd		with Loop Rd	
			Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	Incr. in Av Delay	Incr. in Crit. In/C	Av Delay (sec/ve)	LOS	Incr. in Av Delay	Incr. in Crit. In/C	Av Delay (sec/ve)	LOS	Incr. in Av Delay	Incr. in Crit. In/C	Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS
			LOS	LOS	In/C	In/C	In/C	In/C	In/C	In/C	In/C	In/C	In/C	In/C	In/C	In/C	In/C	In/C	In/C
4 Ralmar Ave/Newbridge St and Bay Rd	4	AM	19.2	C	34.5	D	--	15.3	0.211	27.4	D	--	8.2	0.152	17.7	B	16.8	B	
		PM	17.2	C	43.7	E		26.5	0.300	40.5	E		23.3	0.280	11.4	B	11.4	B	
5 Euclid Ave and Donohoe St	2,4,5	AM	78.8		88.6		9.8	--	--	89.1		10.3	--	--	120		120		
		PM	67.0		75.4		8.4	--	--	72.2		5.3	--	--	38.0	D	55.5	E	
6 US 101 NB On Ramp and Donohoe St	2,3,4,5	AM	O ERSAT		120		n/a	--	--	120		n/a	--	--	29.5	C	28.0	C	
		PM	O ERSAT		120		n/a	--	--	120		n/a	--	--	27.4	C	27.3	C	
7 University Ave (SR 109) and Loop Rd (Future)	1,4,5	AM	26.8	D	--	--	--	--	--	59.6		--	--	--	--	--	12.7	B	
		PM	120		--	--	--	--	--	120		--	--	--	--	--	47.1	D	
8 University Ave (SR 109) and Purdue Ave	1,4,6,7	AM	12.1	B	42.3	E	--	--	--	22.6	C	--	--	--	14.9	B	--	--	
		PM	8.2	A	120		--	--	--	48.9	E	--	--	--	25.6	C	--	--	
9 University Ave (SR 109) and O'Brien Dr		AM	13.1	B	14.0	B	--	1.1	0.078	20.7	C	--	8.7	0.112	--	--	--	--	
		PM	22.2	C	16.1	B		-4.7	0.117	13.9	B		-8.8	-0.020	--	--	--	--	
10 University Ave and Notre Dame Ave		AM	4.3	A	9.3	A	--	9.0	0.081	4.5	A	--	0.2	-0.004	--	--	--	--	
		PM	8.8	A	11.5	B		2.8	0.099	8.5	A		-0.8	0.030	--	--	--	--	
11 University Ave and Bay Rd	5	AM	43.2	D	114.9		--	>60	0.608	80.3		--	>60	0.461	51.7	D	51.0	D	
		PM	50.4	D	106.5			>60	0.424	89.2			>60	0.360	54.1	D	53.2	D	
12 University Ave and Runnymede St		AM	14.5	B	8.2	A	--	-14.7	0.102	7.6	A	--	-15.0	0.095	--	--	--	--	
		PM	24.1	C	21.7	C		-1.5	0.285	18.3	B		-5.4	0.241	--	--	--	--	
13 University Ave and Bell St		AM	19.6	B	13.7	B	--	-6.1	0.149	13.7	B	--	-6.0	0.147	--	--	--	--	
		PM	27.0	C	17.4	B		-10.8	-0.019	17.1	B		-10.7	-0.017	--	--	--	--	
14 University Ave and Donohoe St	2,5	AM	120		120		5.2	--	--	120		17.6	--	--	101.5		96.6		
		PM	120		120		0.0	--	--	120		2.8	--	--	78.9	E	77.5	E	
15 University Ave and US 101 SB Ramps	2	AM	76.5	E	120		>60	--	--	120		44.4	--	--	68.4	E	61.3	E	
		PM	120		120		19.5	--	--	120		5.4	--	--	42.3	D	46.3	D	
16 University Ave and Woodland Ave	2	AM	120		120		39.5	--	--	120		>60	--	--	91.8		83.5		
		PM	120		120		>60	--	--	120		-23.1	--	--	120		120		
17 University Circle and Woodland Ave	2	AM	120		120		>60	--	--	120		>60	--	--	30.5	C	24.2	C	
		PM	120		120		46.6	--	--	120		-3.9	--	--	120		120		
18 US 101 NB Off Ramp and Donohoe St	2,5	AM	120		120		33.6	--	--	120		>60	--	--	74.0	E	110.6		
		PM	120		120		<-60	--	--	120		-25.7	--	--	56.8	E	84.3		

Table 22 (continued)
Cumulative Plus Project (3.5M s.f.) Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	Cumulative Plus 3.35MS Project														Cumulative Plus 3.35MS Project Improvements			
			Cumulative Plus Project (1.4M s.f.)			it out Loop Rd						it Loop Rd					it out Loop Rd		it Loop Rd	
			Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	Incr. in Delay	Incr. in Crit. In/Crit.	Av Delay (sec/ve)	LOS	Incr. in Delay	Incr. in Crit. In/Crit.	Av Delay (sec/ve)	LOS	Incr. in Delay	Incr. in Crit. In/Crit.	Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS	
			Peak	Av	Av	Incr.	Incr.	Av	Incr.	Incr.	Av	Incr.	Incr.	Av	Incr.	Av	Incr.			
19 Cooley Ave and Donohoe St	2	AM	120		120	-13.3	--	--		120	8.7	--	--	39.5	D	39.3	D			
		PM	37.9	D	34.6	C	-3.3	--	--		35.9	D	-2.0	--	22.8	C	23.0	C		
20 East Bayshore Rd and Donohoe St	2	AM	120		120	-27.0	--	--		120	57.2	--	--	77.1	E	87.7				
		PM	51.1	D	32.2	C	-7.1	--	--		34.5	C	-16.6	--	25.5	C	17.9	B		
21 Clarke Ave and Bay Rd (- to)	4,7	AM	18.2	B	120	--	>60	0.949		120	--	>60	0.386	30.6	C	24.6	C			
		PM	17.4	B	120		>60	0.972		120		>60	0.507	20.7	C	16.8	B			
22 Clarke Ave and Weeks St (- to)	6	AM	19.0	C	85.9	--	>60	0.429		69.6	--	50.5	0.358	--	--	--	--			
		PM	22.1	C	69.6		47.4	0.231		45.5	E	23.3	0.183	--	--	--	--			
23 Clarke Ave and Runnymede St (- to)	4	AM	76.7		120	--	>60	0.551		120	--	>60	0.530	42.4	D	27.3	C			
		PM	69.9		120		>60	0.645		120		>60	0.516	50.9	D	37.4	D			
24 Clarke Ave and Donohoe St (- to)		AM	23.6	C	28.2	D	--	4.7	0.071		27.7	D	--	4.1	0.060	30.6	C	--	--	
		PM	31.4	D	24.9	C		-6.6	-0.088		28.7	D		-2.8	-0.058	20.7	C	--	--	
25 Clarke Ave and East Bayshore Rd		AM	14.1	B	14.1	B	--	--	--		14.1	B	--	--	--	--	--	--		
		PM	13.4	B	13.2	B	--	--	--		13.4	B	--	--	--	--	--	--		
26 Demeter St and Bay Rd (T o- to)	1,4,7	AM	12.5	B	120		--	--	--		120		--	--	16.7	B	17.4	B		
		PM	17.9	B	120		--	--	--		120		--	--	36.3	D	23.6	C		
27 Pulgas Ave and Bay Rd (- to)	4,5,7	AM	29.7	C	120		>60	1.042		120		>60	1.213	37.3	D	43.8	D			
		PM	51.7	D	120		>60	0.754		120		>60	0.569	43.4	D	35.4	D			
28 Pulgas Ave and Weeks St (- to)	4	AM	19.7	C	62.8		43.1	0.292		44.5	E	24.7	0.205	8.7	A	7.8	A			
		PM	26.4	D	38.1	E	--	11.7	0.092		42.6	E	--	16.2	0.129	19.0	B	19.2	B	
29 Pulgas Ave and Runnymede St (- to)	4	AM	96.9		120		>60	0.332		120		55.4	0.275	29.8	C	22.1	C			
		PM	58.0		120		>60	0.268		105.1		47.1	0.192	27.6	C	19.1	B			
30 Pulgas Ave and O'Connor St (- to)	4	AM	25.5	D	27.3	D		1.8	-0.001		29.6	D		4.1	0.023	16.3	B	16.3	B	
		PM	33.2	D	46.3	E	--	13.1	0.149		47.2	E	--	14.1	0.144	14.9	B	14.9	B	
31 Pulgas Ave and East Bayshore Rd		AM	21.8	C	22.7	C		--	--		22.8	C		--	--	--	--	--		
		PM	38.9	D	51.0	D		--	--		48.0	D		--	--	--	--	--		
32 East Bayshore Rd and Embarcadero Rd		AM	27.4	C	29.4	C		2.6	0.039		29.1	C		2.2	0.034	--	--	--		
		PM	41.8	D	42.6	D		1.3	0.019		43.0	D		1.9	0.030	--	--	--		
33 University Ave and Kavanaugh Dr		AM	7.3	A	15.4	B		--	--		6.3	A		--	--	--	--	--		
		PM	11.6	B	9.5	A		--	--		9.8	A		--	--	--	--	--		

Table 22 (continued)
Cumulative Plus Project (3.5M s.f.) Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	Cumulative Plus 3.35MS Project											Cumulative Plus 3.35MS Project Improvements						
			Cumulative Plus Project (1.4M s.f.)				it out Loop Rd				it Loop Rd				it out Loop Rd		it Loop Rd			
			Av	Incr.	Incr.	Incr.	Av	Incr.	Incr.	Incr.	Av	Incr.	Incr.	Incr.	Av	Av	Delay	LOS		
			Delay (sec/ve)	Delay	Delay	Delay	Delay (sec/ve)	Delay	Delay	Delay	Delay (sec/ve)	Delay	Delay	Delay	Delay (sec/ve)	Delay	Delay	Delay	Delay	
34 University Ave (SR 109) and Adams Dr (T o- to)	1,4	AM	120						120					9.5	A	8.6	A			
		PM	120						120					40.6	D	29.1	C			
35 Clarke Ave and Schembri Ln/Garden St (- to)	4	AM	26.1	D				33.9	0.236	58.6			32.5	0.229	8.8	A	8.9	A		
		PM	17.9	C	14.2	B			-3.7	-0.108	16.2	C			-1.7	-0.049	5.2	A	5.0	A
36 Clarke Ave and O'Connor St (- to)		AM	12.9	B	13.0	B			0.1	-0.010	13.0	B			0.1	-0.006		--	--	--
		PM	11.7	B	11.7	B			0.0	-0.005	11.8	B			0.1	0.003		--	--	--
37 Pulgas Ave and Garden St (- to)		AM	21.4	C	24.7	C			3.3	0.054	26.1	D			4.7	0.068		--	--	--
		PM	20.2	C	21.5	C			1.3	-0.032	22.6	C			2.4	-0.001		--	--	--
38 Pulgas Ave and Beech St (- to)		AM	17.8	C	20.3	C			2.5	0.049	21.4	C			3.6	0.066		--	--	--
		PM	15.7	C	18.1	C			2.4	0.078	18.6	C			2.9	0.071		--	--	--
39 University Ave and 4 Corners Dwy (Future) (T o- to)	1,5	AM	53.4							76.6					15.5	C	14.2	B		
		PM	32.6	D	106.3					51.5					24.7	C	18.8	C		
40 4 Corners Dwy and Bay Rd (Future) (T o- to)	1,5	AM	18.5	C	34.5	D				23.9	C				13.0	B	16.3	C		
		PM	27.9	D	120					120					39.8	E	31.4	D		
41 Demeter St and Emmerson St (Future) (T o- to)	1	AM	11.7	B	10.6	B				18.9	C				--	--	--	--		
		PM	13.4	B	12.7	B				18.1	C				--	--	--	--		
42 Pulgas Ave and Emmerson St (Future) (T o- to)	1,5	AM	19.7	C	47.2	E				65.3					7.1	A	6.9	A		
		PM	13.8	B	25.2	D				23.1	C				5.2	A	4.8	A		
43 Pulgas Ave and Montage St (Future) (T o- to)	1	AM	15.5	C	15.9	C				23.0	C				--	--	--	--		
		PM	20.9	C	28.7	D				31.1	D				--	--	--	--		
44 Tara Rd and Emmerson St (Future) (T o- to)	1	AM	9.3	A	10.6	B				10.8	B				--	--	--	--		
		PM	9.2	A	11.0	B				11.0	B				--	--	--	--		

Table 22 (continued)
Cumulative Plus Project (3.5M s.f.) Intersection Levels of Service in East Palo Alto Palo Alto

Intersection	Notes	Peak Hour	Cumulative Plus 3.35MS Project											Cumulative Plus 3.35MS Project Improvements				
			Cumulative No Project (1.4M s.f.)				Cumulative No Project			Cumulative Plus Project				Cumulative Plus Project		Cumulative Plus Project		
			Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS	Incr. Av Delay	Incr. Crit. Delay	Incr. In Crit. /C	Av Delay (sec/ve)	LOS	Incr. Av Delay	Incr. Crit. Delay	Incr. In Crit. /C	Av Delay (sec/ve)	LOS	Av Delay (sec/ve)	LOS
			LOS	LOS	Delay	Delay	Delay	Delay	Delay	Delay	Delay	Delay	Delay	Delay	Delay	Delay	Delay	Delay
45 Tara Rd and Bay Rd (Two-way)	1,4	AM	22.4	C	120		--	--	120		--	--	13.5	B	9.6	A		
		PM	16.9	C	120		--	--	79.9		--	--	8.0	A	6.5	A		
46 Tara Rd and Montage St (Future) (Two-way)	1	AM	9.2	A	10.1	B	--	--	10.1	B	--	--	--	--	--	--		
		PM	8.9	A	10.1	B	--	--	9.8	A	--	--	--	--	--	--		
47 Tara Rd and Weeks St (Future) (Two-way)	1	AM	8.3	A	8.4	A	--	--	8.4	A	--	--	--	--	--	--		
		PM	8.7	A	9.5	A	--	--	9.7	A	--	--	--	--	--	--		
48 2020 Bay Dwy and Bay Rd (Future) (Two-way)	1	AM	8.3	A	8.4	A	--	--	8.4	A	--	--	--	--	--	--		
		PM	8.4	A	8.5	A	--	--	8.5	A	--	--	--	--	--	--		

Notes:

- old** indicates a substandard level of service.
- o** indicates an adverse effect.
- O ERSAT** indicates that the result is out of software calculation limits

1. For one-way and two-way stop controlled intersections, the average delay and LOS is reported for the worst approach. Changes in critical delay and v/c for the entire intersection cannot be calculated (--)
2. Intersections were analyzed using Synchro/SimTraffic software due to the close proximity of these intersections. Changes in critical delay and v/c cannot be calculated.
3. Delay shown is the average delay for the westbound left-turning vehicles, which have to find gaps in the eastbound traffic flow.
4. Average delay and LOS with improvements reflects a change in control.
5. Average delay and LOS with improvements reflects a change in geometry.
6. This intersection does not meet the traffic signal warrant under either peak hour for at least one scenario.
7. A new traffic signal is assumed under Cumulative No Project, based on mitigation measures identified in the Ravenswood/Four Corners TOD Specific Plan DEIR or the Bay Road Improvements Project.

Compared to the 2.8M s.f. option, the intersection delay would generally increase under the 3.35M s.f. option. Thus, the cumulative adverse effects identified under the 2.8M s.f. option also would occur under the 3.35M s.f. option.

In addition, buildout of the RSP under the 3.35M s.f. option would cause adverse effects at the following study intersections that would not be affected under the 2.8M s.f. option:

- Ralmar Avenue/Newbridge Street and Bay Road – new adverse effect without Loop Road
- Clarke Avenue and Schembri Ln./Garden St. – new adverse effect without and with Loop Road
- Pulgas Avenue and Emmerson Street – new adverse effect without and with Loop Road

With the Loop Road, the project would result in adverse effects at the same intersections as identified without the Loop Road except at the following intersections:

- University Avenue and Loop Road – new adverse effect with Loop Road
- University Avenue and Purdue Avenue – no adverse effect with Loop Road

In addition to the intersections described above, the unsignalized intersection of Clarke Avenue and Weeks Street would operate at an unacceptable level during both peak hours under the cumulative plus project (3.35M s.f.) without and with Loop Road scenarios. However, intersection traffic volumes would not satisfy the Peak-Hour Signal Warrant. Thus, the project would not have an adverse effect at this intersection according to the thresholds established by the City of East Palo Alto.

Cumulative Plus Project (3.35M s.f.) Intersection Adverse Effects and Improvements

For most intersections, the improvements recommended under cumulative plus project (2.8M s.f.) conditions would be sufficient to address adverse effects under cumulative plus project (3.35M s.f.) conditions. Intersections that require additional improvements under cumulative plus project (3.35M s.f.) conditions and intersections that are adversely affected only under cumulative plus project (3.35M s.f.) conditions are described below. The recommended improvements would be the same both without and with the Loop Road unless stated otherwise.

4. Newbridge Street and Bay Road/Ralmar Avenue

Adverse effect The intersection is expected to operate at LOS C during the PM peak hour under cumulative no project conditions. The buildout of the RSP under the 3.35M s.f. option would cause the level of service to degrade to an unacceptable LOS E during the PM peak hour both without and with the Loop Road. The intersection would meet the Peak-Hour Signal Warrant during the PM peak hour. This constitutes an adverse effect under the City of East Palo Alto standards.

Improvement The adverse effect at this intersection could be addressed installing a new traffic signal at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With these improvements, the intersection would operate at an acceptable LOS B during both peak hours under cumulative plus project (3.35M s.f.) conditions both without and with the Loop Road.

The RSP Area developments would contribute their fair share towards the recommended improvements at this intersection.

7. University Avenue and Loop Road

- Adverse effect** This future intersection was analyzed under the with Loop Road scenario only. During both peak hours, the intersection would operate with high delays and an unacceptable LOS F and would meet the peak-hour signal warrant.
- Improvement** As under the 2.8M s.f. option, a new traffic signal is recommended at this intersection. In addition, under the 3.35M s.f. option, the westbound approach would need to be constructed with two lanes – one left-turn lane and one right-turn lane. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, ADA compliant curbs, and bicycle detection loops. With these improvements, the intersection would operate at an acceptable level LOS D or better during both peak hours.
- The cost of constructing the Loop Road is to be fully funded by the City of East Palo Alto's TIF program. The RSP Area developments would fully fund the cost of the traffic signal improvements at this intersection and the additional cost of adding a second lane on the westbound approach.

21. Clarke Avenue and Bay Road

- Adverse effect** The intersection would operate at LOS B during the AM and PM peak hours. With the buildout of the RSP under the 3.35M s.f. option, the intersection would operate at an unacceptable LOS F during the AM and PM peak hours both without and with the planned Loop Road. The intersection traffic volumes are expected to satisfy the Peak-Hour Signal Warrant. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto.
- Improvement** As under the 2.8M s.f. option, a new traffic signal is recommended at this intersection. In addition, under the 3.35M s.f. option without the Loop Road, a southbound left-turn lane would need to be added, which would require eliminating the landscaped median. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided. This includes pedestrian countdown timers, ADA compliant curbs, and bicycle detection loops. With these improvements, the intersection would operate at an acceptable level LOS D or better during both peak hours.
- Future RSP Area developments would fully fund the cost of signalization less the fair share contribution from the approved JobTrain project. The RSP Area developments also would contribute their fair share towards the recommended improvements on the southbound approach.

35. Clarke Avenue and Schembri Lane/Garden Street

- Adverse effect** The intersection would operate at an acceptable LOS D during the AM peak hour under the cumulative no project conditions. Under cumulative plus project (3.35M s.f.) conditions, the intersection would degrade to an unacceptable LOS F during the AM peak hour and would meet the Peak-Hour Signal Warrant both without and with Loop Road. This constitutes an adverse effect according to the thresholds established by the City of East Palo Alto both without and with the Loop Road.
- Improvement:** A traffic signal is recommended at this intersection. Along with a new traffic signal, appropriate pedestrian and bicycle accommodation should be provided.

This includes pedestrian countdown timers, Americans with Disabilities Act (ADA) compliant curbs, and bicycle detection loops. With this improvement, the intersection would operate at an acceptable level (LOS A) during the AM and PM peak hours.

The RSP Area developments would contribute their fair share towards the recommended improvements at this intersection.

42. Pulgas Avenue and Emmerson Street (Future)

Adverse effect	This new intersection is assumed to be stop controlled on the east/west (Emmerson Street) approaches. Under cumulative plus project (3.35M s.f.) conditions both without and with the Loop Road, the intersection is expected to operate at an unacceptable level (LOS E or F) during the AM peak hour.
Improvement	<p>The single-lane roundabout recommended under existing plus project (3.35M s.f.) conditions would address the adverse effect under cumulative plus project (3.35M s.f.) conditions. With the recommended improvement, the intersection would operate at LOS A.</p> <p>The RSP Area developments would fully fund the cost of the new roadway and the recommended roundabout.</p>

Summary of Cumulative Plus Project Conditions

A summary of the adverse effects associated with each RSP development option under cumulative conditions both without and with the Loop Road and the recommended improvements are provided in Table 23.

Table 23
Summary of Affected Intersections under Cumulative Plus Project Conditions

Intersection	Scenario Requires Improvement (/)				Recommended Improvement
	Cumulative (2040)		Project		
	2.8M s.f. Project	3.35M s.f. Project	2.8M s.f. Project	3.35M s.f. Project	
	it out Loop Rd	it Loop Rd	it out Loop Rd	it Loop Rd	
1 Willow Rd (SR 114) and Bayfront Expy (SR 84)					Multimodal improvements
2 Willow Rd (SR 114) and Newbridge St					Optimize signal timing and modify the signal to include protected left-turn phasing on Newbridge Street with lead/lag on the eastbound and westbound approaches. Improve this section of Willow Rd with multimodal improvements.
3 University Ave (SR 109) and Bayfront Expy (SR 84)					Multimodal improvements
4 Newbridge St and Bay Rd	N	N			Signalize
5 Euclid Ave and Donohoe St*					Signalize and restripe WB approach to 1 WBT, 1 WBR
6 US 101 Northbound On Ramp and Donohoe St*					Signalize, shift the US 101 NB on ramp 30 feet to the east, restripe the WB approach to 1 WBL, 1WBL/T, 1 WBT/R, widen the US 101 NB on ramp to 2 lanes
7 University Ave (SR 109) and Loop Rd (future)	N/A		N/A		(All with Loop Rd scenarios) Signalize and add 1 SBL lane (Cumulative + Project [3.35M s.f.] with Loop Rd scenario) Modify WB approach to 1 WBL, 1 WBR
8 University Ave (SR 109) and Purdue Ave		N		N	Signalize
11 University Ave and Bay Rd					(All scenarios) Widen and restripe SB approach to 2SBL, 1SBT, 1SBTR and WB approach to 2WBL, 1WBT, 1WBR, Modify signal phasing (Cumulative + Project [2.8M s.f.] without Loop Rd, and Cumulative + Project [3.35M s.f.] without Loop Rd) Modify NB to 1 NBL, 2 NBT, 1 NBR
14 University Ave and Donohoe St*					Restripe WB approach to 2 WBL, 1 WBT, 1 WBT/R, and 1 WBR and the EB approach to 1 EBL, 1 EBT/R and modify signal to protected EB/WB approaches
15 University Ave and US 101 Southbound Ramps*					Donohoe Street improvements would reduce the delay and address the adverse effect
16 University Ave and Woodland Ave*					Donohoe Street improvements would reduce the delay and address the adverse effect

Table 23 (Continued)
Summary of Affected Intersections under Cumulative Plus Project Conditions

Intersection	Scenario Requires Improvement (/)				Recommended Improvement
	Cumulative (2040)		Project		
	2.8M s.f. Project	3.35M s.f. Project	2.8M s.f. Project	3.35M s.f. Project	
	it out Loop Rd	it Loop Rd	it out Loop Rd	it Loop Rd	
17 University Circle Dwy and Woodland Ave*					Donohoe Street improvements would reduce the delay and address the adverse effect
18 US 101 NB Off Ramp and Donohoe St*					Widen WB approach to 4 WBT lanes and modify median to narrow eastbound approach to 1EBL (full length) and 2 EBT.
19 Cooley Ave and Donohoe St*	N		N		Restripe EB approach to 1 EBL, 2 EBT
20 East Bayshore Rd and Donohoe St*	N		N		Donohoe Street improvements would reduce the delay and address the adverse effect
21 Clarke Ave and Bay Rd					(All scenarios) Signalize (Cumulative + Project [3.35M s.f.] without Loop Rd scenario) Modify SB approach to 1 SBL, 1 shared SBT/R
23 Clarke Ave and Runnymede St					Signalize
26 Demeter St and Bay Rd					Signalize
27 Pulgas Ave and Bay Rd					Signalize and modify NB approach to 1 NBL, 1 NBL/T/R and WB approach to 1 WBL, 1WBT/R
28 Pulgas Ave and Weeks St					Signalize
29 Pulgas Ave and Runnymede St					Signalize
30 Pulgas Ave and O'Connor St					Signalize
34 University Ave (SR 109) and Adams Dr					Signalize
35 Clarke Ave and Schembri Lane/Garden St	N	N			Signalize
39 University Ave and 4 Corners Dwy (Future)					Restrict the driveway to right turns only in and out of the 4 Corners property.
40 4 Corners Dwy and Bay Rd (Future)					Restrict the driveway to right turns only in and out of the 4 Corners property; no other feasible improvements to address adverse effects
42 Pulgas Ave and Emmerson St (Future)	N	N			Roundabout
45 Tara Rd and Bay Rd					Roundabout

Notes:
 NB = northbound; WB = westbound; SB = southbound; EB = eastbound; L/T/R = left/through/right
 *These intersections have been analyzed using a simulation model due to their proximity to each other. Improvements proposed along Donohoe Street and University Avenue would affect the delay at all these intersections.

Freeway Facilities Analysis

Freeway Segments

The freeway analysis results reflect the freeway trips generated by buildout of the Ravenswood Specific Plan under two development options (2.8M s.f. and 3.35M s.f.) both without and with the Loop Road. Due to the existing freeway congestion in the vicinity of the Plan Area, the EPA model shows that freeway traffic volumes would increase very little under existing plus project conditions compared to existing conditions. This is because the additional trips generated by the RSP developments are somewhat offset by changes in the distribution and assignment of existing trips not associated with the Plan Area that would divert to other routes. To ensure that the transportation analysis does not under report potential adverse effects on freeway segments, a select-zone analysis was performed using the EPA model. The select-zone analysis identifies the number of trips on each freeway segment generated by the RSP developments. Thus, the freeway analysis reflects the net increase in trips generated by buildout of the Plan Area without any subtraction for existing traffic that would divert to other roadways due to the project. At the same time, the model forecasts on local roadways presented in previous sections include traffic that is expected to divert from the freeway due to the addition of project-generated traffic. Thus, the transportation analysis reflects a conservative, worst-case evaluation of the project's effects on both freeways and local streets.

Freeway segments that would experience an adverse effect under existing plus project conditions were identified in accordance with CMP guidelines. Unless stated otherwise, the adverse effects on freeway segments would be the same without and with the Loop Road.

Existing Plus Project (2.8M s.f.)

Mixed-Flow Freeway Segments

The mixed-flow lanes on the following freeway segments would be adversely affected under existing plus project (2.8M s.f. option) conditions (see Table 24 and Table 25).

- US 101, northbound from Santa Clara County Line to Whipple Avenue (AM and PM peak hours)
- US 101, northbound from Whipple Avenue to SR 92 (PM peak hour)
- US 101, northbound from SR 92 to Peninsula Avenue (PM peak hour)
- US 101, southbound from Peninsula Avenue to SR 92 (AM peak hour)
- US 101, southbound from SR 92 to Whipple Avenue (AM peak hour)
- US 101, southbound from Whipple Ave. to Santa Clara County Line (both peak hours *it out oo Ro d*, AM peak hour only *it oo Ro d*)
- SR 84, eastbound at Dumbarton Bridge (AM and PM peak hours)
- SR 84, westbound at Dumbarton Bridge (AM and PM peak hours)
- US 101, northbound from N. Mathilda Avenue to SR 237 (AM peak hour)
- US 101, northbound from SR 237 to Moffett Boulevard (AM and PM peak hour)
- US 101, northbound from Moffett Boulevard to SR 85 (AM and PM peak hour)
- US 101, northbound from SR 85 to N. Shoreline Boulevard (AM peak hour)
- US 101, northbound from N. Shoreline Boulevard to Rengstorff Avenue (AM and PM peak hour)
- US 101, northbound from Rengstorff Avenue to San Antonio Avenue (AM and PM peak hour)
- US 101, northbound from San Antonio Avenue to Oregon Expressway (AM and PM peak hour)
- US 101, northbound from Oregon Expressway to Embarcadero Road (AM and PM peak hour)
- US 101, southbound from Embarcadero Road to Oregon Expressway (PM peak hour)
- US 101, southbound from Oregon Expressway to San Antonio Road (PM peak hour)
- US 101, southbound from San Antonio Road to Rengstorff Avenue (PM peak hour)

- US 101, southbound from Rengstorff Avenue to N. Shoreline Boulevard (PM peak hour)
- US 101, southbound from N. Shoreline Boulevard to SR 85 (PM peak hour)
- US 101, southbound from SR 85 to Moffett Boulevard (PM peak hour)
- US 101, southbound from Moffett Boulevard to SR 237 (PM peak hour)
- US 101, southbound from SR 237 to N. Mathilda Avenue (PM peak hour)
- SR 85, southbound from US 101 to Central Expressway (PM peak hour)
- SR 85, southbound from Central Expressway to SR 237 (PM peak hour)
- SR 85, southbound from SR 237 to El Camino Real (PM peak hour)

HOV Freeway Segments

Under the 2.8M s.f. option, buildout of the updated RSP would add trips equal to or greater than one percent of the capacity to the following HOV freeway segments operating at an unacceptable LOS F, which constitutes an adverse effect.

- US 101, northbound from San Antonio Avenue to Oregon Expressway (PM peak hour, *on it out oo Road*)
- US 101, northbound from Oregon Expressway to Embarcadero Road (AM and PM peak hours)

Table 24
Existing Plus Project (2.8M s.f.) Freeway Level of Service Analysis – San Mateo County

Freeway Segment		Existing Plus Project (2.8M s.f.)															
		Existing							Exit Loop Rd				Exit Loop Rd				
		Mixed Flow ¹			HOV Lane ²				Mixed Flow		HOV Lane		Mixed Flow		HOV Lane		
		Peak Dir	Hour	Lanes	Capacity	LOS	Lanes	Capacity	LOS	Project Trips	Capacity	Project Trips	Capacity	Project Trips	Capacity	Project Trips	Capacity
US 101	Santa Clara County Line to Whipple Avenue	NB	AM	4	9,200	1	1,650	D	156	1.70	39	2.36%	134	1.46	38	2.30%	
			PM	4	9,200	1	1,650	D	484	5.26	70	4.24%	479	5.21	69	4.18%	
US 101	Whipple Avenue to SR 92	NB	AM	4	9,200	--	--	--	131	1.42	--	--	131	1.42	--	--	
			PM	4	9,200	--	--	--	370	4.02	--	--	368	4.00	--	--	
US 101	SR 92 to Peninsula Avenue	NB	AM	4	9,200	--	--	--	58	0.63%	--	--	58	0.63%	--	--	
			PM	4	9,200	--	--	--	152	1.65	--	--	152	1.65	--	--	
US 101	Peninsula Avenue to SR 92	SB	AM	4	9,200	--	--	--	153	1.66	--	--	150	1.63	--	--	
			PM	4	9,200	--	--	--	47	0.51%	--	--	47	0.51%	--	--	
US 101	SR 92 to Whipple Avenue	SB	AM	4	9,200	--	--	--	434	4.72	--	--	430	4.67	--	--	
			PM	4	9,200	--	--	--	120	1.30	--	--	121	1.32	--	--	
US 101	Whipple Avenue to Santa Clara County Line	SB	AM	4	9,200	1	1,650	C	514	5.59	66	4.00%	446	4.85	65	3.94%	
			PM	4	9,200	1	1,650	C	115	1.25	33	2.00%	90	0.98%	29	1.76%	
SR 84	Dumbarton Bridge	EB	AM	3	6,900	--	--	--	82	1.19			83	1.20			
			PM	3	6,900	--	--	--	527	7.64			542	7.86			
SR 84	Dumbarton Bridge	WB	AM	3	6,900	--	--	--	600	8.70			614	8.90			
			PM	3	6,900	--	--	--	109	1.58			110	1.59			

Notes:

HOV = high-occupancy vehicle; LOS = level of service.

1. Existing freeway conditions for mixed-flow lanes are based on San Mateo County Congestion Management Program 2019 Report (April 9, 2020).

2. The San Mateo CMP does not state the HOV lane LOS. Thus, the LOS was calculated based on the V/C ratios based on volume data in May 2019 from Caltrans Performance Measurement System (PeMS).

old indicates a substandard level of service.

Outline indicates an adverse effect associated with the RSP update.

Table 25
E istin Plus Project (2.8M s.f.) ree ay Level of Service Analysis – Santa Clara County

ree ay Se ment	Peak Dir Hour	E istin Conditions						E istin Plus Project (2.8M s.f.) (it out Loop Rd)						E istin Plus Project (2.8M s.f.) (it Loop Rd)					
		Mi ed lo			HO Lane			Mi ed lo			HO Lane			Mi ed lo			HO Lane		
		Lanes ¹	Capacity ²	LOS ¹	Lanes ¹	Capacity ²	LOS ¹	LOS	Trips	Capacity	LOS	Trips	Capacity	LOS	Trips	Capacity	LOS	Trips	Capacity
US 101 N. Mathilda Ave to SR 237	NB AM	3	6,900		1	1,650	E		193	2.8	E	33	2.0%		181	2.6	E	33	2.0%
	PM	3	6,900	D	1	1,650	A	D	78	1.1%	B	19	1.2%	D	77	1.1%	B	19	1.2%
US 101 SR 237 to Moffett Blvd	NB AM	3	6,900		1	1,650	E		195	2.8	E	33	2.0%		183	2.7	E	33	2.0%
	PM	3	6,900		1	1,650	D		81	1.2	D	20	1.2%		80	1.2	D	20	1.2%
US 101 Moffett Blvd to SR 85	NB AM	3	6,900		1	1,650	E		195	2.8	E	33	2.0%		193	2.8	E	33	2.0%
	PM	3	6,900		1	1,650	D		81	1.2	D	20	1.2%		88	1.3	D	20	1.2%
US 101 SR 85 to N. Shoreline Blvd	NB AM	4	9,200		1	1,650	E		199	2.2	D	72	4.4%		187	2.0	D	72	4.4%
	PM	4	9,200		1	1,650	D		83	0.9%	D	41	2.5%		83	0.9%	D	41	2.5%
US 101 N. Shoreline Blvd to Rengstorff Ave	NB AM	3	6,900		2	3,300	D		492	7.1	D	75	2.3%		480	7.0	D	75	1.1%
	PM	3	6,900		2	3,300	D		147	2.1	D	43	1.3%		147	2.1	D	43	0.7%
US 101 Rengstorff Ave to San Antonio Ave	NB AM	3	6,900	E	2	3,300	D		519	7.5	D	78	2.4%		507	7.3	D	78	1.2%
	PM	3	6,900		2	3,300	D		156	2.3	D	47	1.4%		156	2.3	D	46	0.7%
US 101 San Antonio Ave to Oregon Expwy	NB AM	3	6,900		2	3,300	D		545	7.9	D	68	2.1%		535	7.8	D	68	1.0%
	PM	3	6,900		2	3,300			172	2.5		44	1.3		173	2.5		44	0.7%
US 101 Oregon Expwy to Embarcadero Rd	NB AM	3	6,900		1	1,650			544	7.9		85	5.2		535	7.8		85	5.2
	PM	3	6,900		1	1,650			172	2.5		54	3.3		173	2.5		54	3.3
SR 85 EL Camino Real to SR 237	NB AM	2	4,400	D	1	1,650	D	E	185	4.2%	D	32	1.9%	E	185	4.2%	D	32	1.9%
	PM	2	4,400	D	1	1,650	A	D	41	0.9%	B	14	0.8%	D	41	0.9%	B	14	0.8%
SR 85 SR 237 to Central Expwy	NB AM	2	4,400	D	1	1,650	D	D	197	4.5%	D	32	1.9%	D	198	4.5%	D	32	1.9%
	PM	2	4,400	D	1	1,650	A	D	49	1.1%	A	14	0.8%	D	49	1.1%	A	14	0.8%
SR 85 Central Expwy to US 101	NB AM	2	4,400	D	1	1,650	D	D	257	5.8%	C	38	2.3%	D	257	5.8%	C	38	2.3%
	PM	2	4,400	D	1	1,650	C	D	56	1.3%	C	20	1.2%	D	56	1.3%	C	20	1.2%

Table 25
Existing Plus Project (2.8M s.f.) Freeway Level of Service Analysis – Santa Clara County

Freeway Segment	Peak Dir Hour	Existing Conditions							Existing Plus Project (2.8M s.f.) (with Loop Rd)						Existing Plus Project (2.8M s.f.) (without Loop Rd)					
		Freeway			HOV Lane				Freeway			HOV Lane			Freeway			HOV Lane		
		Lanes ¹	Capacity ²	LOS ¹	Lanes ¹	Capacity ²	LOS ¹	LOS	Trips	Capacity	LOS	Trips	Capacity	LOS	Trips	Capacity	LOS	Trips	Capacity	
US 101 Embarcadero Rd to Oregon Expwy	SB AM	3	6,900	D	1	1,650	A	D	38	0.6%	A	38	2.3%	D	40	0.6%	A	38	2.3%	
	SB PM	3	6,900		1	1,650	D		260	3.8	D	83	5.0%		258	3.7	D	84	5.1%	
US 101 Oregon Expwy to San Antonio Ave	SB AM	3	6,900	D	2	3,300	A	D	114	1.7%	B	38	1.2%	D	110	1.6%	B	38	0.6%	
	SB PM	3	6,900		2	3,300	D		384	5.6	D	83	2.5%		369	5.3	D	84	1.3%	
US 101 San Antonio Ave to Rengstorff Ave	SB AM	3	6,900	E	2	3,300	A	E	113	1.6%	B	33	1.0%	E	110	1.6%	B	33	0.5%	
	SB PM	3	6,900		2	3,300	D		383	5.6	D	80	2.4%		370	5.4	D	80	1.2%	
US 101 Rengstorff Ave to N. Shoreline Blvd	SB AM	3	6,900	D	2	3,300	C	D	110	1.6%	C	33	1.0%	D	109	1.6%	C	33	0.5%	
	SB PM	3	6,900		2	3,300	D		377	5.5	C	80	2.4%		364	5.3	C	80	1.2%	
US 101 N. Shoreline Blvd to SR 85	SB AM	3	6,900	D	1	1,650	A	D	98	1.4%	B	31	1.9%	D	139	2.0%	B	31	1.9%	
	SB PM	3	6,900		1	1,650	E		344	5.0	D	69	4.2%		331	4.8	D	69	4.2%	
US 101 SR 85 to Moffett Blvd	SB AM	3	6,900	D	1	1,650	A	D	68	1.0%	A	16	1.0%	D	67	1.0%	A	16	1.0%	
	SB PM	3	6,900		1	1,650	E		180	2.6	E	34	2.1%		166	2.4	E	34	2.1%	
US 101 Moffett Blvd to SR 237	SB AM	3	6,900	E	1	1,650	A	E	64	0.9%	B	16	1.0%	E	63	0.9%	B	16	1.0%	
	SB PM	3	6,900		1	1,650	E		170	2.5	E	34	2.1%		156	2.3	E	34	2.1%	
US 101 SR 237 to N. Mathilda Ave	SB AM	3	6,900	D	1	1,650	A	D	61	0.9%	A	15	0.9%	D	60	0.9%	A	15	0.9%	
	SB PM	3	6,900		1	1,650	D		167	2.4	D	33	2.0%		153	2.2	D	33	2.0%	
SR 85 US 101 to Central Expwy	SB AM	2	4,400	D	1	1,650	A	D	42	1.0%	B	14	0.8%	D	42	1.0%	B	15	0.9%	
	SB PM	2	4,400		1	1,650	E		191	4.3	D	41	2.5%		191	4.3	D	41	2.5%	
SR 85 Central Expwy to SR 237	SB AM	2	4,400	D	1	1,650	C	D	38	0.9%	C	11	0.7%	D	38	0.9%	C	11	0.7%	
	SB PM	2	4,400		1	1,650	D		153	3.5	D	32	1.9%		153	3.5	D	32	1.9%	
SR 85 SR 237 to El Camino Real	SB AM	3	6,900	D	1	1,650	A	D	36	0.5%	B	11	0.7%	D	36	0.5%	B	11	0.7%	
	SB PM	3	6,900		1	1,650	E		167	2.4	E	32	1.9%		167	2.4	E	32	1.9%	

Notes:

HOV = high-occupancy vehicle; LOS = level of service.

1. Number of lanes and level of service (LOS) on each segment are taken from VTA's 2018 *Operation Monitoring Report*.

2. Capacity is based on the capacities cited in VTA's *Technical Guide* (2014).

old indicates a substandard level of service.

Outline indicates an adverse effect associated with the RSP update.

East Palo Alto Plus Project (3.35M s.f.)

The results show that the same mixed-flow freeway segments would have adverse effects under the 3.35M s.f. option as under the 2.8M s.f. option both without and with the Loop Road (see Table 26 and Table 27).

Buildout of the RSP under the 3.35M s.f. option also would have an adverse effect on one of the HOV freeway segments (US 101 northbound between Oregon Expressway and Embarcadero Road) both without and with the Loop Road.

Freeway Improvements

The VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue, and along all of SR 85. On all identified freeway segments, the existing HOV lanes are proposed to be converted to express lanes. On US 101, a second express lane is proposed to be implemented in each direction for a total of two express lanes. Similarly, C/CAG's Countywide Transportation Plan identifies a highway improvement project to accommodate an HOV lane or express lane on US 101 from Whipple Avenue to I-380. The Phase 3 portion of the Silicon Valley Express Lane Project, which extends along US 101 from SR 237 to San Mateo County and on SR 85 from SR 237/Grant Road to US 101, and the Phase 1 portion of the San Mateo US 101 Express Lane Project, which extends from Santa Clara County to Whipple Avenue, opened in February 2022. The Phase 5 portion of the Silicon Valley Express Lanes Project, which extends along US 101 from SR 237 to I 880, is expected to be completed in 2025. Additional freeway improvements such as the addition of mixed-flow lanes are generally not feasible due to right of way constraints and secondary impacts associated with induced travel.

East Palo Alto may collect fair-share contributions from developments within the Ravenswood Specific Plan Area towards unfunded costs of the identified express lane projects along US 101.

Table 26
Existing Plus Project (3.35M s.f.) Freeway Level of Service Analysis – San Mateo County

Freeway Segment		Existing Plus Project (3.35M s.f.)															
		Existing							Freeway Loop Rd				Loop Rd				
		Freeway			HOV Lane ²				Freeway		HOV Lane		Freeway		HOV Lane		
		Peak Dir	Lanes	Capacity	LOS	Lanes	Capacity	LOS	Project Trips	Project Capacity	Project Trips	Project Capacity	Project Trips	Project Capacity	Project Trips	Project Capacity	
US 101	Santa Clara County Line to Whipple Avenue	NB	AM	4	9,200	1	1,650	D	164	1.78	32	1.94%	140	1.52	31	1.88%	
			PM	4	9,200	1	1,650	D	547	5.95	72	4.36%	533	5.79	70	4.24%	
US 101	Whipple Avenue to SR 92	NB	AM	4	9,200	--	--	--	125	1.36	--	--	125	1.36	--	--	
			PM	4	9,200	--	--	--	407	4.42	--	--	408	4.43	--	--	
US 101	SR 92 to Peninsula Avenue	NB	AM	4	9,200	--	--	--	52	0.57%	--	--	52	0.57%	--	--	
			PM	4	9,200	--	--	--	163	1.77	--	--	162	1.76	--	--	
US 101	Peninsula Avenue to SR 92	SB	AM	4	9,200	--	--	--	168	1.83	--	--	167	1.82	--	--	
			PM	4	9,200	--	--	--	38	0.41%	--	--	37	0.40%	--	--	
US 101	SR 92 to Whipple Avenue	SB	AM	4	9,200	--	--	--	486	5.28	--	--	487	5.29	--	--	
			PM	4	9,200	--	--	--	111	1.21	--	--	111	1.21	--	--	
US 101	Whipple Avenue to Santa Clara County Line	SB	AM	4	9,200	1	1,650	C	570	6.20	70	4.24%	511	5.55	70	4.24%	
			PM	4	9,200	1	1,650	C	117	1.27	25	1.52%	96	1.04	22	1.33%	
SR 84	Dumbarton Bridge	EB	AM	3	6,900	--	--	--	72	1.04	--	--	72	1.04	--	--	
			PM	3	6,900	--	--	--	596	8.64	--	--	612	8.87	--	--	
SR 84	Dumbarton Bridge	WB	AM	3	6,900	--	--	--	676	9.80	--	--	688	9.97	--	--	
			PM	3	6,900	--	--	--	103	1.49	--	--	103	1.49	--	--	

Notes:

HOV = high-occupancy vehicle; LOS = level of service.

1. Existing freeway conditions for mixed-flow lanes are based on San Mateo County Congestion Management Program (CMP) 2019 Report (April 9, 2020).

2. The San Mateo CMP does not state the HOV lane LOS. Thus, the LOS was calculated based on the V/C ratios based on volume data in May 2019 from Caltrans Performance Measurement System (PeMS).

old indicates a substandard level of service.

Outline indicates an adverse effect associated with the RSP update.

Table 27
Existing Plus Project (3.35M s.f.) Freeway Level of Service Analysis – Santa Clara County

Freeway Segment	Peak Dir	Hour	Existing Conditions							Existing Plus Project (3.35M s.f.) (Exit Loop Rd)						Existing Plus Project (3.35M s.f.) (Entry Loop Rd)					
			Mid Lane			HO Lane				Mid Lane			HO Lane			Mid Lane			HO Lane		
			Lanes ¹	Capacity ²	LOS ¹	Lanes ¹	Capacity ²	LOS ¹	LOS	Trips	Capacity	LOS	Trips	Capacity	LOS	Trips	Capacity	LOS	Trips	Capacity	
US 101 N. Mathilda Ave to SR 237	NB	AM	3	6,900		1	1,650	E		213	3.1	E	30	1.8%		202	2.9	E	30	1.8%	
		PM	3	6,900	D	1	1,650	A	D	70	1.0%	B	9	0.5%	D	70	1.0%	B	9	0.5%	
US 101 SR 237 to Moffett Blvd	NB	AM	3	6,900		1	1,650	E		215	3.1	E	30	1.8%		204	3.0	E	30	1.8%	
		PM	3	6,900		1	1,650	D		73	1.1	D	10	0.6%		73	1.1	D	10	0.6%	
US 101 Moffett Blvd to SR 85	NB	AM	3	6,900		1	1,650	E		195	2.8	E	30	1.8%		216	3.1	E	30	1.8%	
		PM	3	6,900		1	1,650	D		81	1.2	D	10	0.6%		81	1.2	D	10	0.6%	
US 101 SR 85 to N. Shoreline Blvd	NB	AM	4	9,200		1	1,650	E		219	2.4	D	66	4.0%		208	2.3	D	66	4.0%	
		PM	4	9,200		1	1,650	D		76	0.8%	D	22	1.3%		75	0.8%	D	22	1.3%	
US 101 N. Shoreline Blvd to Rengstorff Ave	NB	AM	3	6,900		2	3,300	D		554	8.0	D	69	1.0%		543	7.9	D	69	1.0%	
		PM	3	6,900		2	3,300	D		137	2.0	D	24	0.4%		137	2.0	D	24	0.4%	
US 101 Rengstorff Ave to San Antonio Ave	NB	AM	3	6,900	E	2	3,300	D		584	8.5	D	72	1.1%		573	8.3	D	72	1.1%	
		PM	3	6,900		2	3,300	D		147	2.1	D	27	0.4%		146	2.1	D	27	0.4%	
US 101 San Antonio Ave to Oregon Expwy	NB	AM	3	6,900		2	3,300	D		613	8.9	D	63	0.95%		604	8.8	D	63	0.95%	
		PM	3	6,900		2	3,300			163	2.4		28	0.4%		165	2.4		28	0.4%	
US 101 Oregon Expwy to Embarcadero Rd	NB	AM	3	6,900		1	1,650			612	8.9		79	4.8		603	8.7		79	4.8	
		PM	3	6,900		1	1,650			163	2.4		34	2.1		165	2.4		34	2.1	
SR 85 EL Camino Real to SR 237	NB	AM	2	4,400	D	1	1,650	D	E	211	4.8%	D	29	1.8%	E	211	4.8%	D	29	1.8%	
		PM	2	4,400	D	1	1,650	A	D	38	0.9%	B	8	0.5%	D	38	0.9%	B	8	0.5%	
SR 85 SR 237 to Central Expwy	NB	AM	2	4,400	D	1	1,650	D	D	226	5.1%	D	29	1.8%	D	225	5.1%	D	29	1.8%	
		PM	2	4,400	D	1	1,650	A	D	46	1.0%	A	8	0.5%	D	46	1.0%	A	8	0.5%	
SR 85 Central Expwy to US 101	NB	AM	2	4,400	D	1	1,650	D	D	293	6.7%	C	35	2.1%	D	293	6.7%	C	35	2.1%	
		PM	2	4,400	D	1	1,650	C	D	53	1.2%	C	11	0.7%	D	53	1.2%	C	11	0.7%	

Table 27
Existing Plus Project (3.35M s.f.) Freeway Level of Service Analysis – Santa Clara County

Freeway Segment	Peak Dir	Hour	Existing Conditions							Existing Plus Project (3.35M s.f.) (Interchange Loop Rd)						Existing Plus Project (3.35M s.f.) (Interchange Loop Rd)					
			Interchange			HOV Lane				Interchange			HOV Lane			Interchange			HOV Lane		
			Lanes ¹	Capacity ²	LOS ¹	Lanes ¹	Capacity ²	LOS ¹	LOS	Trips	LOS ¹	LOS	Trips	Capacity	LOS	Trips	Capacity	LOS	Trips	Capacity	LOS
US 101 Embarcadero Rd to Oregon Expwy	SB	AM	3	6,900	D	1	1,650	A	D	34	0.5%	A	21	1.3%	D	35	0.5%	A	21	1.3%	
		PM	3	6,900		1	1,650	D		258	3.7	D	74	4.5%	261	3.8	D	75	4.5%		
US 101 Oregon Expwy to San Antonio Ave	SB	AM	3	6,900	D	2	3,300	A	D	104	1.5%	B	21	0.3%	D	103	1.5%	B	21	0.3%	
		PM	3	6,900		2	3,300	D		416	6.0	D	75	1.1%	400	5.8	D	75	1.1%		
US 101 San Antonio Ave to Rengstorff Ave	SB	AM	3	6,900	E	2	3,300	A	E	102	1.5%	A	16	0.2%	E	102	1.5%	A	16	0.2%	
		PM	3	6,900		2	3,300	D		417	6.0	D	72	1.1%	402	5.8	D	71	1.1%		
US 101 Rengstorff Ave to N. Shoreline Blvd	SB	AM	3	6,900	D	2	3,300	C	D	102	1.5%	C	16	0.2%	D	101	1.5%	C	16	0.2%	
		PM	3	6,900		2	3,300	D		410	5.9	C	72	1.1%	395	5.7	C	71	1.1%		
US 101 N. Shoreline Blvd to SR 85	SB	AM	3	6,900	D	1	1,650	A	D	90	1.3%	B	14	0.8%	D	89	1.3%	B	14	0.8%	
		PM	3	6,900		1	1,650	E		379	5.5	D	62	3.8%	365	5.3	D	61	3.7%		
US 101 SR 85 to Moffett Blvd	SB	AM	3	6,900	D	1	1,650	A	D	62	0.9%	A	7	0.4%	D	61	0.9%	A	7	0.4%	
		PM	3	6,900		1	1,650	E		192	2.8	E	29	1.8%	177	2.6	E	28	1.7%		
US 101 Moffett Blvd to SR 237	SB	AM	3	6,900	E	1	1,650	A	E	58	0.8%	A	7	0.4%	E	57	0.8%	A	7	0.4%	
		PM	3	6,900		1	1,650	E		182	2.6	E	29	1.8%	166	2.4	E	29	1.8%		
US 101 SR 237 to N. Mathilda Ave	SB	AM	3	6,900	D	1	1,650	A	D	55	0.8%	A	7	0.4%	D	54	0.8%	A	6	0.4%	
		PM	3	6,900		1	1,650	D		179	2.6	D	29	1.8%	163	2.4	D	28	1.7%		
SR 85 US 101 to Central Expwy	SB	AM	2	4,400	D	1	1,650	A	D	39	0.9%	B	7	0.4%	D	39	0.9%	B	7	0.4%	
		PM	2	4,400		1	1,650	E		215	4.9	D	37	2.2%	215	4.9	D	37	2.2%		
SR 85 Central Expwy to SR 237	SB	AM	2	4,400	D	1	1,650	C	D	35	0.8%	C	5	0.3%	D	34	0.8%	C	5	0.3%	
		PM	2	4,400		1	1,650	D		172	3.9	D	28	1.7%	172	3.9	D	28	1.7%		
SR 85 SR 237 to El Camino Real	SB	AM	3	6,900	D	1	1,650	A	D	32	0.5%	B	5	0.3%	D	32	0.5%	B	5	0.3%	
		PM	3	6,900		1	1,650	E		189	2.7	E	28	1.7%	188	2.7	E	28	1.7%		

Notes:

HOV = high-occupancy vehicle; LOS = level of service.

1. Number of lanes and level of service (LOS) on each segment are taken from VTA's 2018 *Operation Monitoring Report*.

2. Capacity is based on the capacities cited in VTA's *Technical Guidance* (2014).

old indicates a substandard level of service.

Outline indicates an adverse effect associated with the RSP update.

Cumulative (2040) no Project (Approved 1.4M s.f.)

Cumulative no project conditions reflect buildout of the adopted Ravenswood/4 Corners TOD Specific Plan with the Loop Road. This scenario represents baseline conditions against which cumulative plus project scenarios are judged to identify cumulative adverse effects of the updated RSP.

For the purpose of this study, freeway levels of service under cumulative conditions were calculated based on the volume-to-capacity (V/C) ratio. A freeway segment is assumed to operate at LOS F under future conditions if the freeway segment already operates at LOS F under existing conditions unless an improvement was assumed in the model.

It should be noted that the EPA model runs under cumulative conditions reflect the Year 2040 transportation network and thus assume completion of the US 101 express lane project in San Mateo County. Within Santa Clara County, Valley Transportation Authority's Valley Transportation Plan 2040 identifies freeway express lane projects along US 101 that would convert the existing HOV lanes to express lanes and add a second express lane in each direction.

Cumulative (2040) Plus Project (2.8M s.f.)

Select-zone analyses were performed using the EPA model to quantify the difference in the RSP trips assigned to each freeway segment under the updated RSP compared to the Adopted Plan. Thus, the cumulative analysis reflects the incremental increase in trips generated by buildout of the updated plan above the trips generated by buildout of the Adopted Plan. This differs from the previous analysis of freeway segments under existing plus project conditions, which was based on the increase in RSP trips under buildout of the updated plan compared to existing conditions (without any new development within the RSP).

The results show that the following mixed-flow freeway segments would have an adverse effect under cumulative plus project (2.8M s.f.) conditions (see Table 28 and Table 29). Unless stated otherwise, the adverse effects on freeway segments would be the same without and with the Loop Road.

Mixed-Flow Freeway Segments

- US 101 northbound from Santa Clara County Line to Whipple Avenue (PM peak hour)
- US 101 southbound from Whipple Avenue to Santa Clara County Line (AM peak hour)
- SR 84, eastbound at Dumbarton Bridge (PM peak hour)
- SR 84, westbound at Dumbarton Bridge (AM peak hour)
- US 101, northbound from N. Shoreline Boulevard to Rengstorff Avenue (AM peak hour, without loop)
- SR 85 northbound from Central Expressway to US 101 (AM peak hour)
- US 101 southbound from Oregon Expressway to San Antonio Avenue (PM peak hour)
- US 101 southbound from San Antonio Avenue to Rengstorff Avenue (PM peak hour)
- US 101 southbound Rengstorff Avenue to N. Shoreline Boulevard (PM peak hour)
- SR 85 southbound from US 101 to Central Expressway (PM peak hour)
- SR 85 southbound from Central Expressway to SR 237 (PM peak hour)

HOV Freeway Segments

- US 101 northbound from Santa Clara County Line to Whipple Avenue (PM peak hour)
- US 101 southbound from SR 92 to Whipple Avenue (AM peak hour)
- US 101 southbound from Whipple Avenue to Santa Clara County Line (AM peak hour)
- SR 85, northbound from El Camino Real to SR 237 (AM peak hour)
- SR 85, northbound from SR 237 to Central Expressway (AM peak hour)
- SR 85, northbound from Central Expressway to US 101 (AM peak hour)
- SR 85, southbound from US 101 to Central Expressway (PM peak hour)

Cumulative (2040) Plus Project (3.35M s.f.)

The 3.35M s.f. option would cause adverse effects on the same San Mateo County freeway segments as the 2.8M s.f. option under cumulative conditions (see Table 30).

Within Santa Clara County, the 3.35M s.f. option would cause adverse effects on the same mixed-flow and HOV freeway segments as the 2.8M s.f. option (see Table 31). In addition, the 3.35M s.f. option would also cause adverse effects on the HOV lane on the southbound SR 85 segment between Central Expressway and SR 237 and on both the mixed-flow and HOV segments of southbound SR 85 between SR 237 and El Camino Real under both the without and with Loop Road scenarios.

Freeway Improvements

The analysis of freeway segments under cumulative conditions reflects the Year 2040 transportation network and thus assumes completion of the express lane projects identified in the VTA's Valley Transportation Plan (VTP) 2040 and C/CAG's Countywide Transportation Plan. Additional freeway improvements that would address the remaining freeway deficiencies under cumulative conditions are generally not feasible due to right of way constraints and secondary impacts associated with induced travel.

Table 28
Cumulative (2040) Plus Project (2.8M s.f.) Free Way Level of Service Analysis – San Mateo County

Free Way Segment	Dir	Peak Hour	Cumulative (2040) + Project (1.4M s.f.)						Cumulative (2040) Plus Project (2.8M s.f.)													
			In Loop Road			Out Loop Rd			In Loop Rd			Out Loop Rd			In Loop Rd			Out Loop Rd				
			Lanes ¹	Capacity ² (vp)	LOS ³	Lanes ¹	Capacity ² (vp)	LOS ³	Lanes ¹	Capacity ² (vp)	LOS ³	Trips ²	Capacity	LOS ³	Trips ²	Capacity	LOS ³	Trips ²	Capacity	LOS ³	Trips ²	Capacity
US 101 Santa Clara County Line to Whipple Avenue	NB	AM	4	9,200		1	1,650	E		58	0.63%		9	0.55%		33	0.36%		6	0.36%		
		PM	4	9,200		1	1,650	D		167	1.82		30	1.82		167	1.82		29	1.76		
US 101 Whipple Avenue to SR 92	NB	AM	4	9,200	C	1	1,650	D	C	41	0.45%	D	3	0.18%	C	39	0.42%	D	3	0.18%		
		PM	4	9,200	C	1	1,650	D	C	122	1.33%	D	15	0.91%	C	122	1.33%	D	15	0.91%		
US 101 SR 92 to Peninsula Avenue	NB	AM	4	9,200	E	1	1,650		E	17	0.18%		2	0.12%	E	17	0.18%		2	0.12%		
		PM	4	9,200	D	1	1,650		D	47	0.51%		7	0.42%	D	47	0.51%		7	0.42%		
US 101 Peninsula Avenue to SR 92	SB	AM	4	9,200	C	1	1,650		D	53	0.58%		9	0.55%	D	50	0.54%		9	0.55%		
		PM	4	9,200	D	1	1,650		D	12	0.13%		1	0.06%	D	12	0.13%		1	0.06%		
US 101 SR 92 to Whipple Avenue	SB	AM	4	9,200	D	1	1,650		D	150	1.63%		20	1.21	D	145	1.58%		20	1.21		
		PM	4	9,200	C	1	1,650		C	30	0.33%		3	0.18%	C	29	0.32%		3	0.18%		
US 101 Whipple Avenue to Santa Clara County Line	SB	AM	4	9,200		1	1,650	D		207	2.25		33	2.00		206	2.24		32	1.94		
		PM	4	9,200		1	1,650	D		45	0.49%		6	0.36%		41	0.45%		6	0.36%		
SR 84 Dumbarton Bridge	EB	AM	3	6,900		--	--	--		23	0.33%		--	--		24	0.35%		--	--		
		PM	3	6,900		--	--	--		195	2.83		--	--		205	2.97		--	--		
SR 84 Dumbarton Bridge	WB	AM	3	6,900		--	--	--		220	3.19		--	--		233	3.38		--	--		
		PM	3	6,900		--	--	--		29	0.42%		--	--		29	0.42%		--	--		

Notes:

HOV = high-occupancy vehicle; LOS = level of service.

1. Number of lanes on each segment is based on the C/CAG model. Per the model, HOV lanes will be added between Whipple Avenue and I-380.

2. The capacity is estimated as the number of lanes multiplied by 2,200 vehicles per hour per lane for four-lane segments and 2,300 vehicles per hour per lane for segments with six or more lanes, per the C/CAG CMP.

3. Freeway segment LOS is based on the v/c ratio at segments where improvements are planned. Segments that are operating at LOS F under existing conditions were assumed to continue to operate LOS F unless an improvement is planned to be completed by 2040.

old indicates a substandard level of service.

Outline indicates an adverse effect associated with the RSP update.

Table 29
Cumulative (2040) Plus Project (2.8M s.f.) Free Way Level of Service Analysis – Santa Clara County

Free Way Segment	Peak Dir	Hour	Cumulative (2040) Plus Project (1.4M s.f.) (4-lane Loop Rd)						Cumulative (2040) Plus Project (2.8M s.f.) (4-lane Loop Rd)						Cumulative (2040) Plus Project (2.8M s.f.) (4-lane Loop Rd)					
			Med Lane			HO Lane ⁴			Med Lane			HO Lane			Med Lane			HO Lane		
			Lanes ¹	of Capacity ² (vp)	LOS ³	Lanes ¹	of Capacity ² (vp)	LOS ³	LOS ³	Trips	of Capacity	LOS ³	Trips	of Capacity	LOS ³	Trips	of Capacity	LOS ³	Trips	of Capacity
US 101 N. Mathilda Ave to SR 237*	NB	AM	3	6,900	D	2	3,300	D	D	76	1.10%	D	21	0.64%	D	66	0.96%	D	21	0.64%
	PM	3	6,900	E	2	3,300	C	E	21	0.30%	C	3	0.09%	E	20	0.29%	C	3	0.09%	
US 101 SR 237 to Moffett Blvd*	NB	AM	3	6,900	D	2	3,300	D	D	78	1.13%	D	21	0.64%	D	68	0.99%	D	21	0.64%
	PM	3	6,900	D	2	3,300	D	D	21	0.30%	D	3	0.09%	D	20	0.29%	D	3	0.09%	
US 101 Moffett Blvd to SR 85*	NB	AM	3	6,900	D	2	3,300	D	D	79	1.14%	D	21	0.64%	D	69	1.00%	D	21	0.64%
	PM	3	6,900	C	2	3,300	C	C	23	0.33%	C	3	0.09%	C	22	0.32%	C	3	0.09%	
US 101 SR 85 to N. Shoreline Blvd*	NB	AM	4	9,200	E	2	3,300	D	E	80	0.87%	D	41	1.24%	E	70	0.76%	D	41	1.24%
	PM	4	9,200	C	2	3,300	C	C	22	0.24%	C	7	0.21%	C	22	0.24%	C	7	0.21%	
US 101 N. Shoreline Blvd to Rengstorff Ave	NB	AM	3	6,900		2	3,300	D		205	2.97%	D	43	1.30%		196	2.84%	D	42	1.27%
	PM	3	6,900		2	3,300	D		40	0.58%	D	7	0.21%		39	0.57%	D	7	0.21%	
US 101 Rengstorff Ave to San Antonio Ave	NB	AM	3	6,900	E	2	3,300	D	E	206	2.99%	D	44	1.33%	E	199	2.88%	D	44	1.33%
	PM	3	6,900		2	3,300	D		42	0.61%	D	8	0.24%		41	0.59%	D	8	0.24%	
US 101 San Antonio Ave to Oregon Expwy	NB	AM	3	6,900	C	2	3,300	D	C	175	2.54%	E	48	1.45%	C	174	2.52%	E	48	1.45%
	PM	3	6,900	C	2	3,300		C	43	0.62%		9	0.27%	C	44	0.64%		9	0.27%	
US 101 Oregon Expwy to Embarcadero Rd*	NB	AM	3	6,900	D	2	3,300	C	D	173	2.51%	D	48	1.45%	D	174	2.52%	D	48	1.45%
	PM	3	6,900	C	2	3,300	C	C	43	0.62%	C	9	0.27%	C	44	0.64%	C	9	0.27%	
SR 85 EL Camino Real to SR 237	NB	AM	2	4,400	E	1	1,650		E	80	1.82%		17	1.03%	E	80	1.82%		17	1.03%
	PM	2	4,400	D	1	1,650	C	D	10	0.23%	C	3	0.18%	D	10	0.23%	C	3	0.18%	
SR 85 SR 237 to Central Expwy	NB	AM	2	4,400	E	1	1,650		E	82	1.86%		17	1.03%	E	83	1.89%		17	1.03%
	PM	2	4,400	D	1	1,650	D	E	11	0.25%	D	3	0.18%	E	11	0.25%	D	3	0.18%	
SR 85 Central Expwy to US 101	NB	AM	2	4,400		1	1,650			108	2.45%		19	1.15%		108	2.45%		19	1.15%
	PM	2	4,400	E	1	1,650	D	E	14	0.32%	D	3	0.18%	E	14	0.32%	D	3	0.18%	

Table 29
Cumulative (2040) Plus Project (2.8M s.f.) Freeway Level of Service Analysis – Santa Clara County

Freeway Segment	Peak Dir Hour	Cumulative (2040) (with Loop Rd)							Cumulative (2040) Plus Project (2.8M s.f.) (with Loop Rd)						Cumulative (2040) Plus Project (2.8M s.f.) (with Loop Rd)					
		of Capacity ²			of Capacity ²				of Capacity ²			of Capacity ²			of Capacity ²			of Capacity ²		
		Lanes ¹	(vp)	LOS ³	Lanes	(vp)	LOS ³	LOS ³	Trips	Capacity	LOS ³	Trips	Capacity	LOS ³	Trips	Capacity	LOS ³	Trips	Capacity	
US 101 Embarcadero Rd to Oregon Expwy*	SB AM	3	6,900	D	2	3,300	A	D	11	0.16%	A	8	0.24%	D	12	0.17%	A	7	0.21%	
	PM	3	6,900	C	2	3,300	C	C	56	0.81%	C	41	1.24%	C	65	0.94%	C	41	1.24%	
US 101 Oregon Expwy to San Antonio Ave	SB AM	3	6,900	D	2	3,300	B	D	36	0.52%	B	8	0.24%	D	35	0.51%	B	7	0.21%	
	PM	3	6,900		2	3,300	D		140	2.03	D	41	1.24%		130	1.88	D	41	1.24%	
US 101 San Antonio Ave to Rengstorff Ave	SB AM	3	6,900	E	2	3,300	B	E	35	0.51%	B	6	0.18%	E	34	0.49%	B	6	0.18%	
	PM	3	6,900		2	3,300	D		141	2.04	D	40	1.21%		131	1.90	D	39	1.18%	
US 101 Rengstorff Ave to N. Shoreline Blvd	SB AM	3	6,900	D	2	3,300	C	D	35	0.51%	C	6	0.18%	D	35	0.51%	C	6	0.18%	
	PM	3	6,900		2	3,300	D		139	2.01	D	40	1.21%		129	1.87	D	39	1.18%	
US 101 N. Shoreline Blvd to SR 85*	SB AM	3	6,900	E	2	3,300	C	E	32	0.46%	C	6	0.18%	E	31	0.45%	C	6	0.18%	
	PM	3	6,900	E	2	3,300	D	E	135	1.96%	D	34	1.03%	E	126	1.83%	D	33	1.00%	
US 101 SR 85 to Moffett Blvd*	SB AM	3	6,900	D	2	3,300	C	D	23	0.33%	C	3	0.09%	D	22	0.32%	C	3	0.09%	
	PM	3	6,900	C	2	3,300	D	C	70	1.01%	E	21	0.64%	C	60	0.87%	E	20	0.61%	
US 101 Moffett Blvd to SR 237*	SB AM	3	6,900	D	2	3,300	B	D	22	0.32%	B	3	0.09%	D	21	0.30%	B	3	0.09%	
	PM	3	6,900	C	2	3,300	E	C	68	0.99%	E	21	0.64%	C	58	0.84%	E	20	0.61%	
US 101 SR 237 to N. Mathilda Ave*	SB AM	3	6,900	D	2	3,300	B	D	21	0.30%	B	3	0.09%	D	20	0.29%	B	3	0.09%	
	PM	3	6,900	C	2	3,300	E	C	67	0.97%	E	20	0.61%	C	57	0.83%	E	20	0.61%	
SR 85 US 101 to Central Expwy	SB AM	2	4,400	D	1	1,650	D	D	12	0.27%	D	3	0.18%	D	12	0.27%	D	3	0.18%	
	PM	2	4,400		1	1,650			69	1.57		17	1.03		69	1.57		17	1.03	
SR 85 Central Expwy to SR 237	SB AM	2	4,400	D	1	1,650	D	D	10	0.23%	D	2	0.12%	D	10	0.23%	D	2	0.12%	
	PM	2	4,400		1	1,650			58	1.32		14	0.85%		58	1.32		14	0.85%	
SR 85 SR 237 to El Camino Real	SB AM	3	6,900	D	1	1,650	C	D	10	0.14%	C	2	0.12%	D	10	0.14%	C	2	0.12%	
	PM	3	6,900		1	1,650			65	0.94%		14	0.85%		65	0.94%		14	0.85%	

Notes:

HOV = high-occupancy vehicle; LOS = level of service; *Addition of HOV lane.

1. Number of lanes on each segment is based on the Santa Clara County model.

2. The capacity is estimated as the number of lanes multiplied by 2,200 vehicles per hour per lane for four-lane freeway segments and 2,300 vehicles per hour per lane for segments with six or more lanes.

3. Freeway segment LOS is based on the v/c ratio at segments where improvements are planned. Segments that are operating at LOS F under existing conditions were assumed to continue to operate LOS F unless an improvement is planned to be completed by 2040.

4. All US 101 segments were assumed to have 2 HOV lanes in 2040 based on the Santa Clara County model.

old indicates unacceptable LOS.

Outline indicates an adverse effect associated with the RSP update.

Table 30
Cumulative (2040) Plus Project (3.35M s.f.) ree ay Level of Service Analysis – San Mateo County

ree ay Segment	Dir	Hour	Cumulative (2040) o Project (1.4M s.f.)						Cumulative (2040) Plus Project (3.35M s.f.)											
			it Loop Rd			it out Loop Rd			it Loop Rd			it out Loop Rd								
			Mi ed lo		HO Lane	Mi ed lo		HO Lane	Mi ed lo		HO Lane	Mi ed lo		HO Lane						
			Peak of Capacity ²	LOS ³	Lanes ¹	Peak of Capacity ²	LOS ³	Lanes ¹	Project Trips ²	Capacity	Project Trips ²	Capacity	Project Trips ²	Capacity						
US 101 Santa Clara County Line to Whipple Avenue	NB	AM	4	9,200		1	1,650	E	74	0.80%		12	0.73%		44	0.48%		9	0.55%	
		PM	4	9,200		1	1,650	D	233	2.53		39	2.36		231	2.51		38	2.30	
US 101 Whipple Avenue to SR 92	NB	AM	4	9,200	C	1	1,650	D	C	53	0.58%	D	5	0.30%	C	52	0.57%	D	5	0.30%
		PM	4	9,200	C	1	1,650	D	C	172	1.87%	D	19	1.15%	C	173	1.88%	D	19	1.15%
US 101 SR 92 to Peninsula Avenue	NB	AM	4	9,200	E	1	1,650		E	24	0.26%		3	0.18%	E	24	0.26%		3	0.18%
		PM	4	9,200	D	1	1,650		D	67	0.73%		9	0.55%	D	68	0.74%		9	0.55%
US 101 Peninsula Avenue to SR 92	SB	AM	4	9,200	C	1	1,650		D	73	0.79%		12	0.73%	D	69	0.75%		12	0.73%
		PM	4	9,200	D	1	1,650		D	16	0.17%		1	0.06%	D	16	0.17%		1	0.06%
US 101 SR 92 to Whipple Avenue	SB	AM	4	9,200	D	1	1,650		D	207	2.25%		27	1.64	D	203	2.21%		26	1.58
		PM	4	9,200	C	1	1,650		C	41	0.45%		4	0.24%	C	41	0.45%		4	0.24%
US 101 Whipple Avenue to Santa Clara County Line	SB	AM	4	9,200		1	1,650	D		287	3.12		42	2.55		285	3.10		42	2.55
		PM	4	9,200		1	1,650	D		61	0.66%		8	0.48%		55	0.60%		8	0.48%
SR 84 Dumbarton Bridge	EB	AM	3	6,900		--	--	--		32	0.46%		--	--		33	0.48%		--	--
		PM	3	6,900		--	--	--		279	4.04		--	--		290	4.20		--	--
SR 84 Dumbarton Bridge	WB	AM	3	6,900		--	--	--		312	4.52		--	--		324	4.70		--	--
		PM	3	6,900		--	--	--		40	0.58%		--	--		40	0.58%		--	--

Notes:

HOV = high-occupancy vehicle; LOS = level of service.

1. Number of lanes on each segment is based on the C/CAG model. Per the model, HOV lanes will be added between Whipple Avenue and I-380.

2. The capacity is estimated as the number of lanes multiplied by 2,200 vehicles per hour per lane for four-lane segments and 2,300 vehicles per hour per lane for segments with six or more lanes, per the C/CAG CMP.

3. Freeway segment LOS is based on the v/c ratio at segments where improvements are planned. Segments that are operating at LOS F under existing conditions were assumed to continue to operate LOS F unless an improvement is planned to be completed by 2040.

old indicates a substandard level of service.

Outline indicates an adverse effect associated with the RSP update.

Table 31
Cumulative (2040) Plus Project (3.35M s.f.) Free Way Level of Service Analysis – Santa Clara County

Free Way Segment	Dir	Hour	Cumulative (2040) + Project (1.4M s.f.) (with Loop Rd)						Cumulative (2040) Plus Project (3.35M s.f.) (without Loop Rd)						Cumulative (2040) Plus Project (3.35M s.f.) (with Loop Rd)					
			Medio Lanes			HO Lanes ⁴			Medio Lane			HO Lane			Medio Lane			HO Lane		
			Lanes ¹	of Capacity ² (vp)	LOS ³	Lanes ¹	of Capacity ² (vp)	LOS ³	LOS ³	Trips	of Capacity	LOS ³	Trips	of Capacity	LOS ³	Trips	of Capacity	LOS ³	Trips	of Capacity
US 101 N. Mathilda Ave to SR 237	NB	AM	3	6,900	D	2	3,300	D	D	103	1.49%	D	28	0.85%	D	94	1.36%	D	27	0.82%
	PM	3	6,900	E	2	3,300	C	E	28	0.41%	C	4	0.12%	E	28	0.41%	C	4	0.12%	
US 101 SR 237 to Moffett Blvd	NB	AM	3	6,900	D	2	3,300	D	D	107	1.55%	D	28	0.85%	D	97	1.41%	D	27	0.82%
	PM	3	6,900	D	2	3,300	D	D	29	0.42%	D	4	0.12%	D	28	0.41%	D	4	0.12%	
US 101 Moffett Blvd to SR 85	NB	AM	3	6,900	D	2	3,300	D	D	109	1.58%	D	28	0.85%	D	99	1.43%	D	27	0.82%
	PM	3	6,900	C	2	3,300	C	C	31	0.45%	C	4	0.12%	C	30	0.43%	C	4	0.12%	
US 101 SR 85 to N. Shoreline Blvd	NB	AM	4	9,200	E	2	3,300	D	E	109	1.18%	D	53	1.61%	E	100	1.09%	D	53	1.61%
	PM	4	9,200	C	2	3,300	C	C	31	0.34%	C	10	0.30%	C	30	0.33%	C	10	0.30%	
US 101 N. Shoreline Blvd to Rengstorff Ave	NB	AM	3	6,900		2	3,300	D		281	4.07%	D	55	1.67%		274	3.97%	D	55	1.67%
	PM	3	6,900		2	3,300	D		54	0.78%	D	9	0.27%		54	0.78%	D	9	0.27%	
US 101 Rengstorff Ave to San Antonio Ave	NB	AM	3	6,900	E	2	3,300	D	E	288	4.17%	D	57	1.73%	E	278	4.03%	D	57	1.73%
	PM	3	6,900		2	3,300	D		57	0.83%	D	11	0.33%		57	0.83%	D	11	0.33%	
US 101 San Antonio Ave to Oregon Expwy	NB	AM	3	6,900	C	2	3,300	D	C	242	3.51%	E	63	1.91%	C	240	3.48%	E	63	1.91%
	PM	3	6,900	C	2	3,300		C	58	0.84%		12	0.36%	C	61	0.88%		12	0.36%	
US 101 Oregon Expwy to Embarcadero Rd	NB	AM	3	6,900	D	2	3,300	C	D	242	3.51%	D	63	1.91%	D	238	3.45%	D	63	1.91%
	PM	3	6,900	C	2	3,300	C	C	58	0.84%	C	12	0.36%	C	61	0.88%	C	12	0.36%	
SR 85 EL Camino Real to SR 237	NB	AM	2	4,400	E	1	1,650		E	110	2.50%		22	1.33%	E	111	2.52%		22	1.33%
	PM	2	4,400	D	1	1,650	C	D	14	0.32%	C	4	0.24%	D	14	0.32%	C	4	0.24%	
SR 85 SR 237 to Central Expwy	NB	AM	2	4,400	E	1	1,650		E	113	2.57%		22	1.33%	E	115	2.61%		22	1.33%
	PM	2	4,400	D	1	1,650	D	E	16	0.36%	D	4	0.24%	E	16	0.36%	D	4	0.24%	
SR 85 Central Expwy to US 101	NB	AM	2	4,400		1	1,650			148	3.36%		25	1.52%		150	3.41%		25	1.52%
	PM	2	4,400	E	1	1,650	D	E	20	0.45%	D	4	0.24%	E	20	0.45%	D	4	0.24%	

Table 31
Cumulative (2040) Plus Project (3.35M s.f.) ree ay Level of Service Analysis – Santa Clara County

ree ay Se ment	Dir	Hour	Cumulative (2040) o Project (1.4M s.f.) (it Loop Rd)						Cumulative (2040) Plus Project (3.35M s.f.) (it out Loop Rd)						Cumulative (2040) Plus Project (3.35M s.f.) (it Loop Rd)					
			Mi ed lo Lanes			HO Lanes ⁴			Mi ed lo Lane			HO Lane			Mi ed lo Lane			HO Lane		
			of Lanes ¹	Capacity ² (vp)	LOS ³	of Lanes ¹	Capacity ² (vp)	LOS ³	LOS ³	Project Trips	of Capacity	LOS ³	Project Trips	of Capacity	LOS ³	Project Trips	of Capacity	LOS ³	Project Trips	of Capacity
US 101 Embarcadero Rd to Oregon Expwy	SB	AM	3	6,900	D	2	3,300	A	D	18	0.26%	A	11	0.33%	D	19	0.28%	A	11	0.33%
	PM	3	6,900	C	2	3,300	C	C	97	1.41%	C	55	1.67%	C	101	1.46%	C	54	1.64%	
US 101 Oregon Expwy to San Antonio Ave	SB	AM	3	6,900	D	2	3,300	B	D	46	0.67%	B	11	0.33%	D	46	0.67%	B	11	0.33%
	PM	3	6,900		2	3,300	D		190	2.75	D	55	1.67%		179	2.59	D	54	1.64%	
US 101 San Antonio Ave to Rengstorff Ave	SB	AM	3	6,900	E	2	3,300	B	E	45	0.65%	B	9	0.27%	E	45	0.65%	B	9	0.27%
	PM	3	6,900		2	3,300	D		191	2.77	D	52	1.58%		180	2.61	D	52	1.58%	
US 101 Rengstorff Ave to N. Shoreline Blvd	SB	AM	3	6,900	D	2	3,300	C	D	49	0.71%	C	9	0.27%	D	47	0.68%	C	9	0.27%
	PM	3	6,900		2	3,300	D		188	2.72	D	52	1.58%		179	2.59	D	52	1.58%	
US 101 N. Shoreline Blvd to SR 85	SB	AM	3	6,900	E	2	3,300	C	E	44	0.64%	C	9	0.27%	E	42	0.61%	C	9	0.27%
	PM	3	6,900	E	2	3,300	D	E	179	2.59%	D	45	1.36%	E	175	2.54%	D	44	1.33%	
US 101 SR 85 to Moffett Blvd	SB	AM	3	6,900	D	2	3,300	C	D	30	0.43%	C	4	0.12%	D	29	0.42%	C	4	0.12%
	PM	3	6,900	C	2	3,300	D	C	93	1.35%	E	27	0.82%	C	83	1.20%	E	27	0.82%	
US 101 Moffett Blvd to SR 237	SB	AM	3	6,900	D	2	3,300	B	D	29	0.42%	B	4	0.12%	D	28	0.41%	B	4	0.12%
	PM	3	6,900	C	2	3,300	E	C	90	1.30%	E	27	0.82%	C	80	1.16%	E	27	0.82%	
US 101 SR 237 to N. Mathilda Ave	SB	AM	3	6,900	D	2	3,300	B	D	28	0.41%	B	4	0.12%	D	27	0.39%	B	4	0.12%
	PM	3	6,900	C	2	3,300	E	C	88	1.28%	E	27	0.82%	C	78	1.13%	E	26	0.79%	
SR 85 US 101 to Central Expwy	SB	AM	2	4,400	D	1	1,650	D	D	17	0.39%	D	4	0.24%	D	17	0.39%	D	4	0.24%
	PM	2	4,400		1	1,650			96	2.18		22	1.33		96	2.18		22	1.33	
SR 85 Central Expwy to SR 237	SB	AM	2	4,400	D	1	1,650	D	D	15	0.34%	D	3	0.18%	D	15	0.34%	D	3	0.18%
	PM	2	4,400		1	1,650			81	1.84		19	1.15		81	1.84		19	1.15	
SR 85 SR 237 to El Camino Real	SB	AM	3	6,900	D	1	1,650	C	D	14	0.20%	C	3	0.18%	D	14	0.20%	C	3	0.18%
	PM	3	6,900		1	1,650			91	1.32		19	1.15		91	1.32		19	1.15	

Notes:

HOV = high-occupancy vehicle; LOS = level of service; *Addition of HOV lane.

1. Number of lanes on each segment is based on the Santa Clara County model.

2. The capacity is estimated as the number of lanes multiplied by 2,200 vehicles per hour per lane for four-lane freeway segments and 2,300 vehicles per hour per lane for segments with six or more lanes.

3. Freeway segment LOS is based on the v/c ratio at segments where improvements are planned. Segments that are operating at LOS F under existing conditions were assumed to continue to operate LOS F unless an improvement is planned to be completed by 2040.

4. All US 101 segments were assumed to have 2 HOV lanes in 2040 based on the Santa Clara County model.

old indicates unacceptable LOS.

Outline indicates an adverse effect associated with the RSP update.

Freeway Ramp Analysis

Queue Analysis

The queues on freeway ramps at the US 101/University Avenue interchange were evaluated under buildout of the RSP. Field observations were conducted prior to the COVID-19 pandemic to measure the existing vehicular queues and metering rates at the on-ramps. The SimTraffic simulation model was calibrated to reflect the observed metering rates and ramp queues. The effects of RSP added traffic on queues at the freeway ramps were evaluated based on the SimTraffic analysis results (see Tables 32 - 35). This information is presented for information only as the City of East Palo Alto has not established any policies or criteria related to freeway ramp queues. Nevertheless, the intersection delay values reported in the previous sections reflect the additional delay caused by on-ramp queues that in some cases extend beyond the length of the ramp and through the upstream intersection.

Table 32
Existing Freeway Ramp Analysis – 2.8M s.f. Project Option

Ramp	Storage Length (feet)	95th Percentile Queue Lengths (feet)											
		Existing		Existing Plus Project (2.8M s.f.)				Existing Plus Project (2.8M s.f.) with Improvements					
		AM		PM		AM		PM		AM		PM	
		AM	PM	Loop Rd AM	Loop Rd PM	Loop Rd AM	Loop Rd PM	Loop Rd AM	Loop Rd PM	Loop Rd AM	Loop Rd PM		
NB US 101 On-Ramp from WB Donohoe St ¹	370	417	373	528	494	457	375	861	657	864	644		
SB US 101 Diagonal On-Ramp	1,700	1,872	573	862	550	884	524	524	559	516	543		
SB US 101 Off-Ramp to University Ave	3,860	1,410	4,095	5,491	14,238	2,723	10,002	3,013	2,268	3,772	1,704		
NB US 101 Off-Ramp to Donohoe St	2,250	1,783	3,548	3,791	4,338	3,859	3,658	958	2,819	970	2,680		

Notes:
bold indicates queue length exceeds the storage length.
Outline indicates queue length exceeds the Existing queue length.
¹ The analysis assumes that under the improvements scenario the storage length on the on-ramp would be extended to 500 feet.

Table 33
Cumulative (2040) Freeway Ramp Analysis – 2.8M s.f. Project Option

Ramp	Storage Length (feet)	95th Percentile Queue Lengths (feet)											
		Cumulative (2040) No Project		Cumulative (2040) Plus Project (2.8M s.f.)				Cumulative (2040) Plus Project (2.8M s.f.) with Improvements					
		AM		PM		AM		PM		AM		PM	
		AM	PM	Loop Rd AM	Loop Rd PM	Loop Rd AM	Loop Rd PM	Loop Rd AM	Loop Rd PM	Loop Rd AM	Loop Rd PM		
NB US 101 On-Ramp from WB Donohoe St ¹	370	458	562	523	539	540	558	696	562	717	625		
SB US 101 Diagonal On-Ramp	1,700	278	403	277	387	283	398	532	550	511	552		
SB US 101 Off-Ramp to University Ave	3,860	4,275	10,359	6,561	12,675	5,409	9,864	1,033	1,420	1,135	1,470		
NB US 101 Off-Ramp to Donohoe St	2,250	3,243	4,294	3,172	4,514	4,089	4,132	2,675	2,863	2,998	3,979		

Notes:
bold indicates queue length exceeds the storage length.
Outline indicates queue length exceeds the Cumulative (2040) No Project (1.4M s.f.) queue length.
¹ The analysis assumes that under the improvements scenario the storage length on the on-ramp would be extended to 500 feet.

Table 34
Existing Free Way Ramp Analysis – 3.35M s.f. Project Option

Ramp	Storage Length (feet)	95th Percentile Queue Lengths (feet)									
		Existing		Existing Plus Project (3.35M s.f.)				Existing Plus Project (3.35M s.f.) Improvements			
		AM	PM	Without Loop Rd		With Loop Rd		Without Loop Road		With Loop Road	
				AM	PM	AM	PM	AM	PM	AM	PM
NB US 101 On-Ramp from WB Donohoe St ¹	370	417	373	556	384	552	351	875	667	861	615
SB US 101 Diagonal On-Ramp	1,700	1,872	573	819	538	853	522	537	558	532	541
SB US 101 Off-Ramp to University Ave	3,860	1,410	4,095	5,082	9,947	2,734	9,896	2,778	2,532	3,302	1,799
NB US 101 Off-Ramp to Donohoe St	2,250	1,783	3,548	4,129	3,859	3,419	2,999	1,020	1,920	951	1,850

Notes:
old indicates queue length exceeds the storage length.
Outline indicates queue length exceeds the Existing queue length.
¹ The analysis assumes that under the improvements scenario the storage length on the on-ramp would be extended to 500 feet.

Table 35
Cumulative (2040) Free Way Ramp Analysis – 3.35M s.f. Project Option

Ramp	Storage Length (feet)	95th Percentile Queue Lengths (feet)									
		Cumulative (2040) No Project (1.4M s.f.)		Cumulative (2040) Plus Project (3.35M s.f.)				Project (3.35M s.f.) Improvements			
		AM	PM	Without Loop Rd		With Loop Rd		Without Loop Road		With Loop Road	
				AM	PM	AM	PM	AM	PM	AM	PM
NB US 101 On-Ramp from WB Donohoe St ¹	370	458	562	525	561	528	575	774	791	678	767
SB US 101 Diagonal On-Ramp	1,700	278	403	283	410	282	397	525	444	497	428
SB US 101 Off-Ramp to University Ave	3,860	4,275	10,359	7,572	13,207	7,246	11,423	1,175	1,482	1,030	1,660
NB US 101 Off-Ramp to Donohoe St	2,250	3,243	4,294	3,373	4,560	3,348	4,532	2,728	3,308	3,582	4,066

Notes:
old indicates queue length exceeds the storage length.
Outline indicates queue length exceeds the Cumulative (2040) No Project (1.4M s.f.) queue length.
¹ The analysis assumes that under the improvements scenario the storage length on the on-ramp would be extended to 500 feet.

Northbound US 101 On Ramp from Westbound Donohoe Street

Under existing conditions, the queue on the northbound US 101 on-ramp from Donohoe Street exceeds the available storage during both the AM and PM peak hours. With the buildout of the RSP, the 95th percentile queue length would exceed the storage lane under the 2.8M s.f. option during both peak hours and without and with the Loop Road. Under the 3.35M s.f. option, the queue would extend past the available off-ramp storage onto the freeway mainline during both peak hours without the Loop Road and during the AM peak hour with the Loop Road.

Under the cumulative no project conditions with buildout of the Adopted Plan (1.4M s.f.), the queue on the northbound US 101 on-ramp from Donohoe Street would exceed the storage during the AM and PM peak hours. With the buildout of the RSP under the 2.8M s.f. option and the 3.35M s.f. option under cumulative conditions, the 95th percentile queue would increase during the AM peak hour both without and with the Loop Road. The queue would also increase during the PM peak hour with the Loop Road under the 3.35M s.f. option. Under both development scenarios and during both peak hours, the 95th percentile queue would exceed the available storage.

As described in the previous section, the proposed improvements at the US 101 northbound on-Ramp/Donohoe Street intersection include signalization of the intersection and widening of the on-ramp to accommodate two lanes that taper down to a single lane before this ramp connects with the loop on-ramp from northbound University Avenue. The widening of the on-ramp would increase the storage length to 500 feet. However, the improvements at this intersection and at other nearby intersections on Donohoe Street would increase the capacity of the roadways in this area allowing more traffic to reach the on-ramp, resulting in longer queues under all RSP development scenarios. Increasing the ramp queue storage further is not feasible as it would require acquisition of additional right-of-way to widen the ramp to include another lane.

South bound US 101 Diagonal On Ramp

Under existing conditions, the queue on the southbound US 101 diagonal on-ramp exceeds the available storage during the AM peak hour. With the buildout of the RSP, the 95th percentile queue length would be shorter than the existing queue and would be contained within the available storage during both peak hours without and with the Loop Road.

The decrease in 95th percentile queue under the RSP buildout scenarios is due to the upstream congestion on University Avenue, which increases with the RSP development added traffic and constrains the volume of traffic able to reach the on-ramp to a level that is below the existing on-ramp volume. Improvements proposed to reduce the adverse effects of the RSP buildout scenarios along Donohoe Street and University Avenue would improve traffic flow on University Avenue allowing more vehicles to reach the on-ramp, however the 95th percentile queue would continue to be lower than existing conditions during both peak hours.

South bound US 101 Off Ramp to University Avenue

Under existing conditions, the queue on the US 101 southbound off-ramp to University Avenue exceeds the available storage during the PM peak hour. With the buildout of the RSP under the 2.8M s.f. option and the 3.35M s.f. option, the 95th percentile queue would increase substantially and extend past the available off-ramp storage onto the freeway mainline during both peak hours without the Loop Road and during the PM peak hour with the Loop Road.

Under the cumulative no project conditions with buildout of the Adopted Plan (1.4M s.f.), the queue on the US 101 southbound off-ramp to University Avenue would exceed the storage during the AM and PM peak hours. With the buildout of the RSP under the 2.8M s.f. option and the 3.35M s.f. option under cumulative conditions, the 95th percentile queue would increase during both the AM and PM peak hours, except under the 2.8M s.f. option without Loop Road during the PM peak hour, which would decrease. Under both development scenarios and during both peak hours, the 95th percentile queue would exceed the available storage.

Improvements proposed to reduce the adverse effects of the RSP buildout scenarios along Donohoe Street and University Avenue would improve traffic flow on University Avenue and reduce the 95th percentile queue on the US 101 southbound off-ramp. Under existing and cumulative plus project conditions (2.8M s.f. and 3.35M s.f.) both without and with the Loop Road, the 95th percentile queue would be accommodated during both peak hours.

North bound US 101 Off Ramp to Donohoe Street

Under existing conditions, the queue on the US 101 northbound off-ramp to Donohoe Street exceeds the available storage during the PM peak hour. With the buildout of the RSP, the 95th percentile queue would extend beyond the available off-ramp storage onto the freeway mainline during both peak hours both without and with the Loop Road, under existing and cumulative conditions.

Improvements proposed to reduce the adverse effects of the RSP buildout scenarios along Donohoe Street and University Avenue would improve traffic flow on Donohoe Street. Because the improvements

would improve the delay along Donohoe Street, vehicles exiting northbound US 101 would experience lesser wait times, and therefore, a shorter queue. The 95th percentile queue would continue to exceed the available off-ramp storage length under existing plus project (2.8M s.f.) conditions without and with the Loop Road during the PM peak hour, cumulative plus project (2.8M s.f.) conditions without and with the Loop Road during both peak hours, and cumulative plus project (3.35M s.f.) conditions without and with the Loop Road during both peak hours.

Capacity Analysis

A freeway ramp capacity analysis was performed to verify that the nearby freeway ramps have sufficient capacity to serve the projected traffic volumes with the development of the RSP update. This analysis consists of a volume-to-capacity (v/c) ratio evaluation of the freeway ramps at the study interchanges that provide access to the RSP Area. The ramp capacities were obtained from the *M 7^t dition*, and consider the free-flow speed, number of lanes on the ramp, and ramp metering.

It should be noted that even when the freeway ramp capacity is shown to be adequate, traffic flow on freeway ramps is often constrained by the capacity of the intersection with the local street at the foot of an off ramp or the capacity of the freeway mainline at the merge point with an on ramp. Thus, the freeway ramp capacity analysis was conducted to supplement the analysis of levels of service at study intersections and freeway segments.

Freeway ramp capacity was analyzed for ramps at the following interchanges:

- US 101/Willow Road
- US 101/University Avenue
- US 101/Embarcadero Road

Table 36 presents the existing freeway ramp parameters (ramp type, number of lanes, ramp meter locations, and peak-hour traffic volumes) as well as the existing v/c ratio. The existing traffic volumes are well below the capacity on all study freeway ramps.

Table 36
Existing Freeway Ramp Operations

Interchange	Ramp	Type	Peak Hour	Lanes			Existing Capacity ²	Existing Conditions	
				Metered	HO	Meter ¹		Peak Volume ³	v/c
US 101/Willow Rd	NB On-ramp from SB Willow Rd	Diagonal	AM PM	1	1	Equipment Present	1,800 1,800	424 495	0.24 0.28
	SB Off-Ramp to Willow Rd	Diagonal	AM PM	2	-	-	4,000 4,000	864 637	0.22 0.16
	NB On-Ramp from SB University Ave	Diagonal	AM PM	2	-	Equipment Present	1,800 1,800	653 486	0.36 0.27
US 101/University Ave	SB On-Ramp from University Ave	Diagonal	AM PM	2	-	Equipment Present	1,800 1,800	1,401 927	0.78 0.52
	SB Off-Ramp to University Ave	Loop	AM PM	2	-	-	3,800 3,800	492 1,027	0.13 0.27
	NB Off-Ramp to University Ave	Diagonal	AM PM	2	-	-	4,000 4,000	737 1,320	0.18 0.33
	NB Off-Ramp to EB Embarcadero Rd	Diagonal	AM PM	1	-	-	2,000 2,000	641 432	0.32 0.22
US 101/Embarcadero Rd	SB On-Ramp from WB Embarcadero Rd	Diagonal	AM PM	1	1	Equipment Present	1,800 1,800	240 358	0.13 0.20

Notes:

NB=northbound, SB=southbound, EB=eastbound, WB=westbound, v/c = volume-to-capacity ratio

¹ As a conservative approach, if an on-ramp has meter equipment present, the ramp is analyzed assuming it is metered.

² Ramp capacities were obtained from the Highway Capacity Manual, 7th Edition (Exhibit 14-12), and considered the free-flow speed, the number of lanes on the ramp, and ramp metering.

³ Peak-hour volumes are obtained through intersection counts or the Caltrans Performance Measurement System (PeMS) database.

The freeway ramp analysis for the buildout of the RSP under the existing conditions is presented in Table 37 and under cumulative conditions is presented in Table 38. Under the buildout of the RSP under the 2.8M s.f. option and 3.35M s.f. option, all study ramps are expected to have sufficient capacity (v/c < 1.0) without and with the Loop Road during both peak hours.

Table 37
Existing Plus Project Freeway Ramp Operations

Interchange	Ramp	Type	Peak Hour	Existing			Existing Plus Project (2.8M s.f.)				Existing Plus Project (3.35M s.f.)			
				Capacity ¹	Peak Volume ²	v/c	Exit Loop Rd		Exit Loop Rd		Exit Loop Rd		Exit Loop Rd	
							Peak Volume ³	v/c	Peak Volume ³	v/c	Peak Volume ³	v/c	Peak Volume ³	v/c
US 101/ Willow Rd	NB On-ramp from SB Willow Rd	Diagonal	AM	1,800	424	0.24	502	0.28	499	0.28	505	0.28	493	0.27
			PM	1,800	495	0.28	708	0.39	707	0.39	765	0.43	756	0.42
	SB Off-Ramp to Willow Rd	Diagonal	AM	4,000	864	0.22	1,297	0.32	1,307	0.33	1,320	0.33	1,353	0.34
PM			4,000	637	0.16	784	0.20	756	0.19	779	0.19	755	0.19	
US 101/ University Ave	NB On-Ramp from SB University Ave	Diagonal	AM	1,800	653	0.36	738	0.41	731	0.41	755	0.42	748	0.42
			PM	1,800	486	0.27	885	0.49	865	0.48	911	0.51	871	0.48
	SB On-Ramp from University Ave	Diagonal	AM	1,800	1,401	0.78	1,418	0.79	1,417	0.79	1,420	0.79	1,342	0.75
			PM	1,800	927	0.52	1,082	0.60	1,084	0.60	1,043	0.58	1,044	0.58
	SB Off-Ramp to University Ave	Loop	AM	3,800	492	0.13	772	0.20	681	0.18	824	0.22	740	0.19
			PM	3,800	1,027	0.27	1,110	0.29	1,061	0.28	1,116	0.29	1,058	0.28
NB Off-Ramp to University Ave	Diagonal	AM	4,000	737	0.18	1,162	0.29	1,165	0.29	1,230	0.31	1,229	0.31	
		PM	4,000	1,320	0.33	1,320	0.33	1,367	0.34	1,354	0.34	1,349	0.34	
US 101/ Embarcadero Rd	NB Off-Ramp to EB Embarcadero Rd	Diagonal	AM	2,000	641	0.32	761	0.38	759	0.38	779	0.39	776	0.39
			PM	2,000	432	0.22	473	0.24	471	0.24	474	0.24	473	0.24
	SB On-Ramp from WB Embarcadero Rd	Diagonal	AM	1,800	240	0.13	305	0.17	300	0.17	300	0.17	297	0.17
PM			1,800	358	0.20	476	0.26	464	0.26	504	0.28	488	0.27	

Notes:

- NB=northbound, SB=southbound, EB=eastbound, WB=westbound, v/c = volume-to-capacity ratio
- ¹ Ramp capacities were obtained from the Highway Capacity Manual, 7th Edition (Exhibit 14-12), and considered the free-flow speed, the number of lanes on the ramp, and ramp metering.
- ² Peak-hour volumes are obtained through intersection counts or the Caltrans Performance Measurement System (PeMS) database.
- ³ Peak-hour volumes are developed using volume forecasts from the EPA model.

Table 38
Cumulative Free Way Ramp Operations

Interchange	Ramp	Type	Peak Hour	Cumulative (2040) of Project (1.4M s.f.)			Cumulative (2040) Plus Project (2.8M s.f.)				Cumulative (2040) Plus Project (3.35M sf)			
				Capacity ¹	Peak Volume ²	v/c	it out Loop Rd		it Loop Rd		it out Loop Rd		it Loop Rd	
							Peak Volume	v/c	Peak Volume	v/c	Peak Volume	v/c	Peak Volume	v/c
US 101/ Willow Rd	NB On-ramp from SB Willow Rd	Diagonal	AM	1,800	424	0.24	446	0.25	434	0.24	451	0.25	437	0.24
			PM	1,800	532	0.30	641	0.36	645	0.36	701	0.39	699	0.39
	SB Off-Ramp to Willow Rd	Diagonal	AM	4,000	1,423	0.36	1,561	0.39	1,611	0.40	1,623	0.41	1,671	0.42
			PM	4,000	1,040	0.26	1,091	0.27	1,087	0.27	1,110	0.28	1,103	0.28
US 101/ University Ave	NB On-Ramp from SB University Ave	Diagonal	AM	1,800	859	0.48	857	0.48	855	0.48	857	0.48	857	0.48
			PM	1,800	831	0.46	812	0.45	841	0.47	872	0.48	872	0.48
	SB On-Ramp from University Ave	Diagonal	AM	1,800	1,268	0.70	1,276	0.71	1,271	0.71	1,282	0.71	1,282	0.71
			PM	1,800	1,069	0.59	1,123	0.62	1,132	0.63	1,166	0.65	1,166	0.65
	SB Off-Ramp to University Ave	Loop	AM	3,800	702	0.18	796	0.21	757	0.20	823	0.22	823	0.22
			PM	3,800	1,083	0.29	1,048	0.28	1,055	0.28	1,079	0.28	1,079	0.28
NB Off-Ramp to University Ave	Diagonal	AM	4,000	1,208	0.30	1,406	0.35	1,406	0.35	1,471	0.37	1,471	0.37	
		PM	4,000	1,485	0.37	1,355	0.34	1,410	0.35	1,378	0.34	1,378	0.34	
US 101/ Embarcadero Rd	NB Off-Ramp to EB Embarcadero Rd	Diagonal	AM	2,000	721	0.36	778	0.39	774	0.39	798	0.40	796	0.40
			PM	2,000	469	0.23	482	0.24	481	0.24	487	0.24	485	0.24
	SB On-Ramp from WB Embarcadero Rd	Diagonal	AM	1,800	247	0.14	265	0.15	264	0.15	271	0.15	270	0.15
			PM	1,800	372	0.21	454	0.25	436	0.24	464	0.26	448	0.25

Notes:

NB=northbound, SB=southbound, EB=eastbound, WB=westbound, v/c = volume-to-capacity ratio

¹ Ramp capacities were obtained from the Highway Capacity Manual, 7th Edition (Exhibit 14-12), and considered the free-flow speed, the number of lanes on the ramp, and ramp metering.

² Peak-hour volumes are developed using volume forecasts from the EPA model.

Turn Pocket Queuing Analysis

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

- University Avenue and Bay Road – southbound left turn and westbound left turn
- Clarke Avenue and Bay Road – eastbound left turn and westbound left turn
- Demeter Street and Bay Road – southbound left turn and eastbound left turn
- Pulgas Avenue and Bay Road – eastbound left turn

The queuing analysis assumes the improvements recommended above to offset the projects adverse effects on intersection levels of service. The analysis findings for the 2.8M s.f. option are described below and presented in **Error: not a valid bookmark self reference.** The analysis findings for the 3.35M s.f. option are described below and presented in Table 40.

University Avenue and Bay Road

Southbound Left Turn

Currently, the left-turn pocket on southbound University Avenue is only about 150 feet long, which provides enough storage for about six vehicles. The estimated 95th percentile queue exceeds the existing vehicle storage capacity during the AM and PM peak hours under existing conditions.

All future scenarios assume the addition of a second southbound left-turn lane. This improvement was identified as a mitigation measure in the Ravenswood/4 Corners TOD Specific Plan EIR (2013) and was recommended for the RSP Update to address the intersection level of service deficiency. Under all future scenarios, the 95th percentile queue would continue to extend past the available storage during both peak hours without and with the Loop Road even with the recommended improvement. The 95th percentile queue under the 3.35M s.f. option would be similar to that under the 2.8M s.f. option. The queue length with the Loop Road would be lower than without the Loop Road under both development scenarios.

The dual left-turn pocket cannot be extended beyond the current left-turn lane length because it is end-to-end with the northbound left-turn pocket leading to the East Palo Alto Library.

Table 39
Turn Pocket ueuin Analysis –2.8M s.f. Project Option

Analysis Scenario	Univeristy Avenue		ay Road		Clarke Avenue		ay Road		Demeter Street		ay Road		Pul as Avenue	
	S	L	L/T ³		E	L	L		S	L	E L		ay Road	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing														
Cycle/Delay ¹ (sec)	150	150	150	150	10.3	11.0	10.9	11.0	10.2	13.0	8.0	8.8	7.4	7.4
Volume (vph)	154	105	297	370	6	18	24	43	30	50	49	21	77	45
Number of lanes	1	1	2	2	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	154	105	149	185	6	18	24	43	30	50	49	21	77	45
95th % Queue (veh/ln)	11	8	11	13	1	1	1	1	1	1	1	1	1	1
95th % Queue ² (ft/ln)	275	200	275	325	25	25	25	25	25	25	25	25	25	25
Storage (ft/ln)	150	150	400	400	100	100	100	100	80	80	100	100	600	600
Adequate (Y/N)			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Existing Plus Project (2.8M s.f.)														
Cycle/Delay ¹ (sec)	150	150	150	150	100	100	100	100	100	100	100	100	100	100
Volume (vph)	532	163	357	659	71	27	42	215	7	19	513	113	452	201
Number of lanes	2	2	2	2	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	266	82	179	330	71	27	42	215	7	19	513	113	452	201
95th % Queue (veh/ln.)	17	7	12	20	5	2	3	10	1	2	21	6	19	10
95th % Queue (ft/ln)	425	175	300	500	125	50	75	250	25	50	525	150	475	250
Storage (ft/ln.)	150	150	175	175	100	100	100	100	80	80	100	100	600	600
Adequate (Y/N)					Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Existing Plus Project (2.8M s.f.)														
Cycle/Delay ¹ (sec)	150	150	150	150	100	100	100	100	100	100	100	100	100	100
Volume (vph)	246	133	269	799	62	18	42	109	82	18	298	103	326	141
Number of lanes	2	2	2	2	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	123	67	135	400	62	18	42	109	82	18	298	103	326	141
95th % Queue (veh/ln)	9	6	10	24	4	2	3	6	5	2	13	6	14	7
95th % Queue ² (ft/ln)	225	150	250	600	100	50	75	150	125	50	325	150	350	175
Storage (ft/ln)	150	150	175	175	100	100	100	100	80	80	100	100	600	600
Adequate (Y/N)		Y			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y

Notes:
 SB = southbound; EB = eastbound; WB = westbound; L/T/R = left/through/right turn movement
¹ Cycle length used for signalized intersections, delay of movement used for unsignalized intersections
² Assumes 25 feet per vehicle queued.
³ Under existing conditions, the left-turn and through movements share a lane group. The existing storage length is the average of 1 westbound left-turn lane and 1 shared westbound left-turn/through lane. The existing volume shown includes both left-turn and through traffic. Existing plus project conditions assume the addition of a second left-turn lane the same length as the existing left-turn lane. The volume shown under existing plus project conditions includes only left-turn traffic.

Turn Pocket Queuing Analysis

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

- University Avenue and Bay Road – southbound left turn and westbound left turn
- Clarke Avenue and Bay Road – eastbound left turn and westbound left turn
- Demeter Street and Bay Road – southbound left turn and eastbound left turn
- Pulgas Avenue and Bay Road – eastbound left turn

The queuing analysis assumes the improvements recommended above to offset the projects adverse effects on intersection levels of service. The analysis findings for the 2.8M s.f. option are described below and presented in **Error: not a valid bookmark self reference.** The analysis findings for the 3.35M s.f. option are described below and presented in Table 40.

University Avenue and Bay Road

Southbound Left Turn

Currently, the left-turn pocket on southbound University Avenue is only about 150 feet long, which provides enough storage for about six vehicles. The estimated 95th percentile queue exceeds the existing vehicle storage capacity during the AM and PM peak hours under existing conditions.

All future scenarios assume the addition of a second southbound left-turn lane. This improvement was identified as a mitigation measure in the Ravenswood/4 Corners TOD Specific Plan EIR (2013) and was recommended for the RSP Update to address the intersection level of service deficiency. Under all future scenarios, the 95th percentile queue would continue to extend past the available storage during both peak hours without and with the Loop Road even with the recommended improvement. The 95th percentile queue under the 3.35M s.f. option would be similar to that under the 2.8M s.f. option. The queue length with the Loop Road would be lower than without the Loop Road under both development scenarios.

The dual left-turn pocket cannot be extended beyond the current left-turn lane length because it is end-to-end with the northbound left-turn pocket leading to the East Palo Alto Library.

Table 39 (continued)
Turn Pocket ueuin Analysis –2.8M s.f. Project Option

Analysis Scenario	Univeristy Avenue		ay Road		Clarke Avenue		ay Road ³		Demeter Street		ay Road ³		Pul as Avenue ay Road ³	
	S L ⁴		L ⁵		E L		L		S L		E L		E L	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cumulative no Project (1.4M s.f.)														
Cycle ¹ (sec)	150	150	150	150	100	100	100	100	100	100	100	100	100	100
Volume (vph)	222	211	193	557	64	18	34	116	44	17	195	81	222	108
Number of lanes	2	2	2	2	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	111	106	97	279	64	18	34	116	44	17	195	81	222	108
95th %. Queue (veh/ln)	8	8	8	17	4	2	3	6	3	2	9	5	10	6
95th %. Queue ² (ft/ln)	200	200	200	425	100	50	75	150	75	50	225	125	250	150
Storage (ft/ln)	150	150	175	175	100	100	100	100	80	80	100	100	600	600
Adequate (Y/N)					Y	Y	Y		Y	Y			Y	Y
Cumulative Plus Project (2.8M s.f.) it out Loop Rd it Improvements														
Cycle ¹ (sec)	150	150	150	150	100	100	100	100	100	100	100	100	100	100
Volume (vph)	421	206	294	623	90	18	39	217	7	20	467	137	462	154
Number of lanes	2	2	2	2	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	211	103	147	312	90	18	39	217	7	20	467	137	462	154
95th %. Queue (veh/ln.)	14	8	10	19	5	2	3	10	1	2	19	7	19	8
95th %. Queue (ft/ln)	350	200	250	475	125	50	75	250	25	50	475	175	475	200
Storage (ft./ln.)	150	150	175	175	100	100	100	100	80	80	100	100	600	600
Adequate (Y/N)							Y	Y		Y	Y		Y	Y
Cumulative Plus Project (2.8M s.f.) it Loop Rd it Improvements														
Cycle ¹ (sec)	150	150	150	150	100	100	100	100	100	100	100	100	100	100
Volume (vph)	215	182	241	663	90	18	39	147	82	19	292	102	290	138
Number of lanes	2	2	2	2	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	108	91	121	332	90	18	39	147	82	19	292	102	290	138
95th %. Queue (veh/ln)	8	7	9	20	5	2	3	8	5	2	13	6	13	7
95th %. Queue ² (ft/ln)	200	175	225	500	125	50	75	200	125	50	325	150	325	175
Storage (ft/ln)	150	150	175	175	100	100	100	100	80	80	100	100	600	600
Adequate (Y/N)							Y	Y		Y			Y	Y

Notes:

SB = southbound; EB = eastbound; WB = westbound; L/T/R = left/through/right turn movement

¹ Cycle length used for signalized intersections, delay of movement used for unsignalized intersections

² Assumes 25 feet per vehicle queued.

³ All future scenarios assume signalization, which was identified as a mitigation measure in the Ravenswood/4 Corners TOD Specific Plan EIR (2013) and recommended to address the adverse effects of the RSP Update.

⁴ All future scenarios assume two southbound left-turn lanes, which were identified as Mitigation Measure TRA-CUM-4 in the Ravenswood/4 Corners TOD Specific Plan EIR (2013) and recommended to address the adverse effects of the RSP Update.

⁵ All future scenarios assume two westbound left-turn lanes, which were identified as Mitigation Measure TRA-CUM-4 in the Ravenswood/4 Corners TOD Specific Plan EIR (2013) and recommended to address the adverse effects of the RSP Update. The storage length of the added left-turn lane is assumed to equal that of the existing left-turn lane (175 feet).

Table 40
Turn Pocket ueuin Analysis – 3.35M s.f. Project Option

Analysis Scenario	Univeristy Avenue		ay Road		Clarke Avenue		ay Road		Demeter Street		ay Road		Pul as Avenue	
	S	L	L/T ³		E	L	L		S	L	E	L	ay Road	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing														
Cycle/Delay ¹ (sec)	150	150	150	150	10.3	11.0	10.9	11.0	10.2	13.0	8.0	8.8	7.4	7.4
Volume (vph)	154	105	297	370	6	18	24	43	30	50	49	21	77	45
Number of lanes	1	1	2	2	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	154	105	149	185	6	18	24	43	30	50	49	21	77	45
95th % Queue (veh/ln)	11	8	11	13	1	1	1	1	1	1	1	1	1	1
95th % Queue ² (ft/ln)	275	200	275	325	25	25	25	25	25	25	25	25	25	25
Storage (ft/ln)	150	150	400	400	100	100	100	100	80	80	100	100	600	600
Adequate (Y/N)			Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
Existing Plus Project (3.35M s.f.) it out Loop Rd it Improvements														
Cycle/Delay ¹ (sec)	150	150	150	150	100	100	100	100	100	100	100	100	100	100
Volume (vph)	535	164	367	614	82	29	45	267	8	20	553	138	558	208
Number of lanes	2	2	2	2	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	268	82	184	307	82	29	45	267	8	20	553	138	558	208
95th % Queue (veh/ln)	17	7	12	19	5	2	3	12	1	2	22	7	22	10
95th % Queue ² (ft/ln)	425	175	300	475	125	50	75	300	25	50	550	175	550	250
Storage (ft/ln)	150	150	175	175	100	100	100	100	80	80	100	100	600	600
Adequate (Y/N)						Y	Y		Y	Y			Y	Y
Existing Plus Project (3.35M s.f.) it Loop Rd it Improvements														
Cycle/Delay ¹ (sec)	150	150	150	150	100	100	100	100	100	100	100	100	100	100
Volume (vph)	306	120	297	803	76	18	45	161	131	17	384	120	353	152
Number of lanes	2	2	2	2	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	153	60	149	402	76	18	45	161	131	17	384	120	353	152
95th % Queue (veh/ln)	11	5	11	24	5	2	3	8	7	2	16	7	15	8
95th % Queue ² (ft/ln)	275	125	275	600	125	50	75	200	175	50	400	175	375	200
Storage (ft/ln)	150	150	175	175	100	100	100	100	80	80	100	100	600	600
Adequate (Y/N)		Y				Y	Y			Y			Y	Y

Notes:
 SB = southbound; EB = eastbound; WB = westbound; L/T/R = left/through/right turn movement
¹ Cycle length used for signalized intersections, delay of movement used for unsignalized intersections
² Assumes 25 feet per vehicle queued.
³ Under existing conditions, the left-turn and through movements share a lane group. The existing storage length is the average of 1 westbound left-turn lane and 1 shared westbound left-turn/through lane. The existing volume shown includes both left-turn and through traffic. Existing plus project conditions assume the addition of a second left-turn lane the same length as the existing left-turn lane. The volume shown under existing plus project conditions includes only left-turn traffic.

Table 40
Turn Pocket Queue Analysis – 3.35M s.f. Project Option

Analysis Scenario	University Avenue		Bay Road		Clarke Avenue		Bay Road ³		Demeter Street		Bay Road ³		Pulaski Avenue	
	S L ⁴		L ⁵		E L		L		S L		E L		E L	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Cumulative no Project (1.4M s.f.)														
Cycle ¹ (sec)	150	150	150	150	100	100	100	100	100	100	100	100	100	100
Volume (vph)	222	211	193	557	64	18	34	116	44	17	195	81	222	108
Number of lanes	2	2	2	2	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	111	106	97	279	64	18	34	116	44	17	195	81	222	108
95th % Queue (veh/ln)	8	8	8	17	4	2	3	6	3	2	9	5	10	6
95th % Queue ² (ft/ln)	200	200	200	425	100	50	75	150	75	50	225	125	250	150
Storage (ft/ln)	150	150	175	175	100	100	100	100	80	80	100	100	600	600
Adequate (Y/N)					Y	Y	Y		Y	Y			Y	Y
Cumulative Plus Project (3.35M s.f.) with Loop Rd and Improvements														
Cycle ¹ (sec)	150	150	150	150	100	100	100	100	100	100	100	100	100	100
Volume (vph)	438	221	309	641	99	18	41	250	8	22	588	156	514	165
Number of lanes	2	2	2	2	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	219	111	155	321	99	18	41	250	8	22	588	156	514	165
95th % Queue (veh/ln)	14	8	11	20	6	2	3	12	1	2	23	8	21	8
95th % Queue ² (ft/ln)	350	200	275	500	150	50	75	300	25	50	575	200	525	200
Storage (ft/ln)	150	150	175	175	100	100	100	100	80	80	100	100	600	600
Adequate (Y/N)					Y	Y	Y		Y	Y			Y	Y
Cumulative Plus Project (3.35M s.f.) with Loop Rd and Improvements														
Cycle ¹ (sec)	150	150	150	150	100	100	100	100	100	100	100	100	100	100
Volume (vph)	262	179	263	701	99	18	41	184	141	30	397	131	285	137
Number of lanes	2	2	2	2	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	131	90	132	351	99	18	41	184	141	30	397	131	285	137
95th % Queue (veh/ln)	10	7	10	21	6	2	3	9	7	3	17	7	13	7
95th % Queue ² (ft/ln)	250	175	250	525	150	50	75	225	175	75	425	175	325	175
Storage (ft/ln)	150	150	175	175	100	100	100	100	80	80	100	100	600	600
Adequate (Y/N)					Y	Y	Y		Y	Y			Y	Y

Notes:
 SB = southbound; EB = eastbound; WB = westbound; L/T/R = left/through/right turn movement
¹ Cycle length used for signalized intersections, delay of movement used for unsignalized intersections
² Assumes 25 feet per vehicle queued.
³ All future scenarios assume signalization, which was identified as a mitigation measure in the Ravenswood/4 Corners TOD Specific Plan EIR (2013) and recommended to address the adverse effects of the RSP Update.
⁴ All future scenarios assume two southbound left-turn lanes, which were identified as Mitigation Measure TRA-CUM-4 in the Ravenswood/4 Corners TOD Specific Plan EIR (2013) and recommended to address the adverse effects of the RSP Update.
⁵ All future scenarios assume two westbound left-turn lanes, which were identified as Mitigation Measure TRA-CUM-4 in the Ravenswood/4 Corners TOD Specific Plan EIR (2013) and recommended to address the adverse effects of the RSP Update. The storage length of the added left-turn lane is assumed to equal that of the existing left-turn lane (175 feet).

Westbound Left Turn

Under existing conditions, the westbound left-turn and through movements share a lane. Thus, the queuing analysis reflects the combined storage and queue length for both movements. Under existing conditions, the available storage capacity is adequate to accommodate the 95th percentile queue during the AM and PM peak hours.

A second westbound left-turn lane on Bay Road and restriping the shared through/left-turn lane as a through lane were identified as a mitigation in the 2013 Ravenswood/4 Corners TOD Specific Plan EIR.

The same improvement was recommended to offset the adverse effects of the RSP Update. Thus, dual left-turn lanes the same length as the existing left-turn pocket (175 feet per lane) were assumed under all future scenarios. The 95th percentile queue would extend past the available storage in the AM and PM peak hour even with this improvement.

The proposed Four Corners project at the northeast corner of the University/Bay intersection is proposing a full-access driveway on Bay Road approximately 300 feet east of University Avenue. The project site plans show a new eastbound left-turn lane on Bay Road leading to this driveway that would be end-to-end with the westbound left-turn lanes at the University/Bay intersection. Lengthening the westbound left-turn lanes would not be possible with a full-access driveway at this location. Based on the poor level of service projected at this driveway and its proximity to the signal at the University/Bay intersection, this driveway is recommended to be limited to right turns only in and out. With this turn restriction, the westbound left-turn lanes could be extended by 125 feet back to the proposed new driveway. The available storage with the recommended improvement (300 feet per lane) would be sufficient to accommodate the 95th percentile queue during the AM peak hour. However, during the PM peak hour, the left-turn queue would exceed the available storage.

Clarke Avenue and Bay Road

Eastbound Left Turn

The left-turn pocket on eastbound Bay Road at Clarke Avenue is 75 feet long, which is enough space for three vehicles. Under existing conditions with the current all-way stop control, the 95th percentile left-turn queues on eastbound Bay Road are projected to be less than the available storage capacity during both peak hours.

Signalization was identified as a mitigation measure for this intersection in the 2013 Ravenswood/4 Corners TOD Specific Plan EIR. Signalization also was recommended to offset the adverse effects of the RSP Update. Thus, signalization was assumed under all future scenarios. With this improvement, the existing turn lane storage would be sufficient under cumulative no project (1.4M s.f.) and the cumulative plus project (2.8M s.f.) scenarios with the Loop Road. However, under the 2.8M s.f. option without the Loop Road and under the 3.35M s.f. option both without and with the Loop Road, the 95th percentile queue would extend past the existing storage during the AM peak hour. The existing left-turn pocket could be extended by 50 feet to accommodate the estimated queue by modifying the landscaped median.

Westbound Left Turn

The left-turn pocket on westbound Bay Road at Clarke Avenue is 100 feet long, which is enough space for four vehicles. Under existing conditions with the current all-way stop control, the 95th percentile left-turn queues on westbound Bay Road are less than the available storage capacity during the AM and PM peak hours. Under all future scenarios with the recommended signalization, the 95th percentile queue would exceed the available left-turn storage without during the PM peak hour. The queue length would be up to 50 feet longer under the 3.35M s.f. option than under the 2.8M s.f. option and up to 100 feet longer without the Loop Road than with the Loop Road.

Extending the westbound left-turn pocket is infeasible because it is located end-to-end with the eastbound left-turn pocket at Demeter Street.

Demeter Street and Bay Road

Southbound Movement

The southbound left-turn storage on Demeter Street at Bay Road is about 80 feet long, which would fit three vehicles. Under existing conditions with the current two-way stop control, the left-turn queues on southbound Demeter Street are less than the available storage capacity during both peak hours.

Signalization was identified as a mitigation measure for this intersection in the 2013 Ravenswood/4 Corners TOD Specific Plan EIR. Signalization also was recommended to offset the adverse effects of the RSP Update. Thus, signalization was assumed under all future scenarios. With this improvement, the existing turn lane storage would be sufficient under all future scenarios without the Loop Road. The queue length with the Loop Road would exceed the available storage during the AM peak hour. The queue would be about 50 feet longer under the 3.35M s.f. option than the 2.8M s.f. option.

The southbound left-turn pocket could be extended to accommodate the projected queue lengths by restriping the street and extending the no-parking restriction on the east side of the street farther north.

Eastbound Left Turn

The eastbound left-turn lane storage on Bay Road is approximately 100 feet long, which is enough space for four vehicles. Under existing conditions with the current two-way stop control, the left-turn queues on eastbound Bay Road are less than the available storage capacity during both peak hours. Under all future scenarios with the recommended signalization, the 95th percentile queue would exceed the available left-turn storage during both peak hours. The queue length would be substantially longer (up to 200 feet longer) without the Loop Road than with the Loop Road.

Extending the eastbound left-turn pocket is infeasible because it is located end-to-end with the westbound left-turn pocket at Clarke Avenue.

Pulgas Avenue and Bay Road

Eastbound Left Turn

Eastbound Bay Road has two through lanes west of Pulgas Avenue and one through lane east of Pulgas Avenue. The left-most through lane becomes a left-turn only lane between Demeter Street and Pulgas Avenue. Thus, the storage length for the eastbound left-turn movement at the Pulgas/Bay intersection reflects the full length of the block between Demeter Street and Pulgas Avenue (approximately 600 feet). Under existing conditions with the existing all-way stop control, the left-turn queues on eastbound Bay Road are expected to be less than the available storage capacity during both peak hours.

Signalization was identified as a mitigation measure for this intersection in the 2013 Ravenswood/4 Corners TOD Specific Plan EIR. Signalization also was recommended to offset the adverse effects of the RSP Update. Thus, signalization was assumed under all future scenarios. With this improvement, the existing turn lane storage would continue to be sufficient under all future scenarios both without and with the Loop Road.

Peak Spreading

As traffic congestion increases due to the proposed development in the Plan Area and regional growth under cumulative conditions, the proportion of the 24-hour traffic volume that occurs during the peak hours may decrease. This behavioral response, known as peak spreading, occurs when motorists shift their departure time to non-peak hours due to growing congestion during the peak travel times. Therefore, instead of congestion generally being limited to one or two hours, peak spreading leads to an increase in the hours of congestion beyond the typical commute hours.

Peak spreading was analyzed based on existing 24-hour traffic counts and daily traffic volume forecasts from the EPA model along the following streets that provide access to the Plan Area:

- Pulgas Avenue south of Bay Road
- Clarke Avenue south of Bay Road
- University Avenue south of Bayfront Expressway

- University Avenue north of Donohoe Street

The existing 24-hour traffic counts were used to determine the existing hourly distribution of traffic on the street, which was applied to the EPA daily traffic volume forecasts to estimate the hourly distribution of traffic under existing plus project and cumulative plus project scenarios. The intersection level of service analysis was used to inform constraint points along the study corridors, which would limit the capacity of the corridor, and cause the traffic to spread to shoulder hours. Constrained capacity varies across different scenarios and between peak hours, therefore an average constrained capacity for each corridor was developed. It was assumed that for any hour, if the volume exceeds capacity of the constraint point, the excess demand would be redistributed to the shoulder hours until traffic would not exceed the capacity under any hour.

The increase in the hours of congestion with and without intersection improvements along each corridor are shown in Table 41. The analysis does not distinguish between with Loop Road and without Loop Road scenarios since the capacity constraints were found to be similar between these scenarios. The analysis reflects the 2.8M s.f. and 3.35M s.f. development options.

- **Pulgas Avenue south of Bay Road** – The peak-spreading analysis on Pulgas Avenue is based on the capacity constraint at the intersection of Pulgas Avenue and Runnymede Street. Under existing conditions, the peak-hour volumes on northbound and southbound Pulgas Avenue are below the existing capacity. Under existing plus project conditions (both 2.8 M s.f. and 3.35M s.f. options), the average daily traffic (ADT) volume along northbound Pulgas Avenue would increase by approximately 30 percent and congestion would increase to four to six hours. Under cumulative conditions under both the Adopted Plan and with the RSP Update, the ADT volume along northbound Pulgas Avenue would increase by approximately 60 percent and congestion would increase beyond six hours. Although the ADT volume on southbound Pulgas Avenue would increase between 38 percent and 72 percent, congestion in this direction would not increase much beyond existing levels under the different scenarios of development because the southbound volume would continue to be below roadway capacity. The recommended signalization of Pulgas Avenue and Runnymede Street would release the bottleneck and substantially increase the capacity of the intersection, allowing traffic to flow more freely along the Pulgas Avenue corridor and eliminating congestion in the northbound and southbound directions.
- **Clarke Avenue south of Bay Road** – The peak-spreading analysis on Clarke Avenue is based on the capacity constraint at the intersection of Clarke Avenue and Runnymede Street. Under existing conditions, the peak-hour volumes on northbound and southbound Clarke Avenue are below the existing capacity. Under existing plus project conditions (2.8 M s.f. and 3.35M s.f. options), the ADT volume along northbound Clarke Avenue would increase by 54 percent and 64 percent, respectively, and congestion under both scenarios would exceed six hours. Under cumulative no project (1.4M s.f.) and cumulative plus project (2.8M s.f., and 3.35M s.f.) scenarios, the ADT volume along northbound Clarke Avenue would increase between 64 percent and 95 percent and congestion would continue to exceed six hours. The ADT along southbound Clarke Avenue under existing plus project (2.8M s.f. and 3.35M s.f.) scenarios would increase by 27 percent and 36 percent, respectively. However, the southbound ADT volume would continue to remain below capacity. Under cumulative no project (1.4M s.f.) conditions, the ADT volume along southbound Clarke Avenue would increase by 64 percent and congestion would increase to four to six hours, while under cumulative plus project (2.8M s.f. and 3.35M s.f.) conditions, the ADT volume would increase by 71 percent and 74 percent, respectively and congestion would exceed six hours. The recommended signalization of the Clarke Avenue and Runnymede Street intersection would release the bottleneck and

substantially increase the capacity of the intersection, allowing traffic to flow more freely and eliminating congestion in the northbound and southbound directions.

- **University Avenue south of Bayfront Expressway** - The constrained point along the northern segment of University Avenue was found to be the University Avenue and Bayfront Expressway intersection. Under existing conditions, traffic volumes along this segment of northbound and southbound University Avenue exceed the roadway capacity for less than one hour. Under existing plus project (2.8 M s.f. and 3.35M s.f.) conditions, the duration of congestion would be similar to under existing conditions along both directions of the corridor and the ADT volumes would increase by only about 3 percent. Under cumulative no project (1.4M s.f.) conditions and cumulative plus project (2.8M s.f. and 3.35M s.f.) conditions, congestion along northbound University Avenue would increase to two to four hours and the ADT volume would increase by approximately 20 percent. The ADT volume along southbound University Avenue would increase by approximately 22 to 24 percent, and the duration of congestion would not increase notably beyond existing conditions. Multimodal improvements are recommended to offset the adverse effect at this intersection. The extent to which the recommended multimodal improvements would offset the peak-spreading effect on University Avenue is unknown.
- **University Avenue north of Donohoe Street** - The intersection of University Avenue and Donohoe Street is the capacity constraint for the southern segment of University Avenue. Under existing conditions, there is substantial congestion (four to six hours) along this segment of University Avenue in both directions. Under existing plus project (2.8 M s.f. and 3.35M s.f.) conditions, the ADT volume would increase by 11 percent in the northbound direction and 20 to 22 percent in the southbound direction and congestion in both directions would increase to over six hours. Under cumulative no project (1.4M s.f.) conditions and cumulative plus project (2.8M s.f., and 3.35M s.f.) conditions, the ADT volume would increase between 21 and 27 percent in the northbound direction and by 26 to 33 percent in the southbound direction, and congestion along both directions of University Avenue would continue to exceed six hours. The recommended Donohoe Street improvements would reduce congestion under existing plus project (2.8M s.f.) conditions to two to four hours in both directions. Under existing plus project (3.35M s.f.) conditions, the improvements would reduce the duration of congestion to two to four hours in the northbound direction and four to six hours in the southbound direction. Under the cumulative no project (1.4M s.f.) and cumulative plus project (2.8M s.f. and 3.35M s.f.) conditions, the recommended Donohoe Street improvements would reduce the duration of congestion to four to six hours in the northbound direction, however the southbound direction would continue to experience congestion for over six hours.

**Table 41
Peak Spreadin Analysis**

Segment	Dir	E		E 2.8MS				E 3.35MS				2040 1.4MS				2040 2.8MS				2040 3.35MS			
		ADT	Len t of Con estion	Incr in ADT ¹	Len t of Con estion		Incr in ADT ¹	Len t of Con estion		Incr in ADT ¹	Len t of Con estion		Incr in ADT ¹	Len t of Con estion		Incr in ADT ¹	Len t of Con estion		Incr in ADT ¹	Len t of Con estion			
					o Imp	/ Imp		o Imp	/ Imp		o Imp	/ Imp		o Imp	/ Imp		o Imp	/ Imp		o Imp	/ Imp		
Pulgas Avenue s/o of Bay Road	NB	4,680	+	+1,390	30%	+++	+	+1,430	31%	+++	+	+2,790	60%	++++	+	+2,730	58%	++++	+	+2,800	60%	++++	+
	SB	2,670	+	+1,020	38%	+	+	+1,080	40%	+	+	+1,930	72%	+	+	+1,990	75%	+	+	+1,930	72%	+	+
Clarke Avenue s/o Bay Road	NB	3,890	+	+2,100	54%	++++	+	+2,500	64%	++++	+	+2,500	64%	++++	+	+3,470	89%	++++	+	+3,690	95%	++++	+
	SB	4,150	+	+1,120	27%	+	+	+1,490	36%	+	+	+2,550	61%	+++	+	+2,940	71%	++++	+	+3,070	74%	++++	+
University Avenue s/o Bayfront Expressway	NB	17,290	+	+470	3%	+	n/a	+440	3%	+	n/a	+3,780	22%	++	n/a	+3,510	20%	++	n/a	+3,500	20%	++	n/a
	SB	14,880	+	+400	3%	+	n/a	+450	3%	+	n/a	+3,510	24%	+	n/a	+3,380	23%	+	n/a	+3,260	22%	+	n/a
University Avenue n/o Donohoe Street	NB	12,070	+++	+1,320	11%	++++	++	+1,380	11%	++++	++	+2,590	21%	++++	+++	+3,000	25%	++++	+++	+3,200	27%	++++	+++
	SB	13,300	+++	+2,670	20%	++++	++	+2,910	22%	++++	+++	+3,520	26%	++++	++++	+4,140	31%	++++	++++	+4,350	33%	++++	++++

Notes:

ADT = Average Daily Traffic; Dir = Direction of Travel; NB = Northbound; SB = Southbound; s/o = south of; n/o = north of; EX = Existing; MSF = Million Square Feet; Imp = Improvement; Pk = Peak

¹ Change in ADT compared to Existing ADT.

+ indicates 0 - 1 hour of congestion.

++ indicates 2 - 3 hours of congestion.

+++ indicates 4 - 6 hours of congestion.

++++ indicates > 6 hours of congestion .

Effects on Pedestrians, Bicycles and Transit Facilities

The following sections describe the potential impact of the project on pedestrian, bicycle, and transit facilities and services. Impacts are identified based on the significance criteria as described below.

Significance Criteria

Significant impacts to pedestrian or bicycle facilities would occur when a project or an element of the project:

1. Creates a hazardous condition that does not currently exist for pedestrians and bicyclists, or otherwise interferes with pedestrian accessibility to the site and adjoining areas; or
2. Conflicts with an existing or planned pedestrian or bicycle facility; or
3. Conflicts with policies related to bicycle and pedestrian activity adopted by the City of East Palo Alto.

Significant impacts to transit service would occur if the project:

1. Disrupts existing transit services or facilities; or
2. Conflicts with an existing or planned transit facility; or
3. Conflicts with transit policies adopted by the City of East Palo Alto or SamTrans.

Pedestrian Facilities

The RSP Update would result in substantial improvement to pedestrian facilities. Currently many street segments within the Plan Area (e.g., portions of Pulgas Avenue, Tara Road, Bay Road, University Avenue, and Runnymede Street) lack sidewalks. As properties within the RSP develop, sidewalks would be added to each of these sections. Furthermore, sidewalks would be improved on roadway segments where they are currently present. Most intersections within the Plan Area, and immediately adjacent to the Plan Area lack crosswalks on at least one approach and do not have ADA compliant curb ramps. The RSP Update calls for upgrading all intersections within the Plan Area to current ADA standards.

The Plan Area currently comprises large parcels that make walking distances excessive between properties. The plan would implement new streets that would shorten block lengths and walking distances. All new streets would be designed to comfortably accommodate pedestrians with new continuous sidewalk facilities and high visibility crosswalks at intersections. In addition, the Plan Area will contain new paseos and greenways designed for pedestrians and bicycles that will encourage active transportation as a preferential mode of travel.

One of the planned new streets, the Loop Road, would provide a connection between the eastern portion of the Plan Area to University Avenue. Currently, the only connection to University Avenue from this portion of the Plan Area is at Bay Road. A shared bike/pedestrian path would be provided adjacent to the Loop Road providing easy walking access to University Avenue and the trails along the bayfront, which would provide Ravenswood area residents and employees with opportunities for recreation. The feasibility of the Loop Road is still being investigated, and thus, this roadway may not come to fruition.

Furthermore, new traffic signals are proposed at several study intersections to address adverse effects on intersection levels of service. Along with a new traffic signal, appropriate pedestrian and bicycle accommodations should be provided. This includes crosswalks, pedestrian countdown timers, ADA compliant curbs, and bicycle detection loops.

The typical destinations for pedestrians are schools, parks, shopping areas, and transit stops. The existing and planned pedestrian network would allow access to all nearby facilities. Parks, retail stores, and restaurants are planned within the Plan Area. Bus stops are currently located within the Plan Area on Bay Road, University Avenue, Fordham Street, Notre Dame Avenue, Purdue Avenue, and Pulgas Avenue. Thus, most of the daily needs of future residents and workers could be met within walking distance of the planned homes and new employment sites.

The planned Willow Village development, west of University Avenue, would also have new parks and shopping areas, and would be a destination for pedestrians. The Updated RSP would provide a shared Class I pathway between Demeter Street and Purdue Avenue that would provide a key link allowing RSP residents and employees to walk or bike to Willow Village or other destinations along University Avenue. The RSP Update also would improve sidewalks, add crosswalks, and construct ADA compliant curb ramps at selected locations in the Plan Area.

Currently, there are signalized crosswalks across University Avenue at Notre Dame Avenue and at Kavanaugh Drive. There is also an uncontrolled crosswalk on University Avenue at Michigan Avenue. The City of East Palo Alto is planning to install a Rectangular Rapid Flashing Beacon (RRFB) at this location to make pedestrians more visible and to improve the rate with which motorists yield to pedestrians. However, there are no crosswalks across University Avenue at Adams' Drive or at O'Brien Drive. The Ravenswood Specific Plan Update would improve the pedestrian facilities at these intersections to ensure pedestrian connectivity between the Plan Area and Willow Village. Menlo Park's TIF program also proposes to complete the sidewalks on both sides of Adams Drive and O'Brien Drive where there are currently gaps between University Avenue and Willow Road. These improvements would complete the pedestrian connection between the Plan Area and Willow Village.

In summary, the project would have a beneficial impact on pedestrian facilities. It would build several new pedestrian connections, and it is located in an area that is near existing and planned services.

bicycle facilities

The Plan Area has limited bicycle facilities as described in Chapter 2. The area surrounding the RSP area has some bicycle facilities, including trails and bike lanes. The Bay Trail, a Class I bike and pedestrian path, runs along the north and east sides of the plan area and continues south to O'Connor Street and the San Francisquito Creek Trail. The Bay Trail connects to University Avenue, Bay Road, and several local neighborhood streets, including Weeks Street, Runnymede Street, and Cypress Street. There is an east-west trail, parallel to SR 84 between Marsh Road and University Avenue. There is also a short paved mixed-use trail known as the Rail Spur that extends from Bay Road to Pulgas Avenue. Bike lanes exist along Willow Road, Bay Road, and University Avenue, either on the entire length of the street or a portion of the street.

The Ravenswood Specific Plan identifies the following new bike facilities within the Plan Area that are consistent with the City's Bicycle Transportation Plan (Adopted 2017):

- Class I Bike Paths:
 - New east-west connection between Tara Road and the Bay Trail
 - New north-south connection parallel to Demeter Street between Bay Road and Purdue Avenue
 - New east-west connection between the eastern terminus of Purdue Avenue and Demeter Street
 - New east-west connection between Pulgas Avenue and the Bay Trail, south of Bay Road

- Class II bike lanes:
 - Pulgas Avenue, south of Bay Road
- Class III bike routes:
 - Fordham Street
 - Weeks Street, between Cooley Avenue and Bay Trail
 - Clarke Avenue, south of Bay Road
 - Cooley Avenue, south of University Avenue and US 101

The Bicycle Transportation Plan also identifies a new east-west Class I bike path parallel to Purdue Avenue and a new north-south Class I bike path adjacent to Fordham Street. These connections may not be feasible due to right-of-way constraints. In lieu of these connections, the Plan Area would include Class II bike lanes on Pulgas Avenue north of Bay Road, and a Class I bike path along the public utilities corridor parallel to Fordham Street between Purdue Avenue and the east-west Class I path on the north side of the Loop Road.

In addition to recreational riding, there would likely be many future residents and employees of the Plan Area who would ride to work. There are existing or planned bike lane and bike trail connections to surrounding residential and employment areas. Existing employment and residential zones to the west and south could be reached via bike lanes on University Avenue, Bay Road, Pulgas Avenue, and the Bay Trail. The Meta Headquarters to the north could be reached by the existing bike lanes and bike paths along University Avenue and Bayfront Expressway. The planned Willow Village development west of University Avenue could be reached via the new Class I paths within the RSP area and the planned bike lanes on O'Brien Drive and Adams Drive.

As described above, the Specific Plan would add new streets to the Plan Area, which would enhance bicycle access as well as pedestrian access. In summary, the project would have a beneficial impact to bicycle facilities.

Access to Schools

The RSP update would generate an increase in school attendance. The following schools are located in the Plan Area or in the vicinity of the Plan Area:

- Costano Elementary School
- Cesar Chavez Ravenswood Middle School
- East Palo Alto Charter School
- KIPP Esperanza High School
- Oxford Day Academy

Since there are schools in the close proximity to the Plan Area, some students would be expected to walk and bike to school. The pedestrian and bike improvements identified along Clarke Avenue, Pulgas Avenue, University Avenue, and Bay Road would improve pedestrian and bicycle access to these schools.

Transit Services

Existing bus services to the Plan Area includes five SamTrans bus routes with stops along Bay Road, University Avenue, Fordham Street, Notre Dame Avenue, Purdue Avenue, and Pulgas Avenue. The Plan Area is located approximately three miles from two major transit stops (Palo Alto Caltrain Station

and Menlo Park Caltrain Station). SamTrans routes 280, 281, 296, and 397 provide a connection to the Caltrain Stations.

In March 2022, SamTrans adopted *Rei line T n*, which identifies a new bus route, EPX, that would connect East Palo Alto and San Bruno BART, and identifies East Palo Alto as an on-demand zone, where riders call or use a mobile app to request a ride and a vehicle picks them up and drops them off anywhere within the designated zone. Riders pay a fare and may share the vehicle with other riders, just like riding a regular SamTrans bus. The Plan Area would be served by the new EPX route and would be an on-demand zone.

The project would not interfere or conflict with existing or planned transit facilities. The Plan Area would include bus stops that would allow for shuttle or other micro transit services provided by SamTrans, a Transportation Management Agency (TMA), or private provider. The potential for Dumbarton Rail service and new station locations are uncertain at this time. The RSP Update provides new connections that would enable vehicles, bicyclists, and pedestrians to travel to and from the potential Dumbarton Rail line at the northern edge of the Plan Area. Thus, the project is expected to have a positive effect on transit services.

**Ravenwood Specific Plan Update
Transportation Analysis
Technical Appendices**

DRAFT

DRAFT

Appendix A
Traffic Counts

Traffic Data Service

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File Name : 37AM FINAL
 Site Code : 00000037
 Start Date : 4/23/2019
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Groups Printed- Vehicles

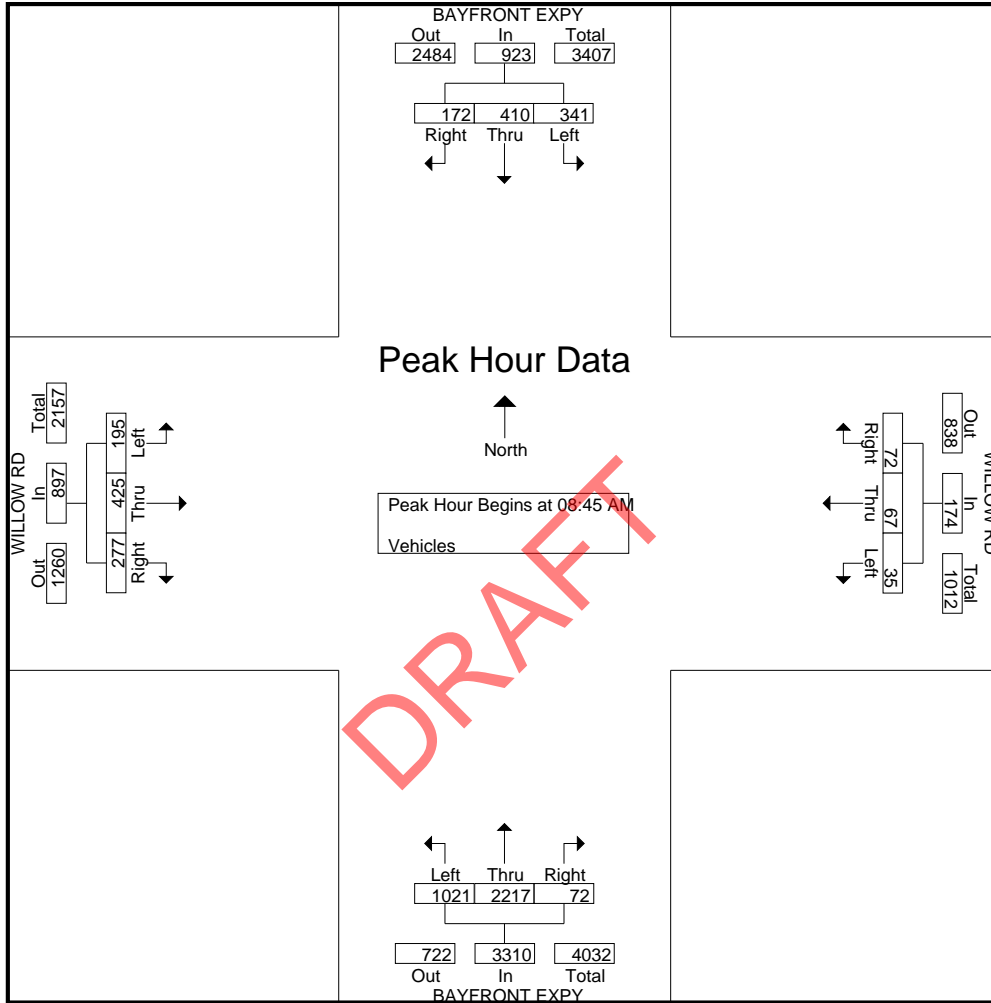
Start Time	BAYFRONT EXPY Southbound					WILLOW RD Westbound					BAYFRONT EXPY Northbound					WILLOW RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	15	125	17	1	158	3	9	3	0	15	6	610	344	0	960	41	24	14	2	81	1214
07:15 AM	21	166	32	2	221	5	10	2	1	18	10	653	289	1	953	72	45	32	2	151	1343
07:30 AM	16	129	47	1	193	11	9	3	0	23	4	639	179	0	822	61	45	47	1	154	1192
07:45 AM	28	157	65	1	251	18	15	10	0	43	13	498	76	0	587	79	65	40	2	186	1067
Total	80	577	161	5	823	37	43	18	1	99	33	2400	888	1	3322	253	179	133	7	572	4816
08:00 AM	48	162	69	5	284	14	20	5	0	39	9	352	229	0	590	91	57	43	2	193	1106
08:15 AM	45	129	70	5	249	9	10	5	1	25	9	385	201	0	595	81	76	38	7	202	1071
08:30 AM	25	118	66	2	211	23	15	6	2	46	15	466	278	4	763	70	101	48	1	220	1240
08:45 AM	49	131	95	0	275	19	14	8	0	41	16	553	255	0	824	69	105	43	2	219	1359
Total	167	540	300	12	1019	65	59	24	3	151	49	1756	963	4	2772	311	339	172	12	834	4776
09:00 AM	30	103	89	2	224	10	16	6	0	32	16	587	267	0	870	75	98	50	1	224	1350
09:15 AM	54	83	76	1	214	29	18	7	0	54	21	533	268	0	822	68	113	46	3	230	1320
09:30 AM	39	93	81	2	215	14	19	14	0	47	19	544	231	0	794	65	109	56	1	231	1287
09:45 AM	36	119	80	1	236	21	14	17	0	52	22	553	242	0	817	53	87	50	5	195	1300
Total	159	398	326	6	889	74	67	44	0	185	78	2217	1008	0	3303	261	407	202	10	880	5257
Grand Total	406	1515	787	23	2731	176	169	86	4	435	160	6373	2859	5	9397	825	925	507	29	2286	14849
Apprch %	14.9	55.5	28.8	0.8		40.5	38.9	19.8	0.9		1.7	67.8	30.4	0.1		36.1	40.5	22.2	1.3		
Total %	2.7	10.2	5.3	0.2	18.4	1.2	1.1	0.6	0	2.9	1.1	42.9	19.3	0	63.3	5.6	6.2	3.4	0.2	15.4	

Start Time	BAYFRONT EXPY Southbound				WILLOW RD Westbound				BAYFRONT EXPY Northbound				WILLOW RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	49	131	95	275	19	14	8	41	16	553	255	824	69	105	43	217	1357
09:00 AM	30	103	89	222	10	16	6	32	16	587	267	870	75	98	50	223	1347
09:15 AM	54	83	76	213	29	18	7	54	21	533	268	822	68	113	46	227	1316
09:30 AM	39	93	81	213	14	19	14	47	19	544	231	794	65	109	56	230	1284
Total Volume	172	410	341	923	72	67	35	174	72	2217	1021	3310	277	425	195	897	5304
% App. Total	18.6	44.4	36.9		41.4	38.5	20.1		2.2	67	30.8		30.9	47.4	21.7		
PHF	.796	.782	.897	.839	.621	.882	.625	.806	.857	.944	.952	.951	.923	.940	.871	.975	.977

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Groups Printed- Bikes

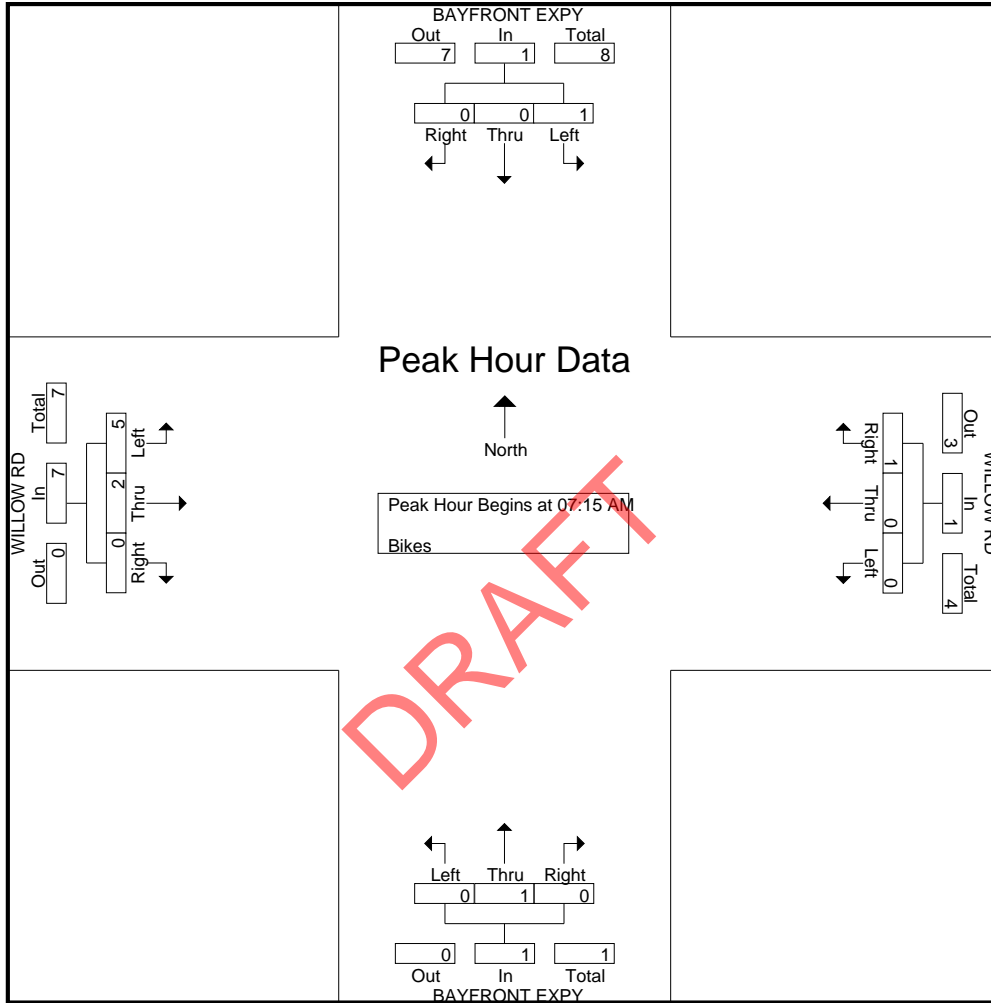
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	4
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	1	5	0	6	8
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	2
08:15 AM	0	0	0	0	0	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	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	4	0	0	4	7
Grand Total	0	0	1	0	1	1	0	0	0	1	0	4	0	0	4	0	7	5	0	12	18
Apprch %	0	0	100	0		100	0	0	0		0	100	0	0		0	58.3	41.7	0		
Total %	0	0	5.6	0	5.6	5.6	0	0	0	5.6	0	22.2	0	0	22.2	0	38.9	27.8	0	66.7	

Start Time	BAYFRONT EXPY Southbound				WILLOW RD Westbound				BAYFRONT EXPY Northbound				WILLOW RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	3	4
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	2	3	4
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	1	1	1	0	0	1	0	1	0	1	0	2	5	7	10
% App. Total	0	0	100		100	0	0		0	100	0		0	28.6	71.4		
PHF	.000	.000	.250	.250	.250	.000	.000	.250	.000	.250	.000	.250	.000	.500	.417	.583	.625

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Groups Printed- Vehicles

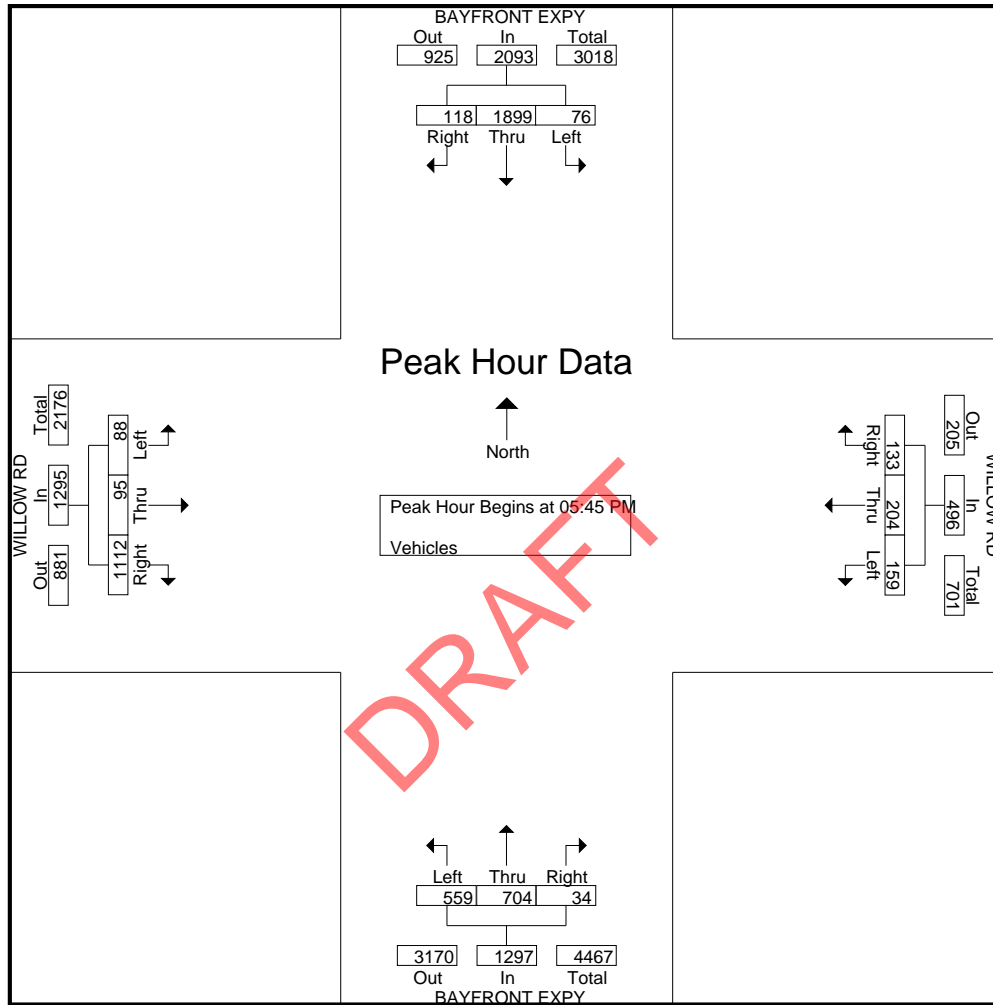
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	23	506	15	2	546	22	45	32	0	99	9	194	85	0	288	273	19	27	0	319	1252
04:15 PM	21	426	16	0	463	18	30	44	1	93	5	178	125	0	308	276	14	30	0	320	1184
04:30 PM	28	526	15	4	573	28	41	40	0	109	6	194	102	0	302	263	23	21	0	307	1291
04:45 PM	30	430	8	3	471	37	31	41	0	109	7	187	127	0	321	267	15	21	2	305	1206
Total	102	1888	54	9	2053	105	147	157	1	410	27	753	439	0	1219	1079	71	99	2	1251	4933
05:00 PM	17	514	13	1	545	40	36	39	1	116	14	193	114	0	321	295	13	28	1	337	1319
05:15 PM	21	440	8	7	476	34	44	54	1	133	7	225	137	0	369	264	15	26	7	312	1290
05:30 PM	15	522	23	12	572	23	32	38	0	93	10	212	106	0	328	279	24	24	4	331	1324
05:45 PM	25	441	15	2	483	33	48	49	0	130	7	204	152	0	363	253	22	29	2	306	1282
Total	78	1917	59	22	2076	130	160	180	2	472	38	834	509	0	1381	1091	74	107	14	1286	5215
06:00 PM	24	500	15	12	551	32	53	36	0	121	4	162	141	0	307	288	29	20	6	343	1322
06:15 PM	32	413	22	2	469	38	59	43	0	140	14	160	149	0	323	302	20	26	6	354	1286
06:30 PM	37	545	24	6	612	30	44	31	1	106	9	178	117	1	305	269	24	13	2	308	1331
06:45 PM	29	355	16	1	401	35	27	34	0	96	8	134	107	0	249	296	17	13	3	329	1075
Total	122	1813	77	21	2033	135	183	144	1	463	35	634	514	1	1184	1155	90	72	17	1334	5014
Grand Total	302	5618	190	52	6162	370	490	481	4	1345	100	2221	1462	1	3784	3325	235	278	33	3871	15162
Apprch %	4.9	91.2	3.1	0.8		27.5	36.4	35.8	0.3		2.6	58.7	38.6	0		85.9	6.1	7.2	0.9		
Total %	2	37.1	1.3	0.3	40.6	2.4	3.2	3.2	0	8.9	0.7	14.6	9.6	0	25	21.9	1.5	1.8	0.2	25.5	

Start Time	BAYFRONT EXPY Southbound				WILLOW RD Westbound				BAYFRONT EXPY Northbound				WILLOW RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:45 PM																	
05:45 PM	25	441	15	481	33	48	49	130	7	204	152	363	253	22	29	304	1278
06:00 PM	24	500	15	539	32	53	36	121	4	162	141	307	288	29	20	337	1304
06:15 PM	32	413	22	467	38	59	43	140	14	160	149	323	302	20	26	348	1278
06:30 PM	37	545	24	606	30	44	31	105	9	178	117	304	269	24	13	306	1321
Total Volume	118	1899	76	2093	133	204	159	496	34	704	559	1297	1112	95	88	1295	5181
% App. Total	5.6	90.7	3.6		26.8	41.1	32.1		2.6	54.3	43.1		85.9	7.3	6.8		
PHF	.797	.871	.792	.863	.875	.864	.811	.886	.607	.863	.919	.893	.921	.819	.759	.930	.981

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Groups Printed- Bikes

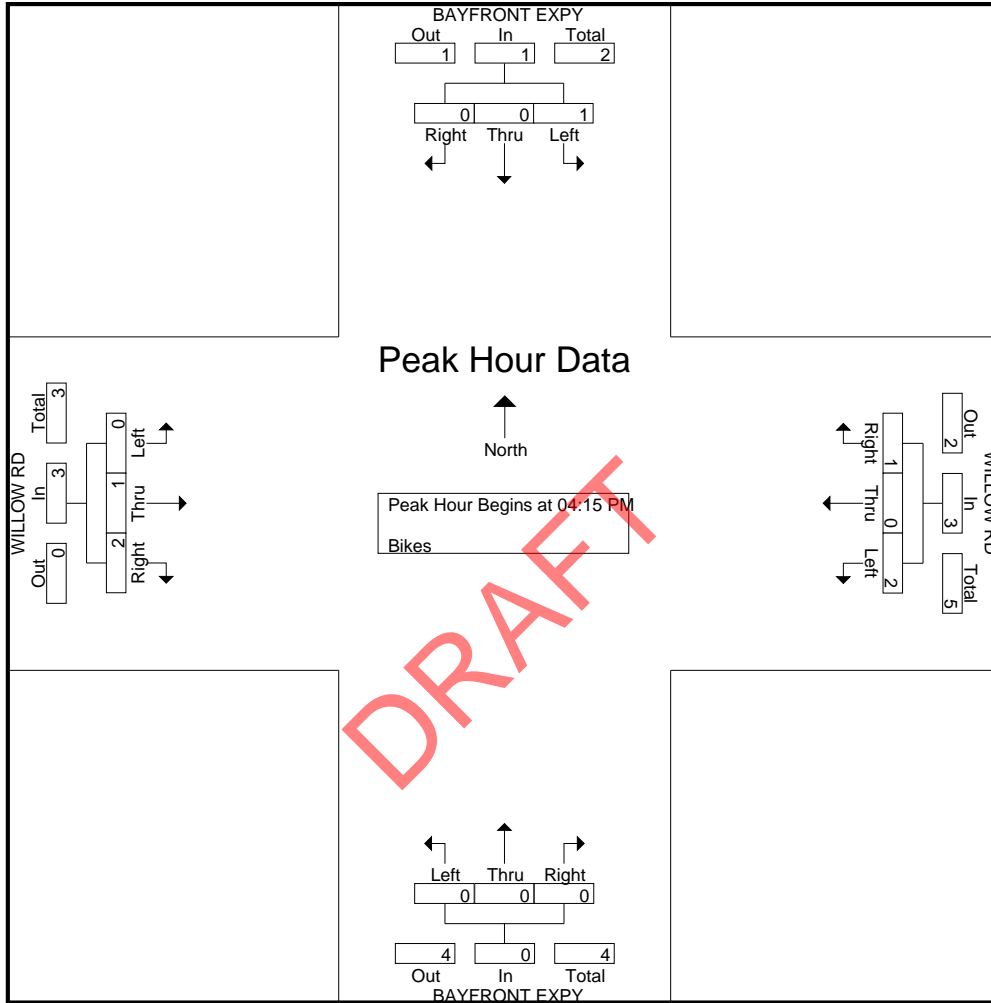
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0	0
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	2	1	0	0	3	6
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	2	1	0	0	3	7
06:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	2
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	1	1	2	5
Grand Total	0	0	2	0	2	1	1	4	0	6	0	0	0	0	0	2	1	1	1	5	13
Apprch %	0	0	100	0		16.7	16.7	66.7	0		0	0	0	0		40	20	20	20		
Total %	0	0	15.4	0	15.4	7.7	7.7	30.8	0	46.2	0	0	0	0	0	15.4	7.7	7.7	7.7	38.5	

Start Time	BAYFRONT EXPY Southbound				WILLOW RD Westbound				BAYFRONT EXPY Northbound				WILLOW RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	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	0
05:00 PM	0	0	1	1	0	0	2	2	0	0	0	0	2	1	0	3	6
Total Volume	0	0	1	1	1	0	2	3	0	0	0	0	2	1	0	3	7
% App. Total	0	0	100		33.3	0	66.7		0	0	0		66.7	33.3	0		
PHF	.000	.000	.250	.250	.250	.000	.250	.375	.000	.000	.000	.000	.250	.250	.000	.250	.292

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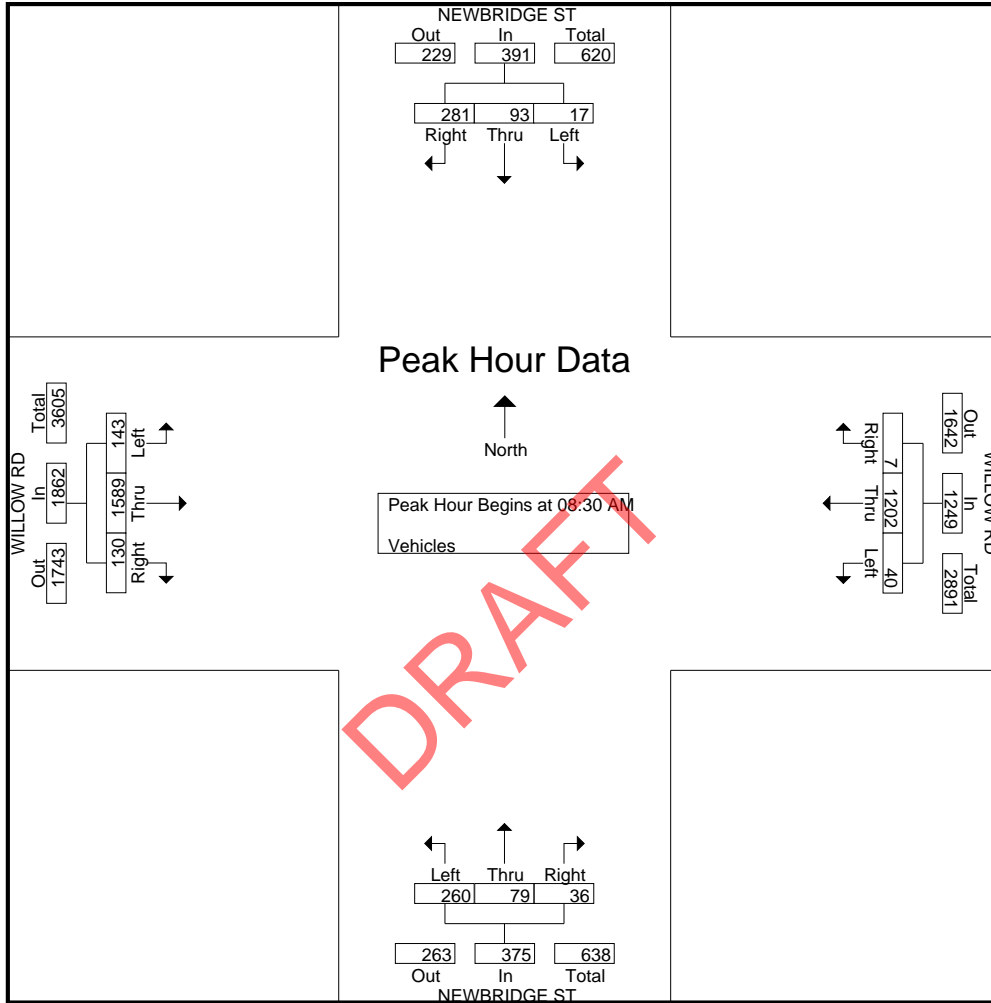
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	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	77	32	5	0	114	2	381	7	6	396	10	32	78	0	120	23	167	20	3	213	843
07:15 AM	92	34	6	0	132	2	381	9	7	399	7	20	68	1	96	29	219	25	0	273	900
07:30 AM	115	31	5	0	151	2	338	9	7	356	5	22	105	2	134	27	224	34	5	290	931
07:45 AM	94	47	9	1	151	0	298	5	10	313	7	20	84	7	118	45	293	27	3	368	950
Total	378	144	25	1	548	6	1398	30	30	1464	29	94	335	10	468	124	903	106	11	1144	3624
08:00 AM	81	36	11	2	130	0	220	5	9	234	7	30	86	2	125	45	347	36	4	432	921
08:15 AM	96	44	10	1	151	7	200	5	16	228	3	40	72	0	115	36	346	41	1	424	918
08:30 AM	65	27	2	1	95	1	253	7	3	264	6	23	58	0	87	27	407	31	6	471	917
08:45 AM	93	31	6	1	131	1	282	8	6	297	7	25	97	1	130	34	384	28	5	451	1009
Total	335	138	29	5	507	9	955	25	34	1023	23	118	313	3	457	142	1484	136	16	1778	3765
09:00 AM	64	24	6	1	95	2	349	17	11	379	8	18	72	4	102	32	392	23	4	451	1027
09:15 AM	59	11	3	2	75	3	318	8	3	332	15	13	33	0	61	37	406	61	0	504	972
09:30 AM	77	9	2	2	90	5	301	12	6	324	9	13	37	1	60	39	304	49	3	395	869
09:45 AM	76	13	1	4	94	3	334	15	9	361	8	13	41	0	62	33	290	47	0	370	887
Total	276	57	12	9	354	13	1302	52	29	1396	40	57	183	5	285	141	1392	180	7	1720	3755
Grand Total	989	339	66	15	1409	28	3655	107	93	3883	92	269	831	18	1210	407	3779	422	34	4642	11144
Apprch %	70.2	24.1	4.7	1.1		0.7	94.1	2.8	2.4		7.6	22.2	68.7	1.5		8.8	81.4	9.1	0.7		
Total %	8.9	3	0.6	0.1	12.6	0.3	32.8	1	0.8	34.8	0.8	2.4	7.5	0.2	10.9	3.7	33.9	3.8	0.3	41.7	

Start Time	NEWBRIDGE ST Southbound				WILLOW RD Westbound				NEWBRIDGE ST Northbound				WILLOW RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	65	27	2	94	1	253	7	261	6	23	58	87	27	407	31	465	907
08:45 AM	93	31	6	130	1	282	8	291	7	25	97	129	34	384	28	446	996
09:00 AM	64	24	6	94	2	349	17	368	8	18	72	98	32	392	23	447	1007
09:15 AM	59	11	3	73	3	318	8	329	15	13	33	61	37	406	61	504	967
Total Volume	281	93	17	391	7	1202	40	1249	36	79	260	375	130	1589	143	1862	3877
% App. Total	71.9	23.8	4.3		0.6	96.2	3.2		9.6	21.1	69.3		7	85.3	7.7		
PHF	.755	.750	.708	.752	.583	.861	.588	.849	.600	.790	.670	.727	.878	.976	.586	.924	.963

Traffic Data Service

San Jose, CA
 (408) 622-4787
 tdsbay@cs.com

File Name : 33AM FINAL
 Site Code : 00000033
 Start Date : 3/21/2019
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Traffic Data Service

San Jose, CA
 (408) 622-4787
 tdsbay@cs.com

File Name : 33AM FINAL
 Site Code : 00000033
 Start Date : 3/21/2019
 Page No : 1

Groups Printed- Bikes

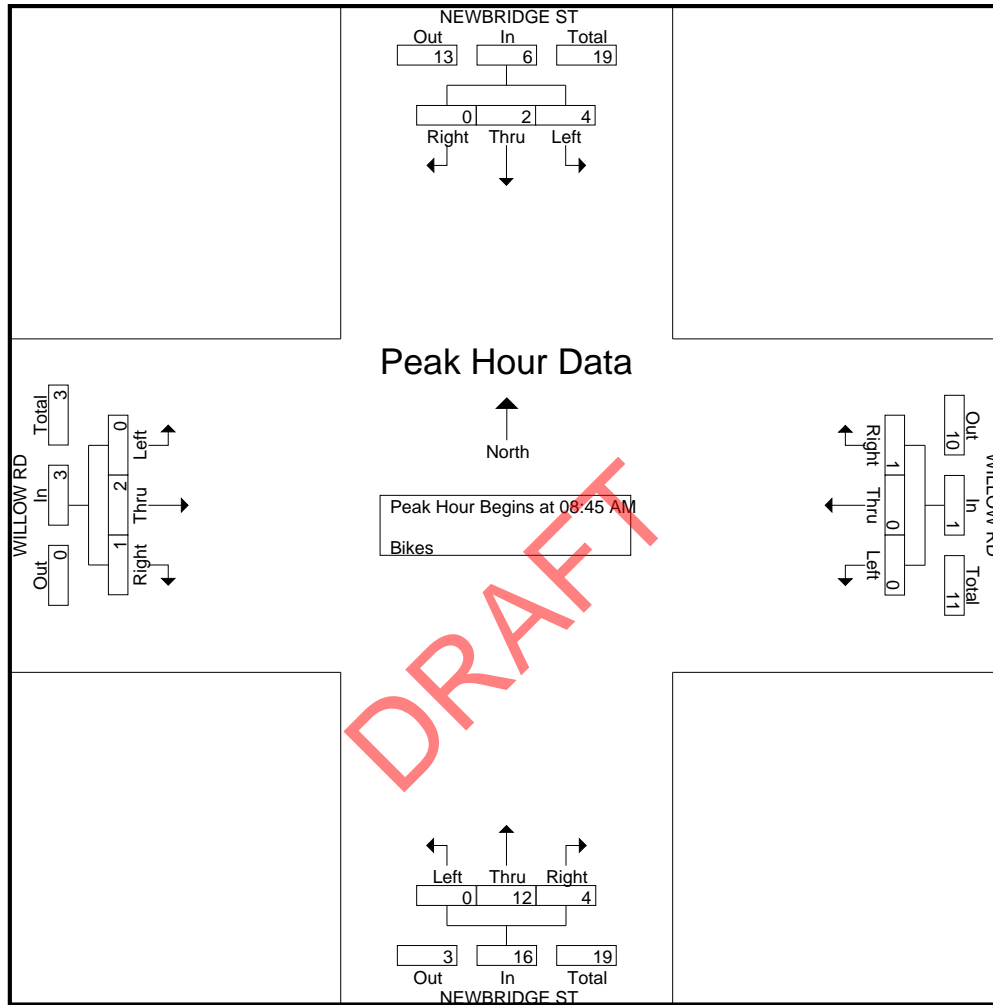
Start Time	NEWBRIDGE ST Southbound					WILLOW RD Westbound					NEWBRIDGE ST Northbound					WILLOW RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
07:30 AM	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	1	1	0	0	2	6
07:45 AM	0	0	1	0	1	0	0	2	0	2	1	2	0	0	3	0	1	0	0	1	7
Total	0	0	1	0	1	0	0	3	0	3	1	7	0	0	8	1	4	0	0	5	17
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	2	0	2	1	0	0	0	1	0	9	0	0	9	0	2	0	0	2	14
Total	0	0	2	0	2	1	0	0	0	1	2	10	0	0	12	0	5	0	0	5	20
09:00 AM	0	0	1	0	1	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	4
09:15 AM	0	1	1	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
09:30 AM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	4
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	2
Total	0	2	2	0	4	0	0	0	0	0	4	4	0	0	8	1	1	0	0	2	14
Grand Total	0	2	5	0	7	1	0	3	0	4	7	21	0	0	28	2	10	0	0	12	51
Apprch %	0	28.6	71.4	0		25	0	75	0		25	75	0	0		16.7	83.3	0	0		
Total %	0	3.9	9.8	0	13.7	2	0	5.9	0	7.8	13.7	41.2	0	0	54.9	3.9	19.6	0	0	23.5	

Start Time	NEWBRIDGE ST Southbound				WILLOW RD Westbound				NEWBRIDGE ST Northbound				WILLOW RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	2	2	1	0	0	1	0	9	0	9	0	2	0	2	14
09:00 AM	0	0	1	1	0	0	0	0	1	2	0	3	0	0	0	0	4
09:15 AM	0	1	1	2	0	0	0	0	1	1	0	2	0	0	0	0	4
09:30 AM	0	1	0	1	0	0	0	0	2	0	0	2	1	0	0	1	4
Total Volume	0	2	4	6	1	0	0	1	4	12	0	16	1	2	0	3	26
% App. Total	0	33.3	66.7		100	0	0		25	75	0		33.3	66.7	0		
PHF	.000	.500	.500	.750	.250	.000	.000	.250	.500	.333	.000	.444	.250	.250	.000	.375	.464

Traffic Data Service

San Jose, CA
 (408) 622-4787
 tdsbay@cs.com

File Name : 33AM FINAL
 Site Code : 00000033
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Traffic Data Service

San Jose, CA
 (408) 622-4787
 tdsbay@cs.com

File Name : 33PM FINAL
 Site Code : 00000033
 Start Date : 3/21/2019
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Groups Printed- Vehicles

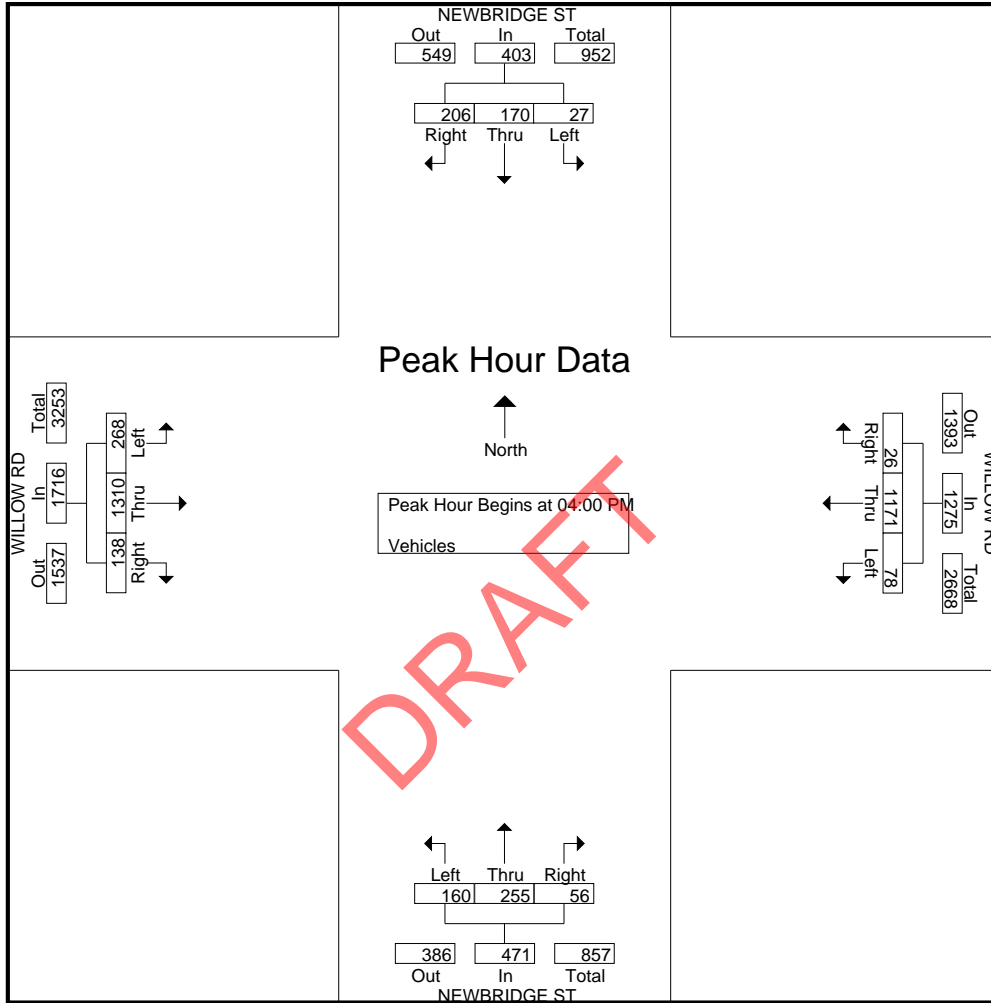
Start Time	NEWBRIDGE ST Southbound					WILLOW RD Westbound					NEWBRIDGE ST Northbound					WILLOW RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	53	43	8	3	107	10	298	18	9	335	12	74	45	1	132	43	389	55	3	490	1064
04:15 PM	53	52	4	2	111	6	282	23	19	330	20	60	39	3	122	36	343	63	7	449	1012
04:30 PM	51	39	9	5	104	5	276	19	5	305	12	52	38	1	103	35	348	73	9	465	977
04:45 PM	49	36	6	4	95	5	315	18	6	344	12	69	38	1	120	24	230	77	2	333	892
Total	206	170	27	14	417	26	1171	78	39	1314	56	255	160	6	477	138	1310	268	21	1737	3945
05:00 PM	55	49	5	11	120	3	323	16	23	365	27	58	36	1	122	31	291	59	5	386	993
05:15 PM	66	62	10	6	144	7	369	19	10	405	19	64	33	1	117	35	224	43	2	304	970
05:30 PM	46	60	5	7	118	8	317	15	10	350	18	60	47	3	128	52	271	83	11	417	1013
05:45 PM	43	55	8	3	109	5	327	23	9	364	16	53	40	2	111	45	223	82	9	359	943
Total	210	226	28	27	491	23	1336	73	52	1484	80	235	156	7	478	163	1009	267	27	1466	3919
06:00 PM	59	49	6	0	114	5	284	29	20	338	18	70	29	3	120	45	328	67	4	444	1016
06:15 PM	50	53	7	4	114	4	243	15	7	269	20	63	39	3	125	39	278	81	6	404	912
06:30 PM	38	29	7	0	74	1	193	16	15	225	11	54	46	0	111	69	293	56	5	423	833
06:45 PM	54	41	5	0	100	7	205	19	6	237	23	54	47	2	126	55	254	77	9	395	858
Total	201	172	25	4	402	17	925	79	48	1069	72	241	161	8	482	208	1153	281	24	1666	3619
Grand Total	617	568	80	45	1310	66	3432	230	139	3867	208	731	477	21	1437	509	3472	816	72	4869	11483
Apprch %	47.1	43.4	6.1	3.4		1.7	88.8	5.9	3.6		14.5	50.9	33.2	1.5		10.5	71.3	16.8	1.5		
Total %	5.4	4.9	0.7	0.4	11.4	0.6	29.9	2	1.2	33.7	1.8	6.4	4.2	0.2	12.5	4.4	30.2	7.1	0.6	42.4	

Start Time	NEWBRIDGE ST Southbound				WILLOW RD Westbound				NEWBRIDGE ST Northbound				WILLOW RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	53	43	8	104	10	298	18	326	12	74	45	131	43	389	55	487	1048
04:15 PM	53	52	4	109	6	282	23	311	20	60	39	119	36	343	63	442	981
04:30 PM	51	39	9	99	5	276	19	300	12	52	38	102	35	348	73	456	957
04:45 PM	49	36	6	91	5	315	18	338	12	69	38	119	24	230	77	331	879
Total Volume	206	170	27	403	26	1171	78	1275	56	255	160	471	138	1310	268	1716	3865
% App. Total	51.1	42.2	6.7		2	91.8	6.1		11.9	54.1	34		8	76.3	15.6		
PHF	.972	.817	.750	.924	.650	.929	.848	.943	.700	.861	.889	.899	.802	.842	.870	.881	.922

Traffic Data Service

San Jose, CA
 (408) 622-4787
 tdsbay@cs.com

File Name : 33PM FINAL
 Site Code : 00000033
 Start Date : 3/21/2019
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Traffic Data Service

San Jose, CA
 (408) 622-4787
 tdsbay@cs.com

File Name : 33PM FINAL
 Site Code : 00000033
 Start Date : 3/21/2019
 Page No : 1

Groups Printed- Bikes

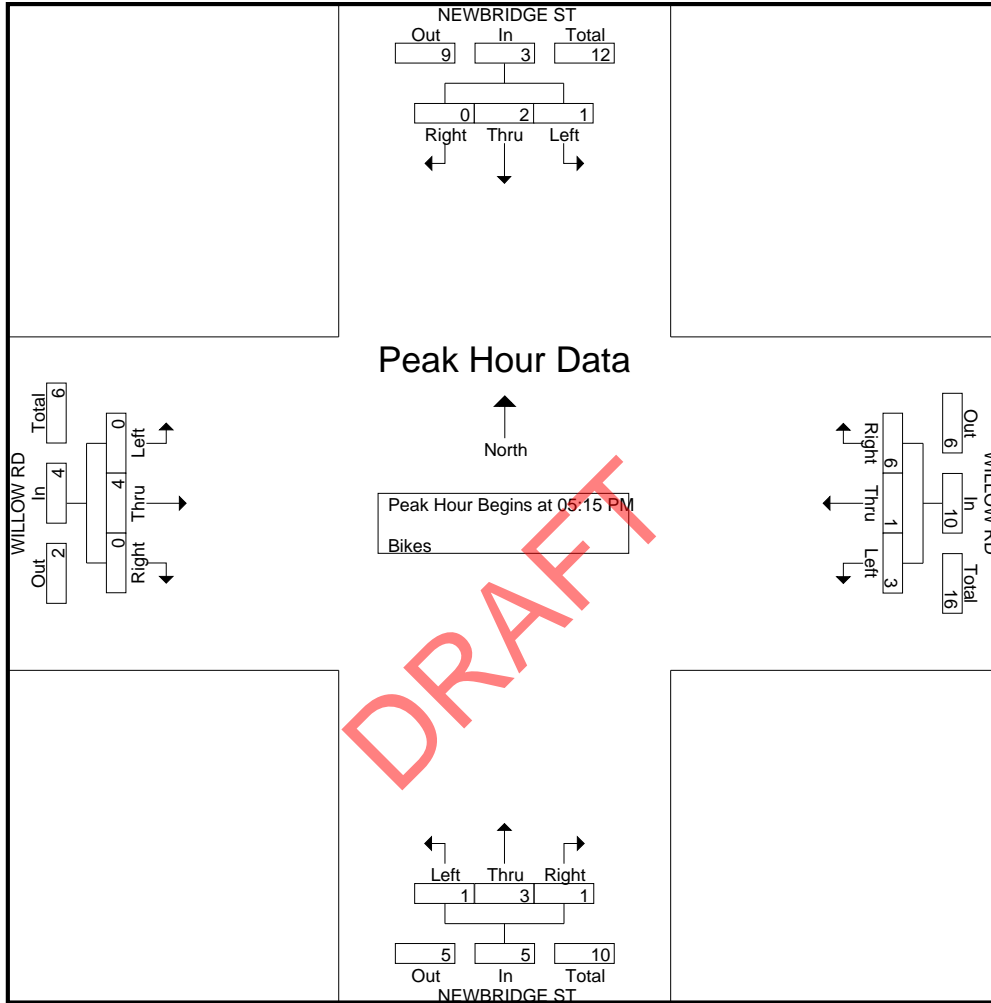
Start Time	NEWBRIDGE ST Southbound					WILLOW RD Westbound					NEWBRIDGE ST Northbound					WILLOW RD Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	1	0	0	1	0	1	2	0	3	0	0	0	0	0	0
04:15 PM	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0
04:30 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0
Total	2	2	0	0	4	2	3	0	0	5	1	3	2	0	6	0	0	0	0	0	0
05:00 PM	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	4
05:15 PM	0	1	0	0	1	2	1	0	0	3	0	1	0	0	1	0	2	0	0	2	7
05:30 PM	0	0	0	0	0	2	0	1	0	3	0	1	0	0	1	0	1	0	0	1	5
05:45 PM	0	0	1	0	1	1	0	1	0	2	0	0	1	0	1	0	0	0	0	0	4
Total	0	2	1	0	3	5	1	2	0	8	2	2	1	0	5	1	3	0	0	4	20
06:00 PM	0	1	0	0	1	1	0	1	0	2	1	1	0	0	2	0	1	0	0	1	6
06:15 PM	0	1	0	0	1	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	4
06:30 PM	0	0	0	0	0	0	0	4	0	4	0	3	0	0	3	0	1	0	0	1	8
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	0	2	3	0	6	0	9	1	4	0	0	5	0	2	0	0	2	18
Grand Total	2	6	1	0	9	10	4	8	0	22	4	9	3	0	16	1	5	0	0	6	53
Apprch %	22.2	66.7	11.1	0		45.5	18.2	36.4	0		25	56.2	18.8	0		16.7	83.3	0	0		
Total %	3.8	11.3	1.9	0	17	18.9	7.5	15.1	0	41.5	7.5	17	5.7	0	30.2	1.9	9.4	0	0	11.3	

Start Time	NEWBRIDGE ST Southbound				WILLOW RD Westbound				NEWBRIDGE ST Northbound				WILLOW RD Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	1	0	1	2	1	0	3	0	1	0	1	0	2	0	2	7
05:30 PM	0	0	0	0	2	0	1	3	0	1	0	1	0	1	0	1	5
05:45 PM	0	0	1	1	1	0	1	2	0	0	1	1	0	0	0	0	4
06:00 PM	0	1	0	1	1	0	1	2	1	1	0	2	0	1	0	1	6
Total Volume	0	2	1	3	6	1	3	10	1	3	1	5	0	4	0	4	22
% App. Total	0	66.7	33.3		60	10	30		20	60	20		0	100	0		
PHF	.000	.500	.250	.750	.750	.250	.750	.833	.250	.750	.250	.625	.000	.500	.000	.500	.786

Traffic Data Service

San Jose, CA
 (408) 622-4787
 tdsbay@cs.com

File Name : 33PM FINAL
 Site Code : 00000033
 Start Date : 3/21/2019
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File Name: G:\Data 2019\Menlo Park 3-19\38AM FINAL.ppd

Start Date: 4/25/2019

Start Time: 7:00:00 AM

Site Code: 00000038

Comment 1: 0

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	Southbound				BAYFRONT EXPY Westbound				UNIVERSITY AVE Northbound				BAYFRONT EXPY Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	0	0	0	0	0	724	243	0	88	0	39	2	19	216	0	0
07:15 AM	0	0	0	0	0	699	269	1	108	0	55	6	17	209	0	0
07:30 AM	0	0	0	0	0	636	332	0	112	0	58	4	17	196	0	0
07:45 AM	0	0	0	0	0	636	304	1	108	0	53	1	14	208	0	0
08:00 AM	0	0	0	0	0	494	426	2	93	0	48	4	29	161	0	0
08:15 AM	0	0	0	0	0	462	394	0	107	0	57	5	35	137	0	0
08:30 AM	0	0	0	0	0	536	376	2	127	0	70	7	32	145	0	0
08:45 AM	0	0	0	0	0	520	388	5	106	0	83	3	29	130	0	0
09:00 AM	0	0	0	0	0	576	362	4	118	0	96	5	31	161	0	0
09:15 AM	0	0	0	0	0	581	358	4	107	0	81	2	24	153	0	0
09:30 AM	0	0	0	0	0	635	368	3	113	0	81	3	11	168	0	0
09:45 AM	0	0	0	0	0	589	335	0	86	0	73	2	21	174	0	0

Start Time	Southbound				BAYFRONT EXPY Westbound				UNIVERSITY AVE Northbound				BAYFRONT EXPY Eastbound				Vehicle Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
7:00-8:00	0	0	0	0	0	2695	1148	2	416	0	205	13	67	829	0	0	5,360
7:15-8:15	0	0	0	0	0	2465	1331	4	421	0	214	15	77	774	0	0	5,282
7:30-8:30	0	0	0	0	0	2228	1456	3	420	0	216	14	95	702	0	0	5,117
7:45-8:45	0	0	0	0	0	2128	1500	5	435	0	228	17	110	651	0	0	5,052
8:00-9:00	0	0	0	0	0	2012	1584	9	433	0	258	19	125	573	0	0	4,985
8:00-9:00	0	0	0	0	0	2094	1520	11	458	0	306	20	127	573	0	0	5,078
8:15-9:15	0	0	0	0	0	2213	1484	15	458	0	330	17	116	589	0	0	5,190
8:30-9:30	0	0	0	0	0	2312	1476	16	444	0	341	13	95	612	0	0	5,280
8:45-9:45	0	0	0	0	0	2381	1423	11	424	0	331	12	87	656	0	0	5,302
9:00-10:00	0	0	0	0	0	1805	1061	7	306	0	235	7	56	495	0	0	3,958

File Name: G:\Data 2019\Menlo Park 3-19\38PM FINAL.ppd

Start Date: 4/25/2019

Start Time: 4:00:00 PM

Site Code: 00000038

Comment 1: 0

Comment 2: 0

Comment 3: 0

Comment 4: 0

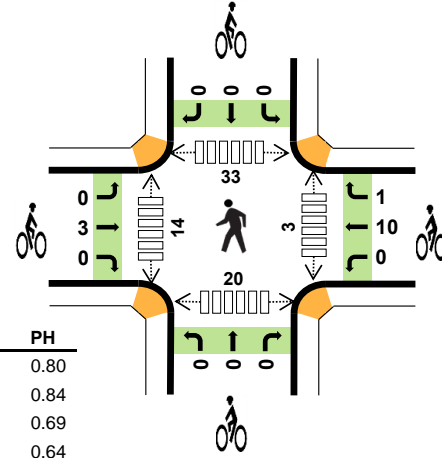
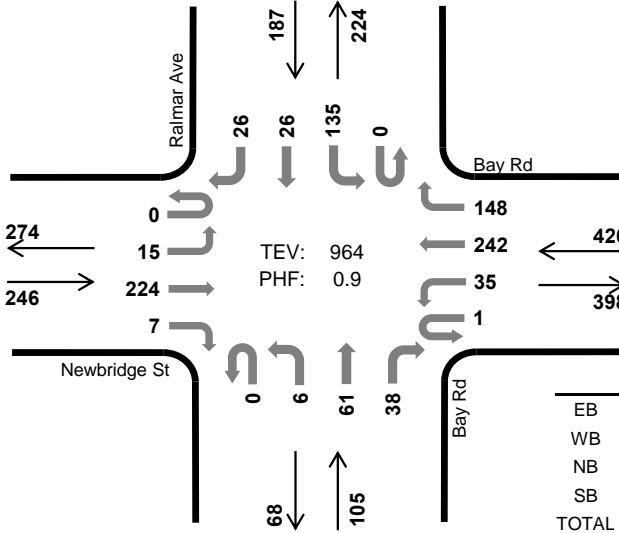
Start Time	Southbound				BAYFRONT EXPY Westbound				UNIVERSITY AVE Northbound				BAYFRONT EXPY Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	0	0	0	0	0	268	102	0	467	0	16	1	2	810	0	0
04:15 PM	0	0	0	0	0	262	74	0	410	0	15	4	9	877	0	0
04:30 PM	0	0	0	0	0	230	95	0	525	0	19	5	6	791	0	0
04:45 PM	0	0	0	0	0	210	88	0	401	0	18	5	3	829	0	0
05:00 PM	0	0	0	0	0	246	109	2	478	0	17	3	12	698	0	0
05:15 PM	0	0	0	0	0	225	82	1	358	0	4	4	4	791	0	0
05:30 PM	0	0	0	0	0	272	129	0	471	0	19	3	4	671	0	0
05:45 PM	0	0	0	0	0	233	104	0	380	0	11	3	8	797	0	0
06:00 PM	0	0	0	0	0	183	104	2	368	0	12	7	8	477	0	0
06:15 PM	0	0	0	0	0	164	71	2	355	0	9	9	5	498	0	0
06:30 PM	0	0	0	0	0	156	99	1	426	0	18	3	5	478	0	0
06:45 PM	0	0	0	0	0	124	63	1	277	0	9	2	5	465	0	0

Start Time	Southbound				BAYFRONT EXPY Westbound				UNIVERSITY AVE Northbound				BAYFRONT EXPY Eastbound				Vehicle Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
4:00-5:00	0	0	0	0	0	970	359	0	1803	0	68	15	20	3307	0	0	6,527
4:15-5:15	0	0	0	0	0	948	366	2	1814	0	69	17	30	3195	0	0	6,422
4:30-5:30	0	0	0	0	0	911	374	3	1762	0	58	17	25	3109	0	0	6,239
4:45-5:45	0	0	0	0	0	953	408	3	1708	0	58	15	23	2989	0	0	6,139
5:00-6:00	0	0	0	0	0	976	424	3	1687	0	51	13	28	2957	0	0	6,123
5:00-6:00	0	0	0	0	0	913	419	3	1577	0	46	17	24	2736	0	0	5,715
5:15-6:15	0	0	0	0	0	852	408	4	1574	0	51	22	25	2443	0	0	5,353
5:30-6:30	0	0	0	0	0	736	378	5	1529	0	50	22	26	2250	0	0	4,969
5:45-6:45	0	0	0	0	0	627	337	6	1426	0	48	21	23	1918	0	0	4,379
6:00-7:00	0	0	0	0	0	444	233	4	1058	0	36	14	15	1441	0	0	3,227

Ralmar Ave Newbridge St



Date 02/14/2017
 Count Period 7:00 AM to 9:00 AM
 Peak Hour 7:45 AM to 8:45 AM



	H	PH
EB	4.5%	0.80
WB	3.8%	0.84
NB	1.0%	0.69
SB	2.1%	0.64
TOTAL	3.3%	0.90

Two Hour Count Summaries

Interval Start	Newbridge St				Bay Rd				Bay Rd				Ralmar Ave				15 min Total	Rollin One Hour	
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	3	40	1	0	6	41	4	0	3	2	14	0	6	1	1	122	0	
7:15 AM	0	1	28	2	0	4	53	9	0	5	0	11	0	11	2	2	128	0	
7:30 AM	0	3	67	3	0	9	45	11	0	5	5	19	0	14	3	0	184	0	
7:45 AM	0	3	73	1	1	10	52	29	0	1	11	17	0	20	3	5	226	660	
8:00 AM	0	7	51	1	0	8	65	40	0	0	16	7	0	27	10	4	236	774	
8:15 AM	0	4	53	2	0	9	66	52	0	4	26	8	0	39	3	3	269	915	
8:30 AM	0	1	47	3	0	8	59	27	0	1	8	6	0	49	10	14	233	964	
8:45 AM	0	1	44	1	0	6	63	7	0	1	2	4	0	12	2	3	146	884	
Count Total	0	23	403	14	1	60	444	179	0	20	70	86	0	178	34	32	1,544	0	
Peak Hour	All	0	15	224	7	1	35	242	148	0	6	61	38	0	135	26	26	964	0
	H	0	0	11	0	0	2	12	2	0	1	0	0	0	4	0	0	32	0
	H	0	5	0	0	0	6	5	1	17	0	0	0	3	0	0	3	0	0

Note: Two-hour count includes vehicle counts only. Pedestrian and bicycle counts are included in the separate summary below.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Location)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	5	7	0	1	13	1	6	0	0	7	0	2	7	13	22
7:15 AM	3	7	2	0	12	1	3	0	0	4	0	6	9	3	18
7:30 AM	5	5	2	0	12	1	0	1	0	2	0	3	5	3	11
7:45 AM	2	5	0	1	8	1	7	0	0	8	3	7	12	4	26
8:00 AM	4	3	0	1	8	1	1	0	0	2	0	3	7	7	17
8:15 AM	1	4	1	1	7	0	2	0	0	2	0	2	10	5	17
8:30 AM	4	4	0	1	9	1	1	0	0	2	0	2	4	4	10
8:45 AM	3	3	0	0	6	0	1	0	0	1	0	2	8	2	12
Count Total	27	38	5	5	75	6	21	1	0	28	3	27	62	41	133
Peak Hour	11	16	1	4	32	3	11	0	0	14	3	14	33	20	70

T o Hour Count Summaries Heavy e icles																		
Interval Start	e brid e St				ay Rd				ay Rd				Ralmar Ave				15 min Total	Rollin One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	5	0	0	2	5	0	0	0	0	0	0	1	0	0	13	0
7:15 AM	0	0	3	0	0	0	7	0	0	0	0	2	0	0	0	0	12	0
7:30 AM	0	1	4	0	0	0	5	0	0	0	1	1	0	0	0	0	12	0
7 45 AM	0	0	2	0	0	1	4	0	0	0	0	0	0	1	0	0	8	45
8 00 AM	0	0	4	0	0	1	2	0	0	0	0	0	0	1	0	0	8	40
8 15 AM	0	0	1	0	0	0	2	2	0	1	0	0	0	1	0	0	7	35
8 30 AM	0	0	4	0	0	0	4	0	0	0	0	0	0	1	0	0	9	32
8:45 AM	0	0	3	0	0	1	2	0	0	0	0	0	0	0	0	0	6	30
Count Total	0	1	26	0	0	5	31	2	0	1	1	3	0	5	0	0	75	0
Peak Hour	0	0	11	0	0	2	12	2	0	1	0	0	0	4	0	0	32	0

T o Hour Count Summaries ikes														
Interval Start	e brid e St			ay Rd			ay Rd			Ralmar Ave			15 min Total	Rollin One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	4	2	0	0	0	0	0	0	7	0
7:15 AM	0	1	0	0	3	0	0	0	0	0	0	0	4	0
7:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	2	0
7 45 AM	0	1	0	0	6	1	0	0	0	0	0	0	8	21
8 00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	16
8 15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	14
8 30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	14
8:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	7
Count Total	0	6	0	0	18	3	0	0	1	0	0	0	28	0
Peak Hour	0	3	0	0	10	1	0	0	0	0	0	0	14	0

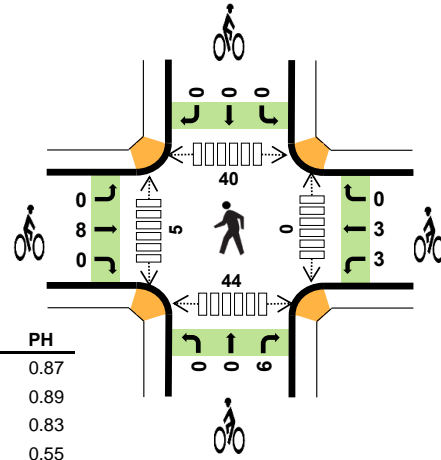
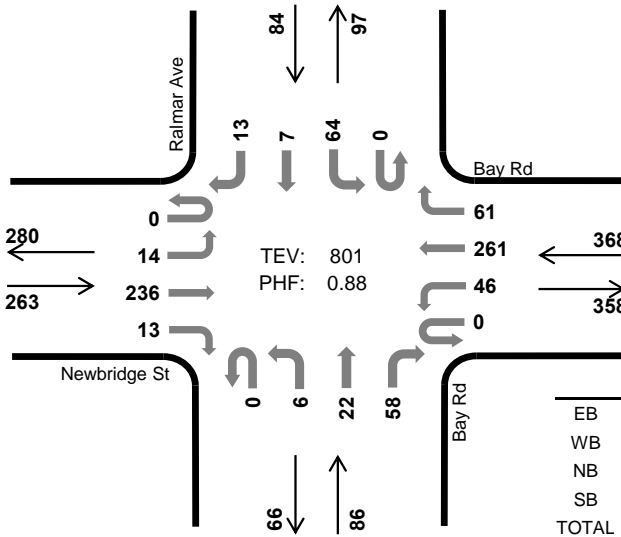
Note -Tun ou e o ie e included in et-Tun,i n

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Ralmar Ave Newbridge St



Date 02/14/2017
 Count Period 4:00 PM to 6:00 PM
 Peak Hour 5:00 PM to 6:00 PM



	H	PH
EB	3.8%	0.87
WB	1.6%	0.89
NB	0.0%	0.83
SB	0.0%	0.55
TOTAL	2.0%	0.88

Two Hour Count Summaries

Interval Start	Newbridge St				Bay Rd				Bay Rd				Ralmar Ave				15 min Total	Rollin One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	1	74	2	0	11	64	8	0	3	4	10	0	13	1	6	197	0	
4:15 PM	0	4	60	1	0	7	54	8	0	2	2	13	0	18	0	9	178	0	
4:30 PM	0	2	67	1	1	8	59	10	0	2	0	9	0	19	5	3	186	0	
4:45 PM	0	1	59	1	0	9	61	5	0	0	2	10	0	6	3	4	161	722	
5:00 PM	0	4	62	6	0	10	63	18	0	0	4	10	0	8	0	3	188	713	
5:15 PM	0	2	52	2	0	11	61	13	0	2	4	16	0	7	2	3	175	710	
5:30 PM	0	5	52	2	0	12	68	23	0	2	6	18	0	20	2	1	211	735	
5:45 PM	0	3	70	3	0	13	69	7	0	2	8	14	0	29	3	6	227	801	
Count Total	0	22	496	18	1	81	499	92	0	13	30	100	0	120	16	35	1,523	0	
Peak Hour	All	0	14	236	13	0	46	261	61	0	6	22	58	0	64	7	13	801	0
	H	0	0	9	1	0	0	6	0	0	0	0	0	0	0	0	0	16	0
	H	0	4	8	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0

Note: Two-hour count includes vehicle counts

Interval Start	Heavy Vehicle Totals					icycles					Pedestrians (Crossing Left)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	2	7	0	0	9	1	0	0	0	1	0	1	5	8	14
4:15 PM	2	5	0	0	7	1	2	0	0	3	0	0	9	8	17
4:30 PM	3	1	0	0	4	6	0	0	0	6	0	0	2	18	20
4:45 PM	2	5	0	0	7	2	1	0	0	3	0	3	7	6	16
5:00 PM	2	1	0	0	3	4	0	0	0	4	0	0	8	18	26
5:15 PM	4	0	0	0	4	2	1	3	0	6	0	2	10	6	18
5:30 PM	1	4	0	0	5	1	1	2	0	4	0	3	7	10	20
5:45 PM	3	1	0	0	4	1	4	1	0	6	0	0	15	10	25
Count Total	19	24	0	0	43	18	9	6	0	33	0	9	63	84	156
Peak Hour	10	6	0	0	16	8	6	6	0	20	0	5	40	44	89

T o Hour Count Summaries Heavy e icles																		
Interval Start	e brid e St				ay Rd				ay Rd				Ralmar Ave				15 min Total	Rollin One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	2	0	0	1	6	0	0	0	0	0	0	0	0	0	9	0
4:15 PM	0	0	2	0	0	1	4	0	0	0	0	0	0	0	0	0	7	0
4:30 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	0
4:45 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	7	27
5 00 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3	21
5 15 PM	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4	18
5 30 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	5	19
5 45 PM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	4	16
Count Total	0	0	18	1	0	2	22	0	0	0	0	0	0	0	0	0	43	0
Peak Hour	0	0	9	1	0	0	6	0	0	0	0	0	0	0	0	0	16	0

T o Hour Count Summaries icles														
Interval Start	e brid e St			ay Rd			ay Rd			Ralmar Ave			15 min Total	Rollin One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	1	0	0	1	1	0	0	0	0	0	0	3	0
4:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	6	0
4:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	3	13
5 00 PM	0	4	0	0	0	0	0	0	0	0	0	0	4	16
5 15 PM	0	2	0	0	1	0	0	0	3	0	0	0	6	19
5 30 PM	0	1	0	1	0	0	0	0	2	0	0	0	4	17
5 45 PM	0	1	0	2	2	0	0	0	1	0	0	0	6	20
Count Total	0	18	0	3	4	2	0	0	6	0	0	0	33	0
Peak Hour	0	8	0	3	3	0	0	0	6	0	0	0	20	0

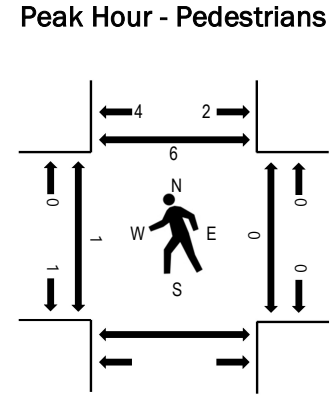
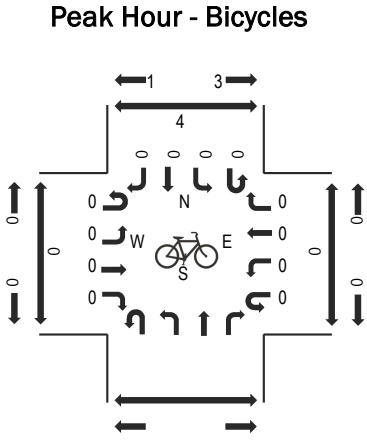
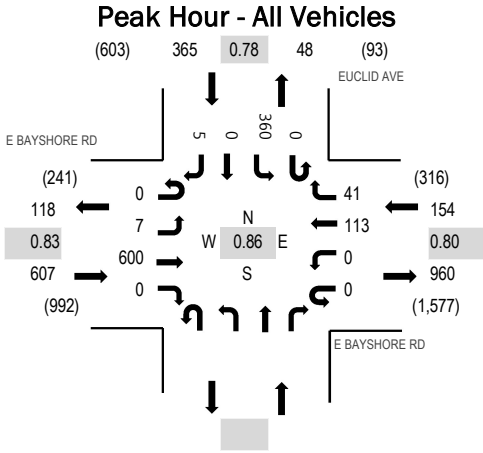
Note -Tun ou e o ie e included in et-Tun,i n

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(303) 216-2439
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Location: 5 EUCLID AVE & E BAYSHORE RD AM
Date: Tuesday, May 21, 2019
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E BAYSHORE RD Eastbound				E BAYSHORE RD Westbound				EUCLID AVE Northbound				EUCLID AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	124	0	0	0	29	13	0	90	0	2	259	1,126	1	0	2					
7:15 AM	0	5	165	0	0	0	37	4	0	115	0	2	328	1,051	0	0	3					
7:30 AM	0	0	183	0	0	0	20	12	0	101	0	0	316	924	0	0	1					
7:45 AM	0	1	128	0	0	0	27	12	0	54	0	1	223	802	0	0	0					
8:00 AM	0	2	95	0	0	0	34	17	0	35	0	1	184	785	0	0	4					
8:15 AM	0	0	103	0	0	0	32	10	0	55	0	1	201		0	0	0					
8:30 AM	0	0	95	0	0	0	21	8	0	70	0	0	194		0	0	2					
8:45 AM	0	0	90	0	0	0	32	8	0	74	0	2	206		0	0	0					

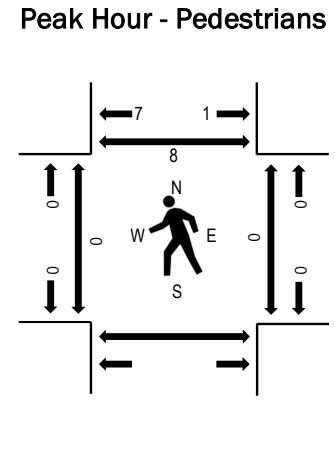
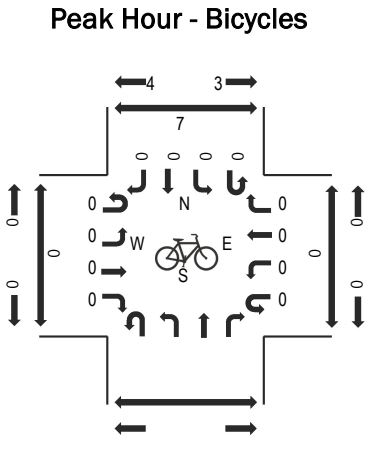
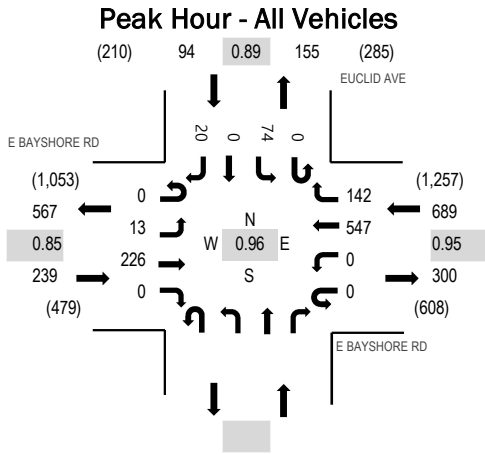
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	7	589	0	0	0	110	37	0	348	0	5	1,096				
Mediums	0	0	11	0	0	0	3	4	0	11	0	0	29				
Total	0	7	600	0	0	0	113	41	0	360	0	5	1,126				



(303) 216-2439
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Location: 5 EUCLID AVE & E BAYSHORE RD PM
Date: Tuesday, May 21, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E BAYSHORE RD Eastbound				E BAYSHORE RD Westbound				EUCLID AVE Northbound				EUCLID AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	5	52	0	0	0	110	22	0	23	0	4	216	924	0	0	0	0	1			
4:15 PM	0	5	57	0	0	0	108	31	0	22	0	10	233	963	0	0	0	0	1			
4:30 PM	0	3	45	0	0	0	118	31	0	25	0	6	228	995	0	0	0	0	2			
4:45 PM	0	5	58	0	0	0	128	32	0	19	0	5	247	1,022	0	0	0	0	2			
5:00 PM	0	2	49	0	0	0	138	39	0	17	0	10	255	1,022	0	0	0	0	4			
5:15 PM	0	5	59	0	0	0	146	35	0	18	0	2	265	1,022	0	0	0	0	2			
5:30 PM	0	1	60	0	0	0	135	36	0	20	0	3	255	1,022	0	0	0	0	0			
5:45 PM	0	9	64	0	0	0	124	24	0	20	0	6	247	1,022	0	0	0	0	3			

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	13	224	0	0	0	540	137	0	73	0	20	0	0	0	0	1,007
Mediums	0	0	2	0	0	0	6	5	0	1	0	0	0	0	0	0	14
Total	0	13	226	0	0	0	547	142	0	74	0	20	0	0	0	0	1,022



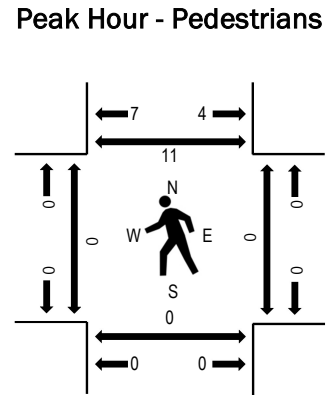
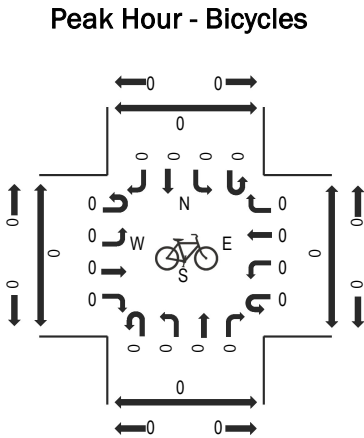
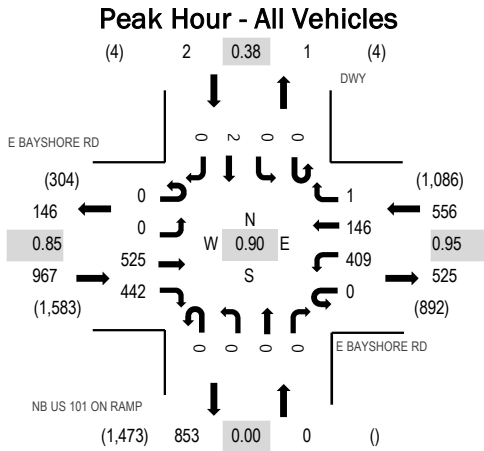
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Location: 6 NB US 101 ON RAMP & E BAYSHORE RD AM

Date: Tuesday, May 21, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E BAYSHORE RD Eastbound				E BAYSHORE RD Westbound				NB US 101 ON RAMP Northbound				DWC Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	126	97	0	111	34	1	0	0	0	0	0	0	0	0	369	1,525	0	0	0	3
7:15 AM	0	0	143	127	0	105	38	0	0	0	0	0	0	0	0	0	413	1,401	0	0	0	5
7:30 AM	0	0	152	132	0	107	32	0	0	0	0	0	0	0	0	0	423	1,299	0	0	0	3
7:45 AM	0	0	104	86	0	86	42	0	0	0	0	0	0	0	2	0	320	1,178	0	0	0	0
8:00 AM	0	0	74	50	0	71	49	1	0	0	0	0	0	0	0	0	245	1,148	0	0	0	3
8:15 AM	0	0	102	67	0	100	41	0	0	0	0	0	0	0	1	0	311		0	0	0	3
8:30 AM	0	0	101	64	0	106	29	2	0	0	0	0	0	0	0	0	302		0	0	0	2
8:45 AM	0	0	90	68	0	93	38	0	0	0	0	0	0	0	0	1	290		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	3	0	0	0	0	0	0	0	0	0	0	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	509	433	0	400	142	1	0	0	0	0	0	0	2	0	1,487
Mediums	0	0	16	8	0	6	4	0	0	0	0	0	0	0	0	0	34
Total	0	0	525	442	0	409	146	1	0	0	0	0	0	0	2	0	1,525



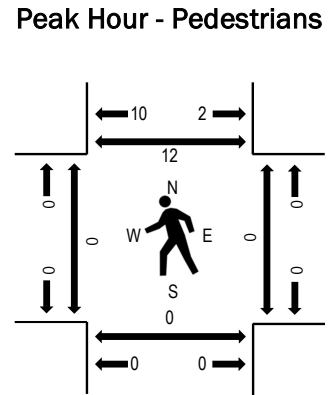
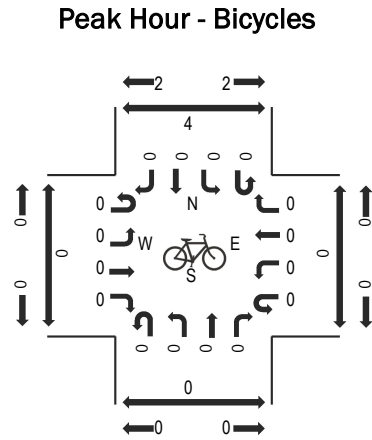
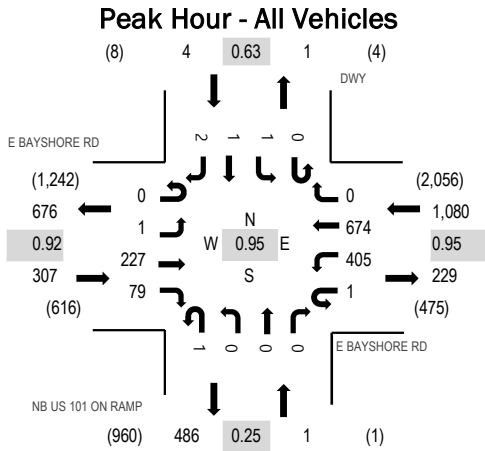
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Location: 6 NB US 101 ON RAMP & E BAYSHORE RD PM

Date: Tuesday, May 21, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	E BAYSHORE RD Eastbound				E BAYSHORE RD Westbound				NB US 101 ON RAMP Northbound				DWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	62	12	0	113	133	0	0	0	0	0	0	0	0	1	321	1,298	0	0	0	5
4:15 PM	0	0	64	15	0	105	140	2	0	0	0	0	0	1	1	0	328	1,311	0	0	0	2
4:30 PM	0	0	51	21	0	86	146	1	0	0	0	0	0	0	0	1	306	1,348	0	0	0	4
4:45 PM	0	0	55	26	0	100	161	0	0	0	0	0	0	1	0	0	343	1,392	0	0	0	1
5:00 PM	0	0	48	21	0	91	173	0	0	0	0	0	0	0	1	0	334	1,383	0	0	0	8
5:15 PM	0	0	63	16	0	114	169	0	1	0	0	0	0	0	0	2	365		0	0	0	2
5:30 PM	0	1	61	16	1	100	171	0	0	0	0	0	0	0	0	0	350		0	0	0	1
5:45 PM	0	0	68	16	0	105	145	0	0	0	0	0	0	0	0	0	334		0	0	0	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	226	77	1	399	660	0	0	1	0	0	0	1	1	2	1,369
Mediums	0	0	1	2	0	6	14	0	0	0	0	0	0	0	0	0	23
Total	0	1	227	79	1	405	674	0	0	1	0	0	0	1	1	2	1,392



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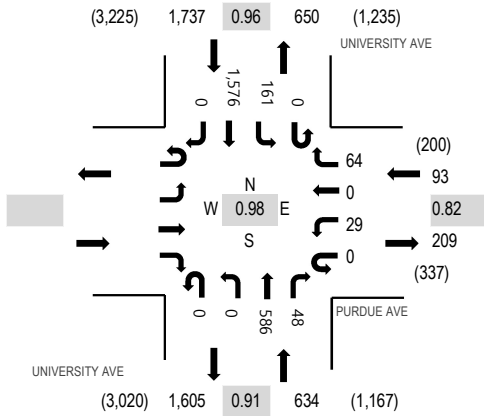
Location: 1 UNIVERSITY AVE & PURDUE AVE AM

Date: Tuesday, May 21, 2019

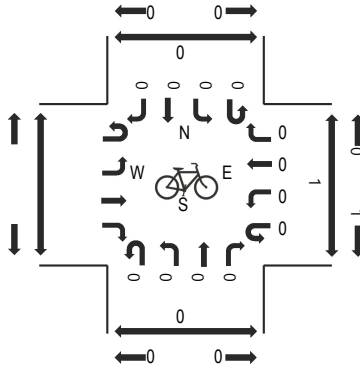
Peak Hour: 07:45 AM - 08:45 AM

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

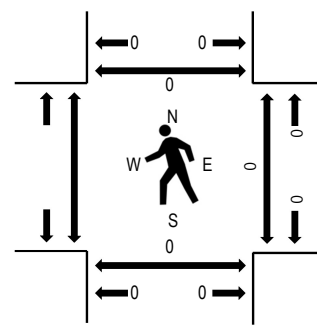
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PURDUE AVE				UNIVERSITY AVE				UNIVERSITY AVE				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Southbound				West	East	South	North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
7:00 AM					0	12	0	25	0	0	102	7	0	19	342	0	507	2,213	0	0	0
7:15 AM					0	12	0	23	0	0	112	3	0	25	326	0	501	2,333	1	1	0
7:30 AM					0	8	0	15	0	0	138	7	0	30	389	0	587	2,442	0	0	0
7:45 AM					0	10	0	17	0	0	134	4	0	22	431	0	618	2,464	0	0	0
8:00 AM					0	7	0	7	0	0	140	16	0	41	416	0	627	2,379	0	0	0
8:15 AM					0	5	0	24	0	0	145	13	0	46	377	0	610		0	0	0
8:30 AM					0	7	0	16	0	0	167	15	0	52	352	0	609		0	0	0
8:45 AM					0	1	0	11	0	0	159	5	0	32	325	0	533		1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	5	0	5
Bicycles on Road					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	29	0	63	0	0	568	46	0	160	1,526	0	2,392
Mediums					0	0	0	1	0	0	18	2	0	1	45	0	67
Total					0	29	0	64	0	0	586	48	0	161	1,576	0	2,464



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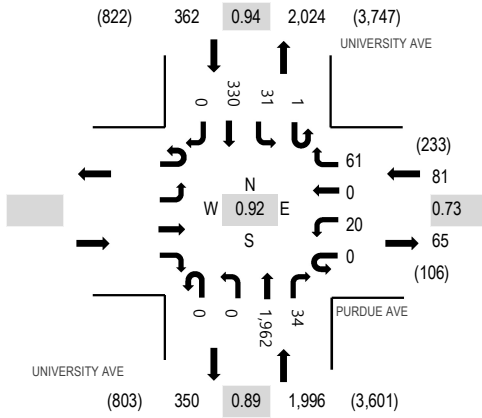
Location: 1 UNIVERSITY AVE & PURDUE AVE PM

Date: Tuesday, May 21, 2019

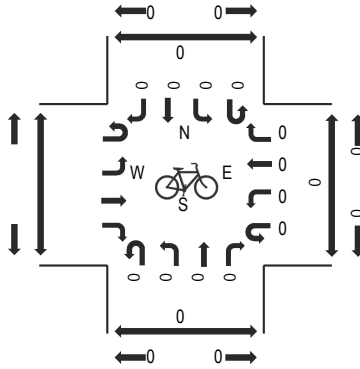
Peak Hour: 04:00 PM - 05:00 PM

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

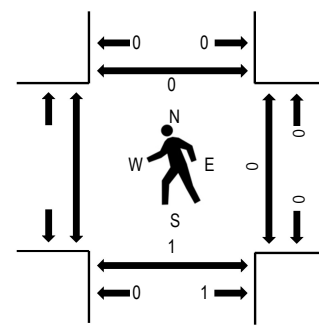
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PURDUE AVE				UNIVERSITY AVE				UNIVERSITY AVE				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Southbound				West	East	South	North
4:00 PM	0	4	0	10	0	0	486	13	0	7	86	0	606	2,439	0	0	0	
4:15 PM	0	7	0	10	0	0	551	9	1	6	78	0	662	2,343	0	0	0	
4:30 PM	0	6	0	16	0	0	484	10	0	8	65	0	589	2,276	0	0	0	
4:45 PM	0	3	0	25	0	0	441	2	0	10	101	0	582	2,233	0	1	0	
5:00 PM	0	3	0	21	0	0	374	3	0	8	101	0	510	2,217	0	0	0	
5:15 PM	0	14	0	38	0	0	432	2	0	6	103	0	595		0	0	0	
5:30 PM	0	6	0	34	0	0	383	1	0	11	111	0	546		0	0	0	
5:45 PM	0	2	0	34	0	0	407	3	0	7	113	0	566		0	1	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	20	0	59	0	0	1,920	33	1	31	316	0	0	0	14	0	2,380
Mediums	0	0	0	2	0	0	42	1	0	0	14	0	0	0	0	0	59
Total	0	20	0	61	0	0	1,962	34	1	31	330	0	0	0	0	0	2,439

File Name: G:\Data 2019\Menlo Park 3-19\39AM FINAL.ppd

Start Date: 4/23/2019

Start Time: 7:00:00 AM

Site Code: 00000039

Comment 1: 0

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	UNIVERSITY AVE Southbound				Westbound				UNIVERSITY AVE Northbound				OBRIEN DR Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
07:00 AM	19	305	0	0	0	0	0	0	0	92	13	0	5	0	5	2
07:15 AM	31	278	0	0	0	0	0	0	0	144	7	0	7	0	0	0
07:30 AM	52	303	0	0	0	0	0	0	0	154	18	0	4	0	3	0
07:45 AM	82	284	0	0	0	0	0	0	0	191	24	0	3	0	6	0
08:00 AM	60	324	0	0	0	0	0	0	0	158	23	0	8	0	2	3
08:15 AM	76	308	0	0	0	0	0	0	0	195	33	0	3	0	13	0
08:30 AM	57	268	0	0	0	0	0	0	0	189	30	0	6	0	11	2
08:45 AM	31	285	0	0	0	0	0	0	0	197	29	0	12	0	11	0
09:00 AM	26	245	0	0	0	0	0	0	0	244	37	0	10	0	5	0
09:15 AM	21	282	0	0	0	0	0	0	0	181	37	0	17	0	11	0
09:30 AM	13	284	0	0	0	0	0	0	0	167	26	0	16	0	12	1
09:45 AM	15	279	0	0	0	0	0	0	0	168	17	0	11	0	9	0

Start Time	UNIVERSITY AVE				UNIVERSITY AVE				UNIVERSITY AVE				OBRIEN DR				Vehicle Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
7:00-8:00	184	1170	0	0	0	0	0	0	0	581	62	0	19	0	14	2	2,030
7:15-8:15	225	1189	0	0	0	0	0	0	0	647	72	0	22	0	11	3	2,166
7:30-8:30	270	1219	0	0	0	0	0	0	0	698	98	0	18	0	24	3	2,327
7:45-8:45	275	1184	0	0	0	0	0	0	0	733	110	0	20	0	32	5	2,354
8:00-9:00	224	1185	0	0	0	0	0	0	0	739	115	0	29	0	37	5	2,329
8:00-9:00	190	1106	0	0	0	0	0	0	0	825	129	0	31	0	40	2	2,321
8:15-9:15	135	1080	0	0	0	0	0	0	0	811	133	0	45	0	38	2	2,242
8:30-9:30	91	1096	0	0	0	0	0	0	0	789	129	0	55	0	39	1	2,199
8:45-9:45	75	1090	0	0	0	0	0	0	0	760	117	0	54	0	37	1	2,133
9:00-10:00	49	845	0	0	0	0	0	0	0	516	80	0	44	0	32	1	1,566

File Name: G:\Data 2019\Menlo Park 3-19\39PM FINAL.ppd

Start Date: 4/23/2019

Start Time: 4:00:00 PM

Site Code: 00000039

Comment 1: 0

Comment 2: 0

Comment 3: 0

Comment 4: 0

Start Time	UNIVERSITY AVE Southbound				Westbound				UNIVERSITY AVE Northbound				OBRIEN DR Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
04:00 PM	0	73	0	0	0	0	0	0	0	442	2	0	41	0	38	0
04:15 PM	3	85	0	0	0	0	0	0	0	431	4	0	25	0	51	1
04:30 PM	2	81	1	0	0	0	0	0	0	414	2	0	26	0	46	0
04:45 PM	1	117	0	0	0	0	0	0	0	359	4	0	26	0	40	0
05:00 PM	2	104	0	0	0	0	0	0	0	397	3	0	36	0	49	1
05:15 PM	2	120	0	0	0	0	0	0	0	360	0	0	36	0	44	2
05:30 PM	3	111	1	0	0	0	0	0	0	375	2	0	37	0	44	0
05:45 PM	2	129	0	0	0	0	0	0	0	390	1	0	32	0	48	0
06:00 PM	0	86	0	0	0	0	0	0	0	430	1	0	28	0	33	2
06:15 PM	4	119	0	0	0	0	0	0	0	364	5	0	22	0	24	2
06:30 PM	3	104	0	0	0	0	0	0	0	259	0	0	17	0	17	2
06:45 PM	2	111	0	0	0	0	0	0	0	386	2	0	11	0	17	1

Start Time	UNIVERSITY AVE				UNIVERSITY AVE				UNIVERSITY AVE				OBRIEN DR				Vehicle Total
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	
4:00-5:00	6	356	1	0	0	0	0	0	0	1646	12	0	118	0	175	1	2,314
4:15-5:15	8	387	1	0	0	0	0	0	0	1601	13	0	113	0	186	2	2,309
4:30-5:30	7	422	1	0	0	0	0	0	0	1530	9	0	124	0	179	3	2,272
4:45-5:45	8	452	1	0	0	0	0	0	0	1491	9	0	135	0	177	3	2,273
5:00-6:00	9	464	1	0	0	0	0	0	0	1522	6	0	141	0	185	3	2,328
5:00-6:00	7	446	1	0	0	0	0	0	0	1555	4	0	133	0	169	4	2,315
5:15-6:15	9	445	1	0	0	0	0	0	0	1559	9	0	119	0	149	4	2,291
5:30-6:30	9	438	0	0	0	0	0	0	0	1443	7	0	99	0	122	6	2,118
5:45-6:45	9	420	0	0	0	0	0	0	0	1439	8	0	78	0	91	7	2,045
6:00-7:00	9	334	0	0	0	0	0	0	0	1009	7	0	50	0	58	5	1,467



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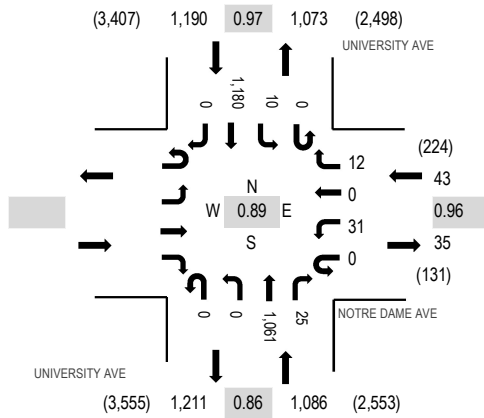
Location: 1 UNIVERSITY AVE & NOTRE DAME AVE AM

Date: Wednesday, March 4, 2020

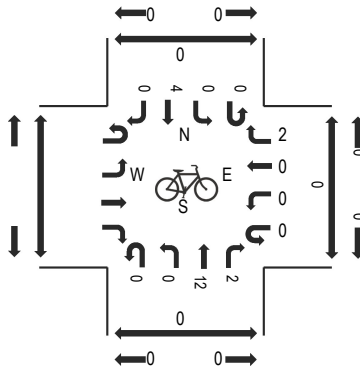
Peak Hour: 08:45 AM - 09:45 AM

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

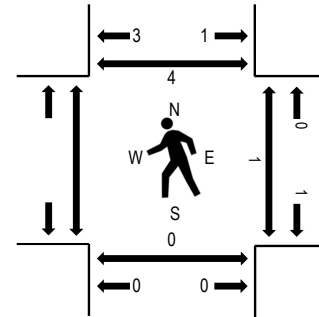
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NOTRE DAME AVE				UNIVERSITY AVE				UNIVERSITY AVE				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Eastbound		Southbound				West	East	South	North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
7:00 AM					0	19	0	2	0	0	120	8	0	0	270	0	419	1,776	1	0	1
7:15 AM					0	18	0	7	0	0	131	11	0	1	285	0	453	1,824	0	0	1
7:30 AM					0	22	0	5	0	0	144	8	0	1	259	0	439	1,913	0	0	0
7:45 AM					0	18	0	5	0	0	161	11	0	2	268	0	465	2,010	0	0	1
8:00 AM					0	22	0	5	0	0	183	14	0	2	241	0	467	2,094	0	0	1
8:15 AM					0	19	0	8	0	0	202	15	0	1	297	0	542	2,281	0	0	0
8:30 AM					0	13	0	5	0	0	245	9	0	4	260	0	536	2,307	0	0	1
8:45 AM					0	12	0	5	0	0	276	8	0	1	247	0	549	2,319	1	0	1
9:00 AM					0	7	0	2	0	0	316	6	0	1	322	0	654	2,314	0	0	0
9:15 AM					0	5	0	4	0	0	246	5	0	4	304	0	568		0	0	2
9:30 AM					0	7	0	1	0	0	223	6	0	4	307	0	548		0	0	1
9:45 AM					0	9	0	4	0	0	198	7	0	2	324	0	544		0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	2	0	0	0	5	0	7
Lights					0	31	0	12	0	0	1,011	25	0	7	1,104	0	2,190
Mediums					0	0	0	0	0	0	48	0	0	3	71	0	122
Total					0	31	0	12	0	0	1,061	25	0	10	1,180	0	2,319



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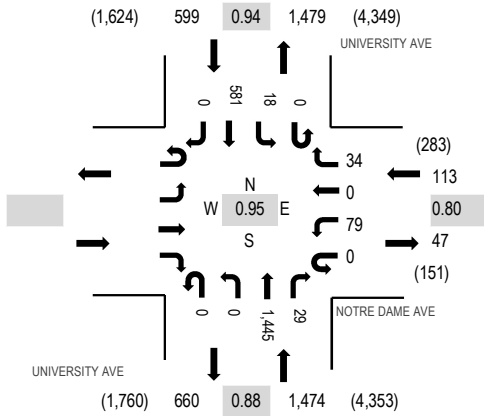
Location: 1 UNIVERSITY AVE & NOTRE DAME AVE PM

Date: Wednesday, March 4, 2020

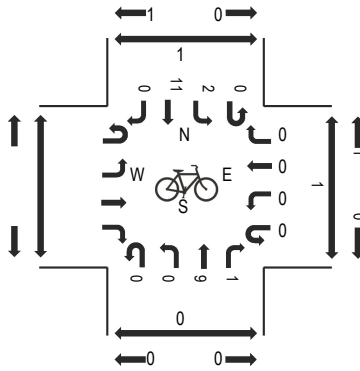
Peak Hour: 05:30 PM - 06:30 PM

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

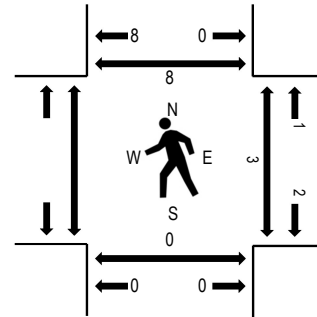
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NOTRE DAME AVE				UNIVERSITY AVE				UNIVERSITY AVE				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Southbound		West	East			South	North					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
4:00 PM					0	8	0	6	0	0	420	11	0	7	94	0	546	2,098	0	0	2
4:15 PM					0	14	0	5	0	0	370	5	0	7	117	0	518	2,058	1	0	0
4:30 PM					0	14	0	7	0	0	360	10	0	6	129	0	526	2,054	1	0	1
4:45 PM					0	17	0	10	0	0	342	4	0	3	132	0	508	2,081	2	0	1
5:00 PM					0	14	0	5	0	0	351	1	0	5	130	0	506	2,151	2	0	0
5:15 PM					0	18	0	10	0	0	328	3	0	6	149	0	514	2,163	4	0	0
5:30 PM					0	17	0	6	0	0	358	11	0	3	158	0	553	2,186	0	0	0
5:45 PM					0	29	0	8	0	0	368	10	0	5	158	0	578	2,155	3	0	0
6:00 PM					0	16	0	14	0	0	356	6	0	4	122	0	518	2,011	0	0	5
6:15 PM					0	17	0	6	0	0	363	2	0	6	143	0	537		0	0	3
6:30 PM					0	19	0	5	0	0	355	17	0	6	120	0	522		0	0	0
6:45 PM					0	13	0	5	0	0	291	11	0	2	112	0	434		0	0	0

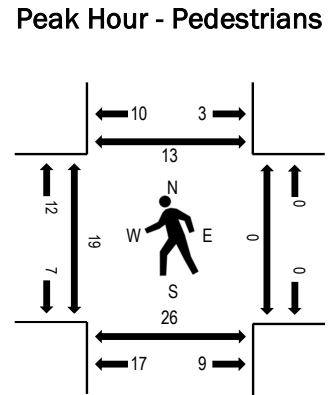
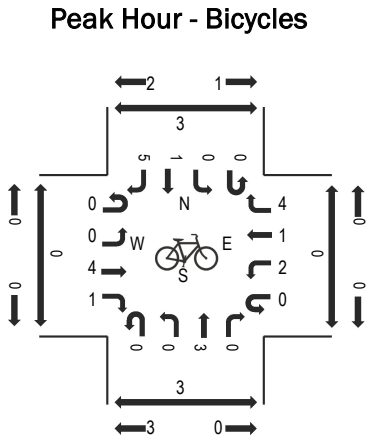
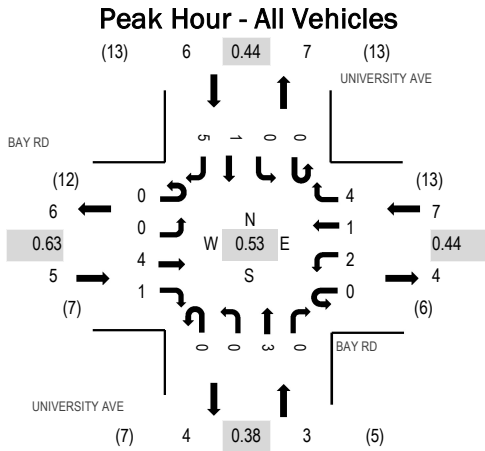
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	1	0	0	0	1	0	2
Lights					0	79	0	33	0	0	1,413	29	0	18	573	0	2,145
Mediums					0	0	0	1	0	0	31	0	0	0	7	0	39
Total					0	79	0	34	0	0	1,445	29	0	18	581	0	2,186



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



Note: Total study counts contained in parentheses.

Traffic Counts

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

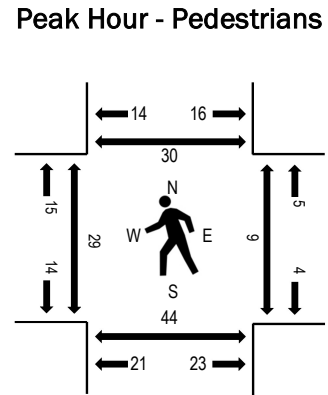
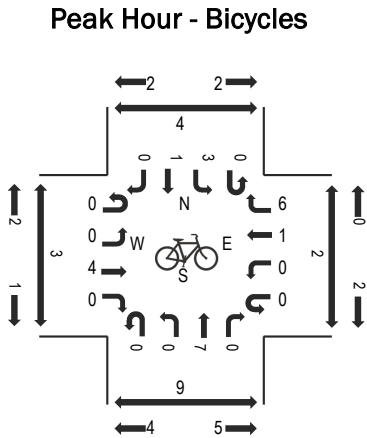
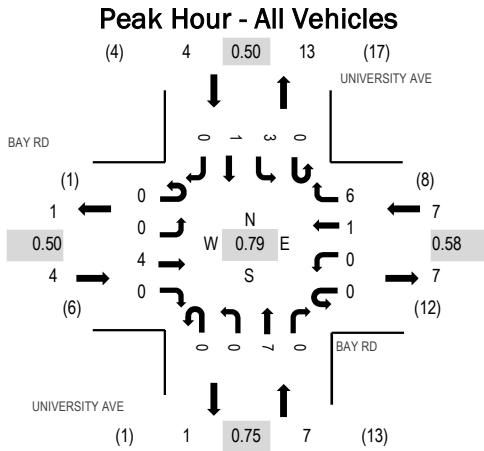
Peak Rolling Hour Flow Rates

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



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



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



Location: 1 UNIVERSITY AVE & RUNNYMEDE ST AM

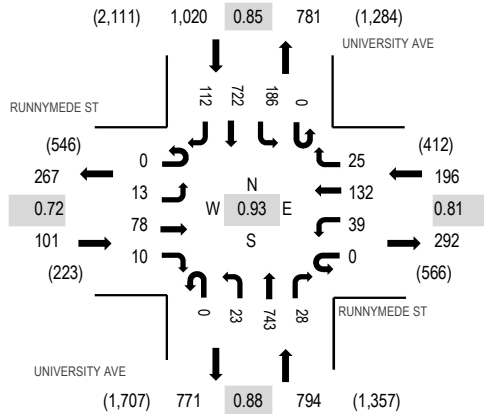
Date: Wednesday, January 15, 2020

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

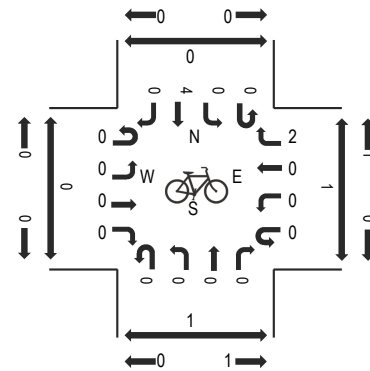
Peak 15-Minutes: 08:30 AM - 08:45 AM

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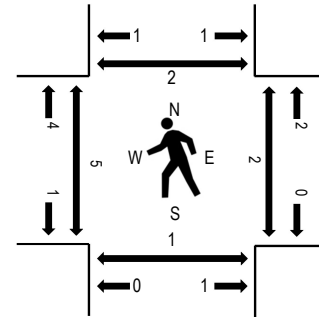
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RUNNYMEDE ST Eastbound				RUNNYMEDE ST Westbound				UNIVERSITY AVE Northbound				UNIVERSITY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	7	1	0	9	21	4	0	4	103	8	0	20	284	18	481	1,992	0	0	0	0
7:15 AM	0	1	24	1	0	12	30	6	0	5	105	10	0	30	258	24	506	1,996	1	0	2	2
7:30 AM	0	3	29	2	0	6	45	4	0	4	139	18	0	22	194	18	484	1,996	2	0	2	2
7:45 AM	0	2	49	1	0	6	69	4	2	11	129	25	1	32	160	30	521	2,082	2	0	0	1
8:00 AM	0	3	19	1	0	7	62	4	0	7	156	11	0	36	143	36	485	2,111	0	2	1	0
8:15 AM	0	3	34	3	0	7	36	2	0	7	166	5	0	62	139	42	506		0	0	0	1
8:30 AM	0	3	16	4	0	14	26	9	0	4	204	8	0	51	209	22	570		4	0	0	0
8:45 AM	0	4	9	2	0	11	8	10	0	5	217	4	0	37	231	12	550		1	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8
Lights	0	12	78	10	0	39	130	25	0	23	720	28	0	182	675	105	2,027
Mediums	0	1	0	0	0	0	2	0	0	0	19	0	0	4	43	7	76
Total	0	13	78	10	0	39	132	25	0	23	743	28	0	186	722	112	2,111



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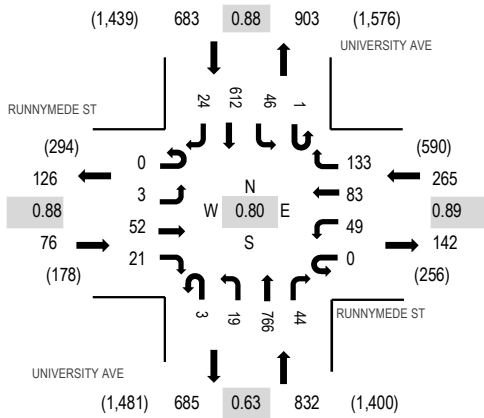
Location: 1 UNIVERSITY AVE & RUNNYMEDE ST PM

Date: Wednesday, January 15, 2020

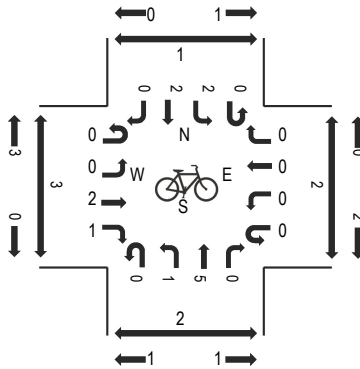
Peak Hour: 04:00 PM - 05:00 PM

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

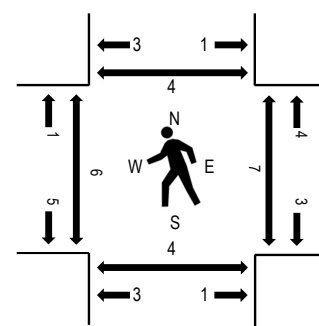
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RUNNYMEDE ST Eastbound				RUNNYMEDE ST Westbound				UNIVERSITY AVE Northbound				UNIVERSITY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	12	4	0	9	18	37	1	9	296	22	1	9	156	7	581	1,856	2	5	1	0
4:15 PM	0	0	9	10	0	17	22	40	0	2	191	9	0	13	150	6	469	1,685	1	1	0	1
4:30 PM	0	2	16	4	0	11	21	38	2	5	153	11	0	15	173	7	458	1,620	1	0	0	1
4:45 PM	0	1	15	3	0	12	22	18	0	3	126	2	0	9	133	4	348	1,630	2	1	3	2
5:00 PM	0	3	18	5	0	17	27	25	0	5	117	7	0	8	172	6	410	1,751	4	3	0	0
5:15 PM	0	1	15	3	0	15	39	37	1	6	101	2	1	10	172	1	404		3	1	3	1
5:30 PM	0	6	18	5	0	18	32	37	1	5	127	3	0	7	203	6	468		3	4	3	3
5:45 PM	0	5	16	7	0	19	30	29	1	5	184	3	0	7	157	6	469		2	2	0	0

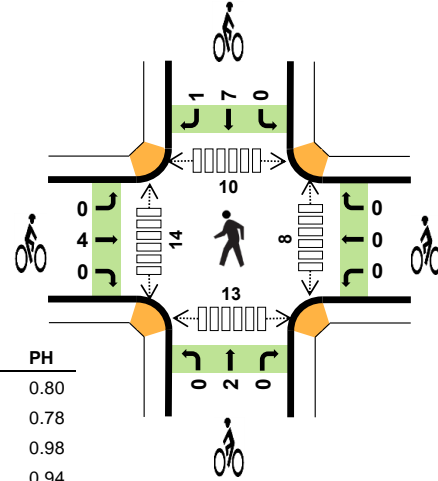
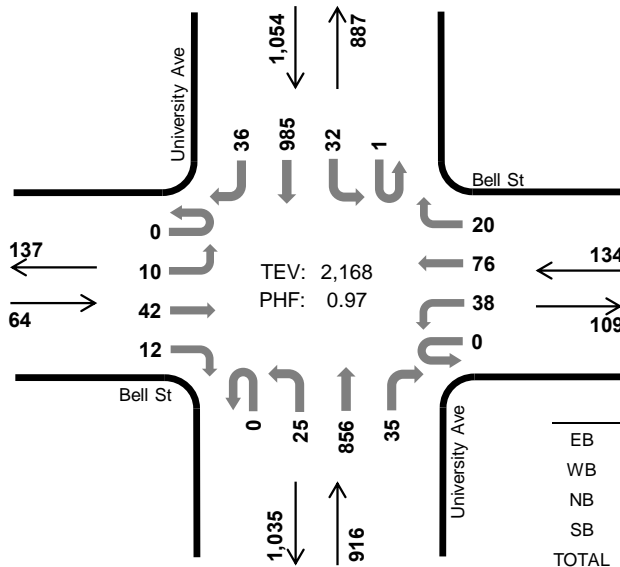
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	5
Lights	0	3	52	21	0	47	82	132	3	19	752	43	1	45	590	22	1,812
Mediums	0	0	0	0	0	2	1	1	0	0	13	1	0	0	19	2	39
Total	0	3	52	21	0	49	83	133	3	19	766	44	1	46	612	24	1,856

University Ave Bell St



Date 04 25 2019
 Count Period 7 00 AM to 10 00 AM
 Peak Hour 9 00 AM to 10 00 AM



	H	PH
EB	0.0%	0.80
WB	3.7%	0.78
NB	4.1%	0.98
SB	6.9%	0.94
TOTAL	5.4%	0.97

Three Hour Count Summaries

Interval Start	Bell St				Bell St				University Ave				University Ave				15 min Total	Rollin One Hour	
	Eastbound		Westbound		Westbound		Northbound		Southbound		Southbound		Northbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
9 00 AM	0	0	14	6	0	11	30	2	0	9	214	9	0	8	232	4	539	0	
9 15 AM	0	2	5	4	0	5	20	5	0	6	216	8	0	7	234	12	524	0	
9 30 AM	0	3	11	1	0	6	11	4	0	4	224	5	1	9	261	9	549	0	
9 45 AM	0	5	12	1	0	16	15	9	0	6	202	13	0	8	258	11	556	2,168	
Peak Hour	All	0	10	42	12	0	38	76	20	0	25	856	35	1	32	985	36	2,168	0
	H	0	0	0	0	0	0	2	3	0	0	36	2	0	0	71	2	116	0
	H	0	0	0	0	0	3	15	0	0	4	6	0	0	7	6	5	0	

Note: Total left-turn count is zero, therefore not shown.

Interval Start	Heavy Vehicle Totals					Cycles					Pedestrians (Crossing Lane)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
9 00 AM	0	1	9	13	23	1	0	2	2	5	1	1	3	6	11
9 15 AM	0	2	9	30	41	1	0	0	1	2	1	1	1	1	4
9 30 AM	0	2	13	19	34	1	0	0	3	4	0	7	2	3	12
9 45 AM	0	0	7	11	18	1	0	0	2	3	6	5	4	3	18
Peak Hour	0	5	38	73	116	4	0	2	8	14	8	14	10	13	45

Tree Hour Count Summaries																			
Interval Start	ell St				ell St				University Ave				University Ave				15 min Total	Rollin One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	7	28	0	0	18	27	2	0	7	130	6	0	6	263	12	506	0	
7:15 AM	0	2	23	11	0	21	28	4	1	6	157	9	0	10	239	15	526	0	
7:30 AM	0	5	22	10	0	30	28	0	0	12	164	7	0	9	206	8	501	0	
7:45 AM	0	3	27	22	0	18	35	1	0	12	187	13	0	6	207	9	540	2,073	
8:00 AM	0	2	19	19	0	30	34	1	0	10	165	4	0	4	199	4	491	2,058	
8:15 AM	0	3	20	30	0	20	29	0	0	10	194	5	0	3	197	3	514	2,046	
8:30 AM	0	2	36	17	0	33	21	3	0	8	208	9	0	2	198	2	539	2,084	
8:45 AM	0	1	13	8	0	25	36	3	1	9	209	3	0	2	222	1	533	2,077	
9 00 AM	0	0	14	6	0	11	30	2	0	9	214	9	0	8	232	4	539	2,125	
9 15 AM	0	2	5	4	0	5	20	5	0	6	216	8	0	7	234	12	524	2,135	
9 30 AM	0	3	11	1	0	6	11	4	0	4	224	5	1	9	261	9	549	2,145	
9 45 AM	0	5	12	1	0	16	15	9	0	6	202	13	0	8	258	11	556	2,168	
Count Total	0	35	230	129	0	233	314	34	2	99	2,270	91	1	74	2,716	90	6,318	0	
Peak Hour	All	0	10	42	12	0	38	76	20	0	25	856	35	1	32	985	36	2,168	0
	H	0	0	0	0	0	0	2	3	0	0	36	2	0	0	71	2	116	0
	H	0	0	0	0	0	3	15	0	4	6	0	0	0	7	6	5	0	0
Note: Tree-hour count includes vehicle counts.																			
Interval Start	Heavy Vehicle Totals					icycles					Pedestrians (Crossin Le)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
7:00 AM	0	3	4	9	16	0	1	0	1	2	2	1	5	2	10				
7:15 AM	0	2	3	8	13	1	0	1	2	4	2	4	1	2	9				
7:30 AM	0	0	7	8	15	1	2	0	3	6	4	6	2	5	17				
7:45 AM	0	1	7	10	18	2	0	1	0	3	2	2	2	5	11				
8:00 AM	1	2	1	5	9	1	0	1	1	3	4	5	4	8	21				
8:15 AM	2	1	9	3	15	3	3	1	1	8	5	0	5	9	19				
8:30 AM	0	1	5	13	19	0	0	0	1	1	0	2	1	3	6				
8:45 AM	1	1	0	7	9	0	0	3	3	6	0	4	4	6	14				
9 00 AM	0	1	9	13	23	1	0	2	2	5	1	1	3	6	11				
9 15 AM	0	2	9	30	41	1	0	0	1	2	1	1	1	1	4				
9 30 AM	0	2	13	19	34	1	0	0	3	4	0	7	2	3	12				
9 45 AM	0	0	7	11	18	1	0	0	2	3	6	5	4	3	18				
Count Total	4	16	74	136	230	12	6	9	20	47	27	38	34	53	152				
Peak Hour	0	5	38	73	116	4	0	2	8	14	8	14	10	13	45				

Three Hour Count Summaries Heavy Vehicles																		
Interval Start	ell St				ell St				University Ave				University Ave				15 min Total	Rollin One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	2	1	0	0	4	0	0	0	9	0	16	0
7:15 AM	0	0	0	0	0	1	1	0	0	0	2	1	0	0	8	0	13	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	1	15	0
7:45 AM	0	0	0	0	0	1	0	0	0	1	6	0	0	0	10	0	18	62
8:00 AM	0	0	1	0	0	0	1	1	0	0	1	0	0	0	4	1	9	55
8:15 AM	0	1	1	0	0	0	1	0	0	0	9	0	0	0	3	0	15	57
8:30 AM	0	0	0	0	0	1	0	0	0	0	4	1	0	0	13	0	19	61
8:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	7	0	9	52
9 00 AM	0	0	0	0	0	0	1	0	0	0	8	1	0	0	13	0	23	66
9 15 AM	0	0	0	0	0	0	1	1	0	0	9	0	0	0	28	2	41	92
9 30 AM	0	0	0	0	0	0	0	2	0	0	12	1	0	0	19	0	34	107
9 45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	11	0	18	116
Count Total	0	1	3	0	0	3	7	6	0	1	69	4	0	0	132	4	230	0
Peak Hour	0	0	0	0	0	0	2	3	0	0	36	2	0	0	71	2	116	0

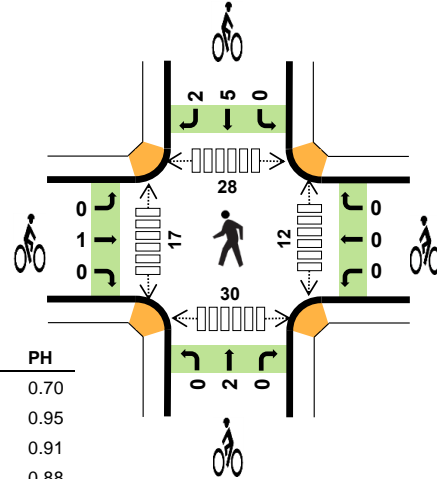
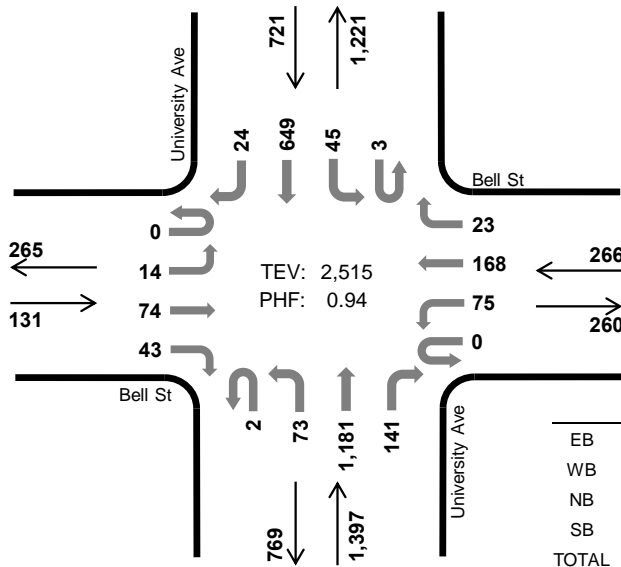
Three Hour Count Summaries Bikes																	
Interval Start	ell St			ell St			University Ave			University Ave			15 min Total	Rollin One Hour			
	Eastbound			Westbound			Northbound			Southbound							
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT					
7:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	0			
7:15 AM	0	1	0	0	0	0	0	1	0	0	2	0	4	0			
7:30 AM	0	1	0	0	2	0	0	0	0	0	3	0	6	0			
7:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	3	15			
8:00 AM	0	1	0	0	0	0	0	1	0	0	1	0	3	16			
8:15 AM	0	3	0	0	3	0	0	1	0	0	1	0	8	20			
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	15			
8:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	6	18			
9 00 AM	0	1	0	0	0	0	0	2	0	0	2	0	5	20			
9 15 AM	0	1	0	0	0	0	0	0	0	0	1	0	2	14			
9 30 AM	0	1	0	0	0	0	0	0	0	0	2	1	4	17			
9 45 AM	0	1	0	0	0	0	0	0	0	0	2	0	3	14			
Count Total	0	12	0	0	6	0	0	9	0	0	19	1	47	0			
Peak Hour	0	4	0	0	0	0	0	2	0	0	7	1	14	0			

Note -Tun ou e o i e e included in et-Tun,i n

University Ave Bell St



Date 04 25 2019
 Count Period 4 00 PM to 7 00 PM
 Peak Hour 4 00 PM to 5 00 PM



	H	PH
EB	3.1%	0.70
WB	1.5%	0.95
NB	2.2%	0.91
SB	1.8%	0.88
TOTAL	2.1%	0.94

Three Hour Count Summaries

Interval Start	Bell St				Bell St				University Ave				University Ave				15 min Total	Rollin One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4 00 PM	0	3	18	11	0	15	42	8	1	13	302	28	2	18	185	1	647	0	
4 15 PM	0	3	12	6	0	27	39	4	1	16	280	34	0	9	158	8	597	0	
4 30 PM	0	6	22	19	0	16	44	7	0	23	324	35	1	8	159	8	672	0	
4 45 PM	0	2	22	7	0	17	43	4	0	21	275	44	0	10	147	7	599	2,515	
Peak Hour	All	0	14	74	43	0	75	168	23	2	73	1,181	141	3	45	649	24	2,515	0
	H	0	0	1	3	0	1	3	0	0	0	31	0	0	0	13	0	52	0
	H	0	0	1	7	1	2	0	0	0	3	0	0	0	2	0	0	2	0

Note: 0 = 0, 1 = 1, 2 = 2, 3 = 3, 4 = 4, 5 = 5, 6 = 6, 7 = 7, 8 = 8, 9 = 9, 10 = 10, 11 = 11, 12 = 12, 13 = 13, 14 = 14, 15 = 15, 16 = 16, 17 = 17, 18 = 18, 19 = 19, 20 = 20, 21 = 21, 22 = 22, 23 = 23, 24 = 24, 25 = 25, 26 = 26, 27 = 27, 28 = 28, 29 = 29, 30 = 30, 31 = 31, 32 = 32, 33 = 33, 34 = 34, 35 = 35, 36 = 36, 37 = 37, 38 = 38, 39 = 39, 40 = 40, 41 = 41, 42 = 42, 43 = 43, 44 = 44, 45 = 45, 46 = 46, 47 = 47, 48 = 48, 49 = 49, 50 = 50, 51 = 51, 52 = 52, 53 = 53, 54 = 54, 55 = 55, 56 = 56, 57 = 57, 58 = 58, 59 = 59, 60 = 60, 61 = 61, 62 = 62, 63 = 63, 64 = 64, 65 = 65, 66 = 66, 67 = 67, 68 = 68, 69 = 69, 70 = 70, 71 = 71, 72 = 72, 73 = 73, 74 = 74, 75 = 75, 76 = 76, 77 = 77, 78 = 78, 79 = 79, 80 = 80, 81 = 81, 82 = 82, 83 = 83, 84 = 84, 85 = 85, 86 = 86, 87 = 87, 88 = 88, 89 = 89, 90 = 90, 91 = 91, 92 = 92, 93 = 93, 94 = 94, 95 = 95, 96 = 96, 97 = 97, 98 = 98, 99 = 99, 100 = 100

Interval Start	Heavy e icle Totals					icycles					Pedestrians (Crossin Le)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4 00 PM	3	1	8	3	15	1	0	0	2	3	3	6	9	7	25
4 15 PM	1	0	10	1	12	0	0	2	3	5	1	3	7	12	23
4 30 PM	0	1	5	7	13	0	0	0	1	1	5	6	8	5	24
4 45 PM	0	2	8	2	12	0	0	0	1	1	3	2	4	6	15
Peak Hour	4	4	31	13	52	1	0	2	7	10	12	17	28	30	87

Tree Hour Count Summaries																			
Interval Start	ell St				ell St				University Ave				University Ave				15 min Total	Rollin One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	3	18	11	0	15	42	8	1	13	302	28	2	18	185	1	647	0	
4:15 PM	0	3	12	6	0	27	39	4	1	16	280	34	0	9	158	8	597	0	
4:30 PM	0	6	22	19	0	16	44	7	0	23	324	35	1	8	159	8	672	0	
4:45 PM	0	2	22	7	0	17	43	4	0	21	275	44	0	10	147	7	599	2,515	
5:00 PM	0	0	15	5	0	14	30	8	0	34	245	35	1	8	181	7	583	2,451	
5:15 PM	0	4	14	5	0	14	43	7	0	25	177	39	0	7	162	5	502	2,356	
5:30 PM	0	1	26	6	0	18	34	7	0	27	135	22	0	11	189	6	482	2,166	
5:45 PM	0	1	27	9	0	29	33	4	1	30	200	39	1	8	186	8	576	2,143	
6:00 PM	0	4	20	4	0	24	36	5	0	14	211	33	0	14	175	10	550	2,110	
6:15 PM	0	2	15	6	0	23	34	6	0	17	240	24	0	10	155	4	536	2,144	
6:30 PM	0	5	11	7	0	16	19	4	0	23	242	18	0	14	162	7	528	2,190	
6:45 PM	0	3	14	3	0	19	25	10	1	18	212	25	2	2	162	2	498	2,112	
Count Total	0	34	216	88	0	232	422	74	4	261	2,843	376	7	119	2,021	73	6,770	0	
Peak Hour	All	0	14	74	43	0	75	168	23	2	73	1,181	141	3	45	649	24	2,515	0
	H	0	0	1	3	0	1	3	0	0	0	31	0	0	0	13	0	52	0
	H	0	0	1	7	1	2	0	0	0	0	3	0	0	0	2	0	2	0
Note: Tree-hour count includes bicycle counts																			
Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Level)								
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total				
4:00 PM	3	1	8	3	15	1	0	0	2	3	3	6	9	7	25				
4:15 PM	1	0	10	1	12	0	0	2	3	5	1	3	7	12	23				
4:30 PM	0	1	5	7	13	0	0	0	1	1	5	6	8	5	24				
4:45 PM	0	2	8	2	12	0	0	0	1	1	3	2	4	6	15				
5:00 PM	1	0	11	3	15	0	0	0	0	0	0	4	6	3	13				
5:15 PM	0	0	4	3	7	0	0	2	2	4	2	1	3	2	8				
5:30 PM	0	2	2	5	9	0	0	2	1	3	0	5	10	2	17				
5:45 PM	0	1	7	2	10	1	0	5	0	6	3	5	4	11	23				
6:00 PM	0	2	8	3	13	0	1	3	3	7	1	5	5	6	17				
6:15 PM	0	2	3	4	9	2	0	0	0	2	0	4	2	5	11				
6:30 PM	0	0	7	2	9	1	1	1	2	5	0	5	3	9	17				
6:45 PM	0	1	5	2	8	2	0	1	0	3	10	9	6	1	26				
Count Total	5	12	78	37	132	7	2	16	15	40	28	55	67	69	219				
Peak Hour	4	4	31	13	52	1	0	2	7	10	12	17	28	30	87				

Three Hour Count Summaries Heavy Vehicles																		
Interval Start	ell St				ell St				University Ave				University Ave				15 min Total	Rollin One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	2	0	0	1	0	0	0	8	0	0	0	3	0	15	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	10	0	0	0	1	0	12	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	5	0	0	0	7	0	13	0
4:45 PM	0	0	0	0	0	1	1	0	0	0	8	0	0	0	2	0	12	52
5:00 PM	0	0	1	0	0	0	0	0	0	1	9	1	0	0	3	0	15	52
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	1	0	0	3	0	7	47
5:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	5	0	9	43
5:45 PM	0	0	0	0	0	1	0	0	0	0	5	2	0	0	2	0	10	41
6:00 PM	0	0	0	0	0	0	2	0	0	1	7	0	0	0	3	0	13	39
6:15 PM	0	0	0	0	0	1	1	0	0	0	3	0	0	0	4	0	9	41
6:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	9	41
6:45 PM	0	0	0	0	0	0	0	1	0	0	5	0	0	0	2	0	8	39
Count Total	0	0	2	3	0	4	6	2	0	2	71	5	0	0	37	0	132	0
Peak Hour	0	0	1	3	0	1	3	0	0	0	31	0	0	0	13	0	52	0

Three Hour Count Summaries Bikes																
Interval Start	ell St			ell St			University Ave			University Ave			15 min Total	Rollin One Hour		
	Eastbound			Westbound			Northbound			Southbound						
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT				
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	2	3	0		
4:15 PM	0	0	0	0	0	0	0	0	2	0	0	3	5	0		
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0		
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	10		
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	7		
5:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	4	6		
5:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	3	8		
5:45 PM	0	1	0	0	0	0	0	0	5	0	0	0	6	13		
6:00 PM	0	0	0	0	0	1	0	0	3	0	0	1	7	20		
6:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	2	18		
6:30 PM	0	0	1	0	0	1	0	0	1	0	0	2	5	20		
6:45 PM	0	2	0	0	0	0	0	0	1	0	0	0	3	17		
Count Total	0	6	1	0	0	2	0	0	16	0	0	10	40	0		
Peak Hour	0	1	0	0	0	0	0	0	2	0	0	5	10	0		

Note: -Tun ou e o i e e included in et-Tun,i n



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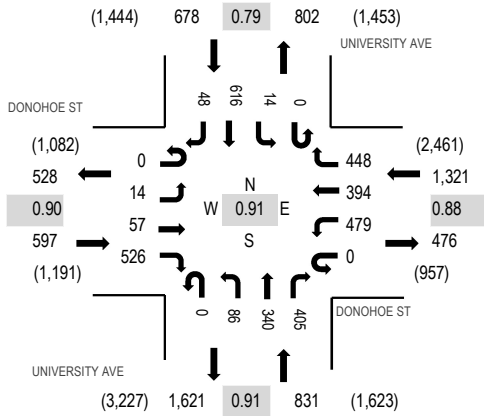
Location: 2 UNIVERSITY AVE & DONOHOE ST AM

Date: Wednesday, April 17, 2019

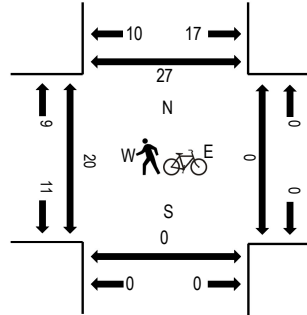
Peak Hour: 08:00 AM - 09:00 AM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DONOHOE ST Eastbound				DONOHOE ST Westbound				UNIVERSITY AVE Northbound				UNIVERSITY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	25	96	0	91	105	89	0	12	57	87	0	10	223	10	806	3,292	4	0	0	3
7:15 AM	0	1	20	142	0	93	117	81	0	16	64	104	0	3	199	19	859	3,226	7	0	0	2
7:30 AM	0	4	10	149	0	95	105	66	0	13	92	98	0	1	170	8	811	3,205	1	0	0	5
7:45 AM	0	2	10	134	0	105	107	86	0	30	108	111	0	2	109	12	816	3,301	7	0	0	4
8:00 AM	0	1	10	103	0	119	82	99	0	22	92	118	0	0	82	12	740	3,427	4	0	0	8
8:15 AM	0	8	19	133	0	88	95	97	0	32	92	98	0	3	160	13	838		0	0	0	1
8:30 AM	0	3	9	146	0	135	118	111	0	18	64	101	0	6	184	12	907		0	0	0	5
8:45 AM	0	2	19	144	0	137	99	141	0	14	92	88	0	5	190	11	942		2	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	1	2	0	0	1	1	0	0	4	0	11
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	14	57	517	0	471	385	435	0	82	331	394	0	14	591	48	3,339
Mediums	0	0	0	9	0	6	8	11	0	4	8	10	0	0	21	0	77
Total	0	14	57	526	0	479	394	448	0	86	340	405	0	14	616	48	3,427



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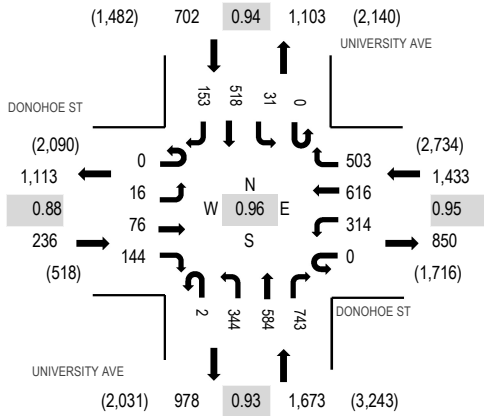
Location: 2 UNIVERSITY AVE & DONOHOE ST PM

Date: Tuesday, April 16, 2019

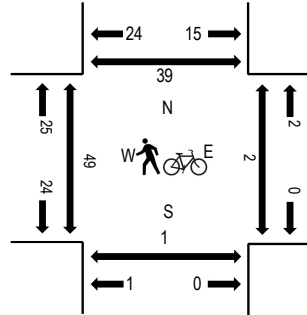
Peak Hour: 04:00 PM - 05:00 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DONOHOE ST Eastbound				DONOHOE ST Westbound				UNIVERSITY AVE Northbound				UNIVERSITY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	10	16	41	0	73	145	131	0	93	151	187	0	9	109	39	1,004	4,044	9	0	0	4
4:15 PM	0	1	20	40	0	94	160	122	1	82	124	188	0	6	140	36	1,014	3,998	4	0	0	5
4:30 PM	0	1	20	35	0	78	160	132	1	90	151	207	0	11	123	42	1,051	4,015	8	0	1	5
4:45 PM	0	4	20	28	0	69	151	118	0	79	158	161	0	5	146	36	975	3,951	3	0	0	6
5:00 PM	0	4	30	38	0	65	131	113	0	77	136	174	0	17	139	34	958	3,933	5	0	0	4
5:15 PM	0	3	27	50	0	78	162	116	0	60	148	180	0	10	168	29	1,031		9	0	0	8
5:30 PM	0	3	18	46	0	75	142	122	0	78	146	169	0	17	140	31	987		9	1	0	13
5:45 PM	0	1	20	42	0	56	122	119	0	80	126	196	0	8	156	31	957		8	0	0	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	3	1	0	0	1	0	7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	16	76	143	0	311	604	488	2	334	572	730	0	30	504	150	3,960
Mediums	0	0	0	1	0	3	11	14	0	10	9	12	0	1	13	3	77
Total	0	16	76	144	0	314	616	503	2	344	584	743	0	31	518	153	4,044



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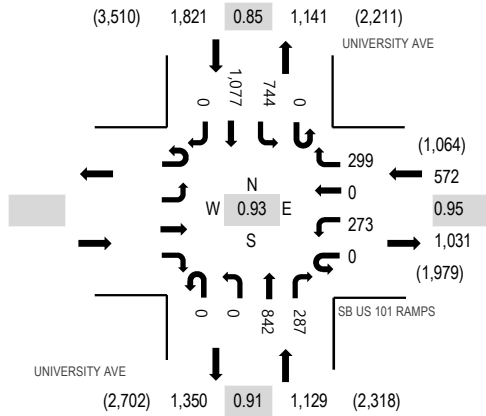
Location: 8 UNIVERSITY AVE & SB US 101 RAMPS AM

Date: Tuesday, May 21, 2019

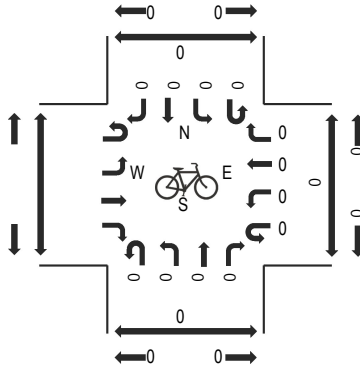
Peak Hour: 07:00 AM - 08:00 AM

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

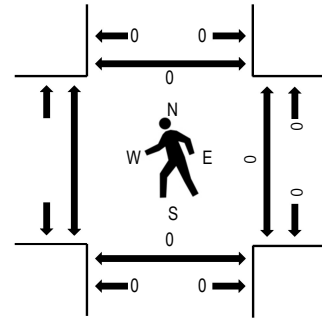
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Eastbound				SB US 101 RAMPS Westbound				UNIVERSITY AVE Northbound				UNIVERSITY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	64	0	73	0	0	169	58	0	187	259	0	810	3,522	0	0	0	
7:15 AM					0	70	0	80	0	0	204	56	0	221	316	0	947	3,481	0	0	0	
7:30 AM					0	66	0	76	0	0	199	86	0	201	281	0	909	3,463	0	0	0	
7:45 AM					0	73	0	70	0	0	270	87	0	135	221	0	856	3,418	0	0	0	
8:00 AM					0	61	0	66	0	0	213	97	0	104	228	0	769	3,370	0	0	0	
8:15 AM					0	54	0	64	0	0	230	112	0	152	317	0	929		0	0	0	
8:30 AM					0	48	0	83	0	0	177	98	0	161	297	0	864		0	0	0	
8:45 AM					0	59	0	57	0	0	180	82	0	142	288	0	808		0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	1	0	0	3	0	0	4
Bicycles on Road					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	263	0	292	0	0	824	283	0	723	1,040	0	3,425
Mediums					0	10	0	7	0	0	17	4	0	18	37	0	93
Total					0	273	0	299	0	0	842	287	0	744	1,077	0	3,522



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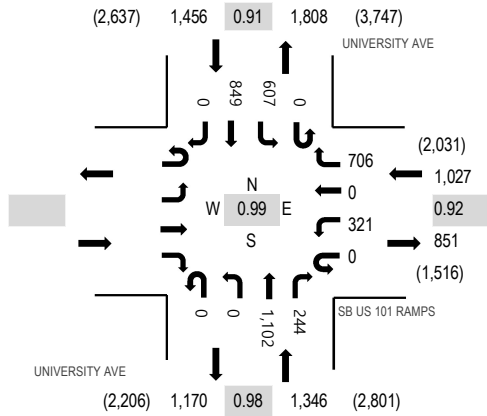
Location: 8 UNIVERSITY AVE & SB US 101 RAMPS PM

Date: Tuesday, May 21, 2019

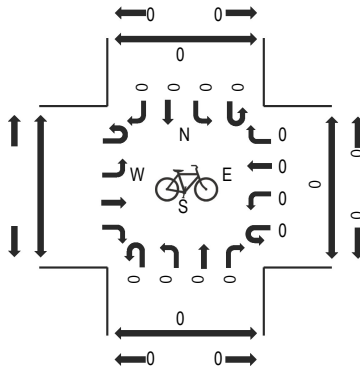
Peak Hour: 05:00 PM - 06:00 PM

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

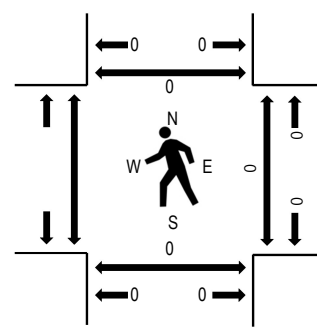
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SB US 101 RAMPS				UNIVERSITY AVE				UNIVERSITY AVE				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Southbound		West	East			South	North					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
4:00 PM					0	77	0	177	0	0	276	74	0	115	180	0	899	3,640	0	0	0
4:15 PM					0	65	0	168	0	0	319	51	0	97	190	0	890	3,677	0	0	0
4:30 PM					0	75	0	183	0	0	316	50	0	109	179	0	912	3,753	0	0	0
4:45 PM					0	73	0	186	0	0	314	55	0	114	197	0	939	3,800	0	0	0
5:00 PM					0	74	0	206	0	0	268	72	0	131	185	0	936	3,829	0	0	0
5:15 PM					0	70	0	167	0	0	307	63	0	148	211	0	966		0	0	0
5:30 PM					0	79	0	158	0	0	281	59	0	169	213	0	959		0	0	0
5:45 PM					0	98	0	175	0	0	246	50	0	159	240	0	968		0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	1	0	0	1	0	0	2
Bicycles on Road					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	317	0	697	0	0	1,078	242	0	598	838	0	3,770
Mediums					0	4	0	9	0	0	23	2	0	8	11	0	57
Total					0	321	0	706	0	0	1,102	244	0	607	849	0	3,829



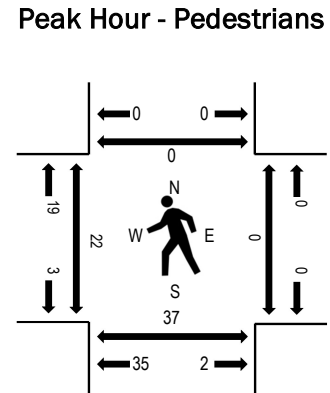
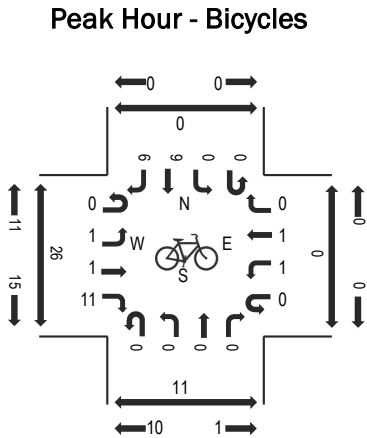
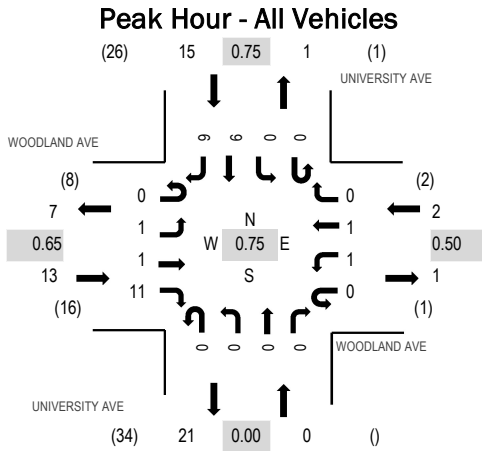
(303) 216-2439
www.alltrafficdata.net

Location: 3 UNIVERSITY AVE & WOODLAND AVE AM

Date: Wednesday, April 17, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	WOODLAND AVE Eastbound				WOODLAND AVE Westbound				UNIVERSITY AVE Northbound				UNIVERSITY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	1	7	25	5	0	6	0
7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	2	22	8	0	7	0
7:30 AM	0	0	0	3	0	1	0	0	0	0	0	0	0	0	1	2	7	30	10	0	18	0
7:45 AM	0	0	1	3	0	0	1	0	0	0	0	0	0	0	3	1	9	23	6	0	8	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	2	4	19	3	0	7	0
8:15 AM	0	1	0	4	0	0	0	0	0	0	0	0	0	0	4	1	10		3	0	4	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	3	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5		4	0	4	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	1	1	11	0	1	1	0	0	0	0	0	0	0	9	6	30
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	11	0	1	1	0	0	0	0	0	0	0	9	6	30



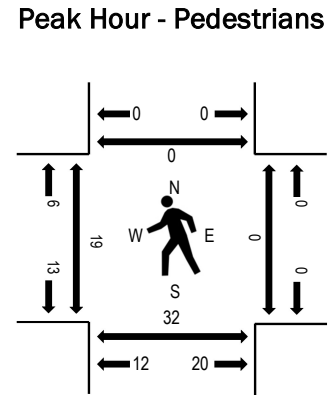
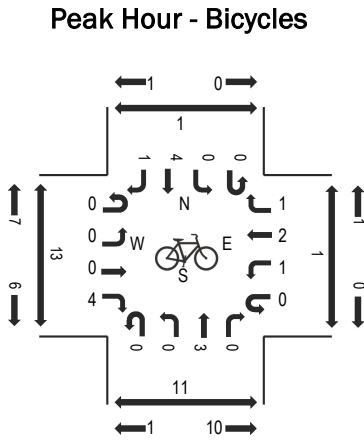
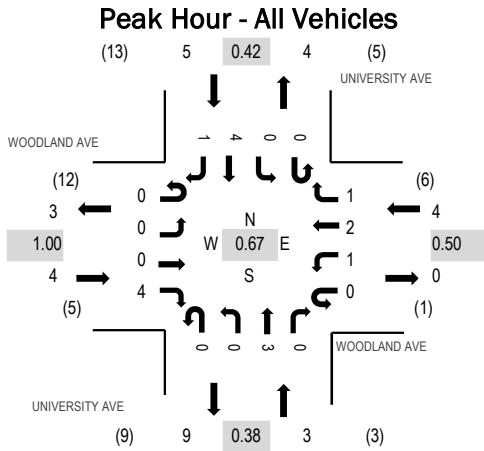
(303) 216-2439
www.alltrafficdata.net

Location: 3 UNIVERSITY AVE & WOODLAND AVE PM

Date: Tuesday, April 16, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	WOODLAND AVE Eastbound				WOODLAND AVE Westbound				UNIVERSITY AVE Northbound				UNIVERSITY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	11	11	0	15	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	2	13	4	0	7	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	6	15	7	0	8	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	11	2	0	8	0
5:00 PM	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1	0	4	16	6	0	10	0
5:15 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2	0	4		4	0	7	0
5:30 PM	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2		7	0	10	0
5:45 PM	0	0	0	1	0	0	1	0	0	0	2	0	0	0	1	1	6		2	0	5	0

Peak Rolling Hour Flow Rates

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



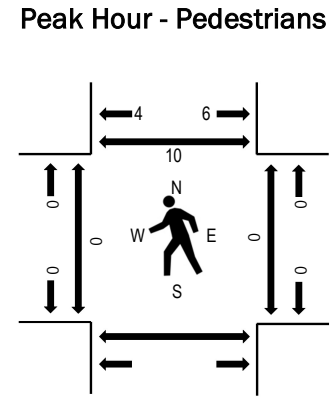
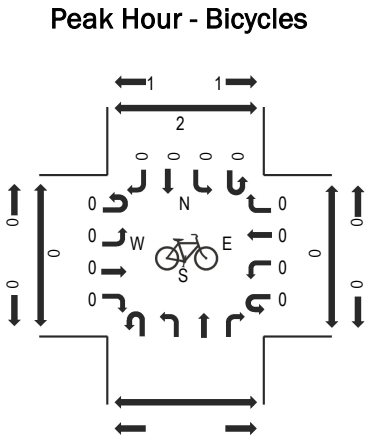
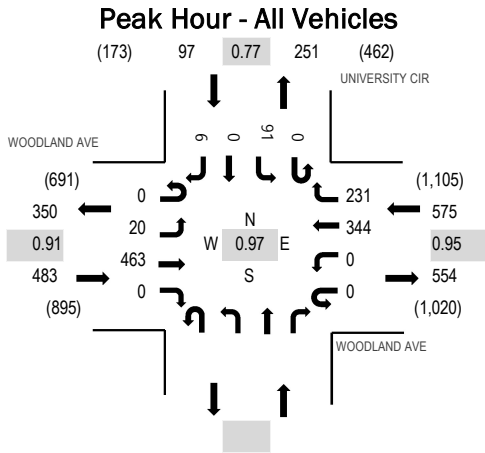
(303) 216-2439
www.alltrafficdata.net

Location: 9 UNIVERSITY CIR & WOODLAND AVE AM

Date: Tuesday, May 21, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	WOODLAND AVE Eastbound				WOODLAND AVE Westbound				UNIVERSITY CIR Northbound				UNIVERSITY CIR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	83	0	0	0	60	39	0	15	0	2	200	1,031	0	0	0	0	0			
7:15 AM	0	5	106	0	0	0	91	45	0	18	0	2	267	1,103	1	0	0	4				
7:30 AM	0	4	108	0	0	0	100	48	0	11	0	1	272	1,133	0	0	0	1				
7:45 AM	0	4	128	0	0	0	84	53	0	22	0	1	292	1,155	0	0	0	3				
8:00 AM	0	4	117	0	0	0	74	61	0	16	0	0	272	1,142	0	0	0	3				
8:15 AM	0	8	110	0	0	0	85	69	0	22	0	3	297	1,155	0	0	0	1				
8:30 AM	0	4	108	0	0	0	101	48	0	31	0	2	294	1,142	0	0	0	3				
8:45 AM	0	6	99	0	1	0	83	63	0	25	0	2	279	1,142	0	0	0	5				

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	3
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	20	453	0	0	0	332	228	0	90	0	6	0	0	0	0	1,129
Mediums	0	0	9	0	0	0	11	2	0	1	0	0	0	0	0	0	23
Total	0	20	463	0	0	0	344	231	0	91	0	6	0	0	0	0	1,155



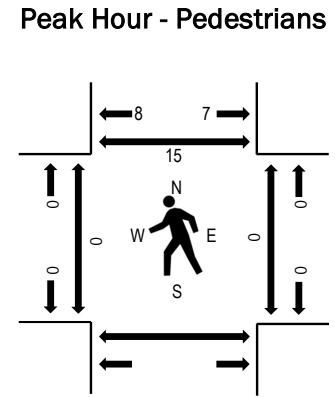
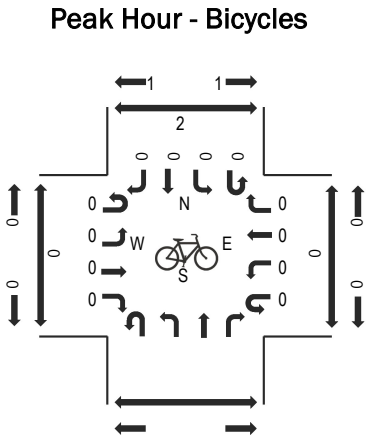
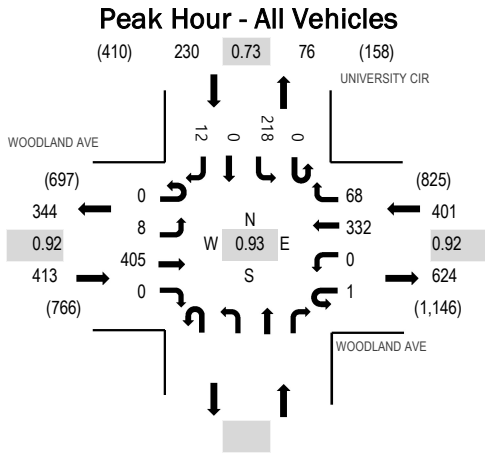
(303) 216-2439
www.alltrafficdata.net

Location: 9 UNIVERSITY CIR & WOODLAND AVE PM

Date: Tuesday, May 21, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	WOODLAND AVE Eastbound				WOODLAND AVE Westbound				UNIVERSITY CIR Northbound				UNIVERSITY CIR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	2	111	0	1	0	84	13	0	40	0	1	252	1,016	0			0	3		
4:15 PM	0	2	115	0	0	0	81	15	0	48	0	3	264	1,044	0	0	2					
4:30 PM	0	1	95	0	0	0	69	15	0	48	0	3	231	1,025	0	0	5					
4:45 PM	0	4	100	0	0	0	96	22	0	45	0	2	269	1,027	0	0	5					
5:00 PM	0	1	95	0	1	0	86	16	0	77	0	4	280	985	0	0	3					
5:15 PM	0	1	85	0	0	0	85	18	0	54	0	2	245		0	0	7					
5:30 PM	0	1	80	0	0	0	91	19	0	42	0	0	233		0	0	7					
5:45 PM	0	5	68	0	1	0	89	23	0	40	0	1	227		1	0	2					

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	7	396	0	1	0	326	64	0	216	0	12	1,022				
Mediums	0	1	9	0	0	0	5	3	0	2	0	0	20				
Total	0	8	405	0	1	0	332	68	0	218	0	12	1,044				



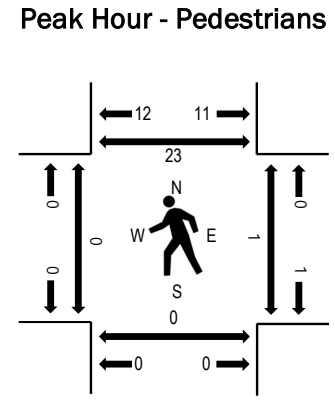
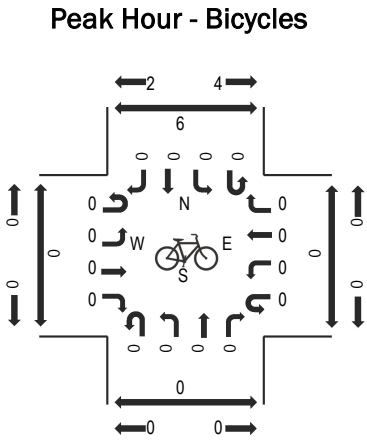
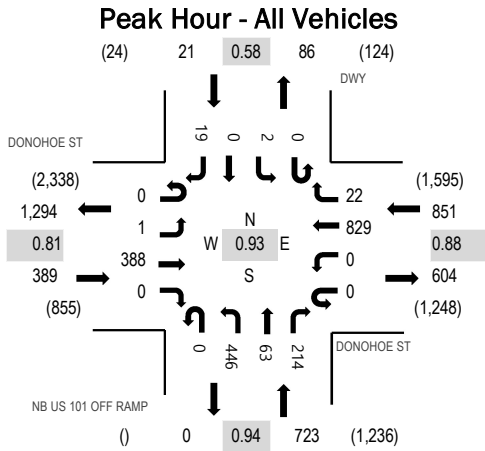
(303) 216-2439
www.alltrafficdata.net

Location: 3 NB US 101 OFF RAMP & DONOHOE ST AM

Date: Tuesday, May 21, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DONOHOE ST Eastbound				DONOHOE ST Westbound				NB US 101 OFF RAMP Northbound				DWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	109	0	0	0	188	1	0	77	6	37	0	0	0	0	418	1,726	0	0	0	5
7:15 AM	0	0	143	0	0	0	217	2	0	82	2	40	0	0	0	1	487	1,729	0	0	0	5
7:30 AM	0	0	106	0	0	0	180	2	0	80	8	48	0	0	0	0	424	1,755	0	0	0	9
7:45 AM	0	0	108	0	0	0	148	6	0	69	11	53	0	0	0	2	397	1,862	0	0	0	5
8:00 AM	0	0	88	0	0	0	147	1	0	112	11	58	0	0	0	4	421	1,984	0	0	0	5
8:15 AM	0	0	115	0	0	0	219	5	0	93	16	59	0	0	0	6	513		0	0	0	8
8:30 AM	0	1	98	0	0	0	230	8	0	129	16	47	0	0	0	2	531		0	0	0	9
8:45 AM	0	0	87	0	0	0	233	8	0	112	20	50	0	2	0	7	519		0	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	1	0	0	0	0	0	0	4
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	1	376	0	0	0	811	22	0	435	63	213	0	2	0	18	1,941
Mediums	0	0	10	0	0	0	17	0	0	10	0	1	0	0	0	1	39
Total	0	1	388	0	0	0	829	22	0	446	63	214	0	2	0	19	1,984



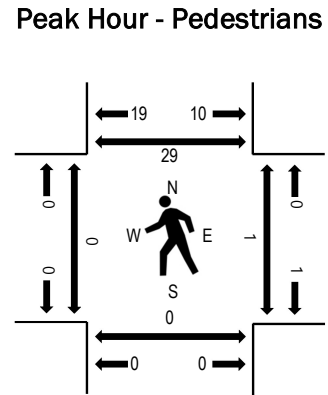
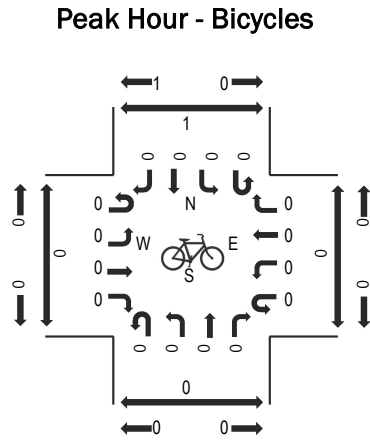
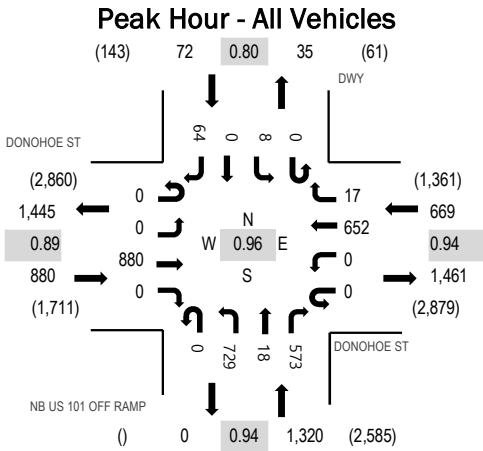
(303) 216-2439
www.alltrafficdata.net

Location: 3 NB US 101 OFF RAMP & DONOHOE ST PM

Date: Tuesday, May 21, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DONOHOE ST Eastbound				DONOHOE ST Westbound				NB US 101 OFF RAMP Northbound				DWY Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	0	211	0	0	0	162	2	2	0	193	6	154	0	0	0	13	741	2,935	0	0	0	10
4:15 PM	0	0	214	0	0	0	179	2	0	0	178	3	144	0	0	0	6	726	2,898	0	0	0	5
4:30 PM	0	0	191	0	0	0	167	2	0	0	179	5	162	0	0	0	13	719	2,941	0	0	0	11
4:45 PM	0	0	249	0	0	0	181	4	0	0	182	3	118	0	1	0	11	749	2,900	0	1	0	13
5:00 PM	0	0	216	0	0	0	146	5	0	0	183	5	127	0	2	0	20	704	2,865	0	0	0	0
5:15 PM	0	0	224	0	0	0	158	6	0	0	185	5	166	0	5	0	20	769		0	0	0	5
5:30 PM	0	0	194	0	0	0	173	7	0	0	148	0	135	0	1	0	20	678		0	0	0	15
5:45 PM	0	0	212	0	0	0	164	3	0	0	148	3	153	0	0	0	31	714		0	0	0	8

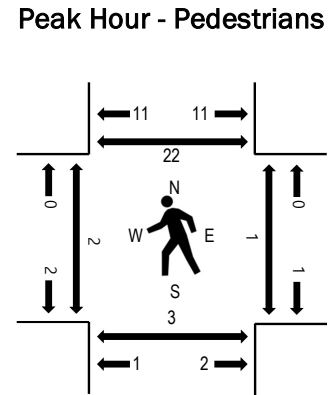
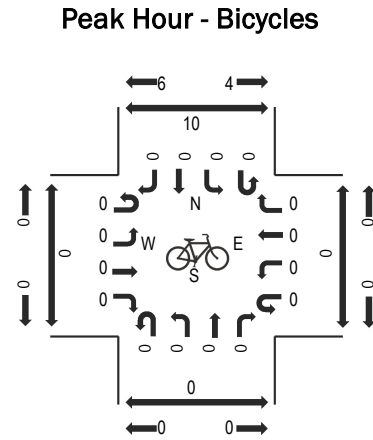
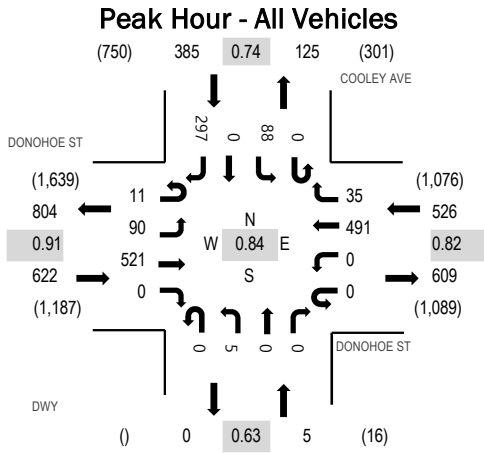
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	865	0	0	0	642	17	0	716	18	564	0	8	0	64	2,894
Mediums	0	0	15	0	0	0	10	0	0	13	0	9	0	0	0	0	47
Total	0	0	880	0	0	0	652	17	0	729	18	573	0	8	0	64	2,941



(303) 216-2439
www.alltrafficdata.net

Location: 2 DWY & DONOHOE ST AM
Date: Tuesday, May 21, 2019
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DONOHOE ST Eastbound				DONOHOE ST Westbound				DWY Northbound				COOLEY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	17	120	0	0	0	136	14	0	0	0	0	0	30	0	62	380	1,538	0	0	0	4
7:15 AM	2	21	151	0	0	0	146	9	0	0	0	0	0	38	0	92	459	1,475	2	0	2	7
7:30 AM	2	20	133	0	0	0	131	7	0	2	0	0	0	11	0	59	365	1,381	0	0	0	7
7:45 AM	6	32	117	0	0	0	78	5	0	3	0	0	0	9	0	84	334	1,439	0	1	1	4
8:00 AM	3	40	106	0	0	0	102	3	0	4	0	0	0	7	0	52	317	1,491	0	0	0	5
8:15 AM	4	35	113	0	0	0	126	1	0	6	0	0	0	8	0	72	365		0	0	0	8
8:30 AM	6	35	100	0	0	0	157	11	0	0	0	0	0	24	0	90	423		1	0	0	9
8:45 AM	3	37	83	0	0	0	136	14	0	1	0	0	0	39	0	73	386		1	0	0	3

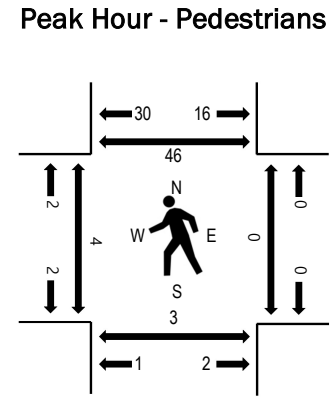
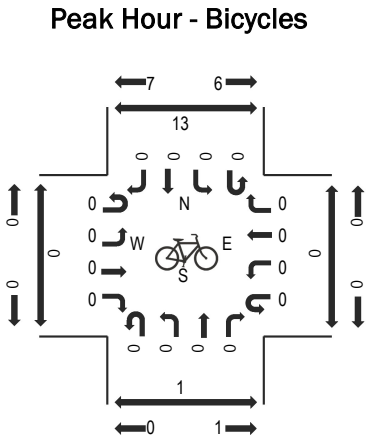
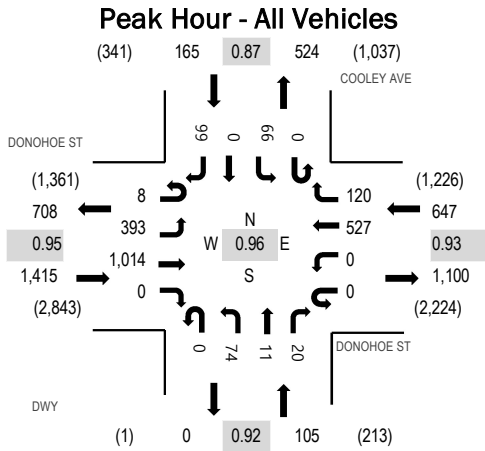
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	11	88	496	0	0	0	478	34	0	5	0	0	0	86	0	297	1,495
Mediums	0	2	25	0	0	0	12	0	0	0	0	0	0	2	0	0	41
Total	11	90	521	0	0	0	491	35	0	5	0	0	0	88	0	297	1,538



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Location: 2 DWY & DONOHOE ST PM
Date: Tuesday, May 21, 2019
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DONOHOE ST Eastbound				DONOHOE ST Westbound				DWY Northbound				COOLEY AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	3	110	252	1	0	0	134	31	0	15	3	5	0	16	0	19	589	2,315	0	0	1	10
4:15 PM	3	96	238	0	0	0	149	28	0	23	6	3	0	17	0	16	579	2,332	1	0	0	10
4:30 PM	1	114	241	0	0	0	130	28	0	20	1	6	0	14	0	25	580	2,314	0	0	1	10
4:45 PM	2	89	253	0	0	0	127	29	0	13	2	6	0	16	0	30	567	2,321	1	0	2	18
5:00 PM	2	94	282	0	0	0	121	35	0	18	2	5	0	19	0	28	606	2,308	2	0	0	8
5:15 PM	4	92	265	0	0	0	115	17	0	20	1	7	0	19	0	21	561		1	0	0	14
5:30 PM	5	94	243	0	0	0	137	31	0	21	1	8	0	22	0	25	587		1	0	0	14
5:45 PM	2	108	249	0	0	0	92	22	0	15	3	9	0	29	0	25	554		0	0	0	9

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	8	388	1,000	0	0	0	518	119	0	74	11	20	0	66	0	98	2,302
Mediums	0	5	14	0	0	0	9	1	0	0	0	0	0	0	0	1	30
Total	8	393	1,014	0	0	0	527	120	0	74	11	20	0	66	0	99	2,332



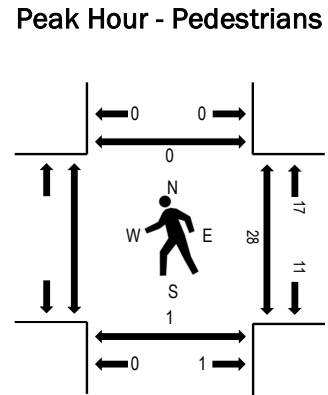
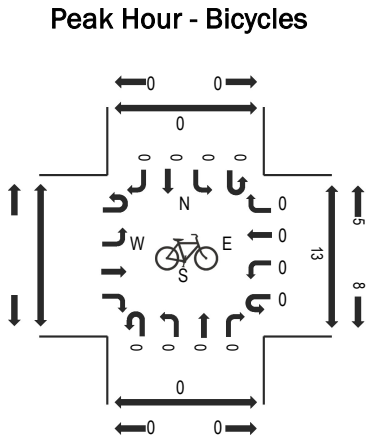
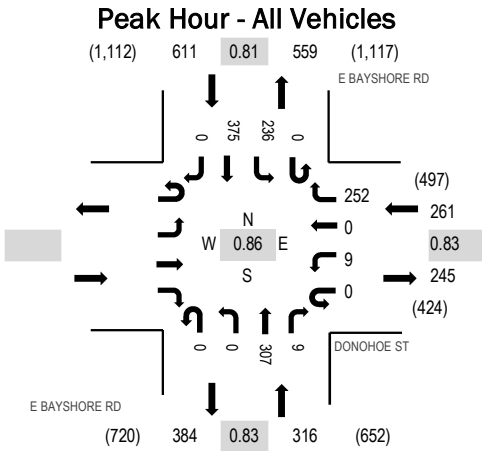
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Location: 7 E BAYSHORE RD & DONOHOE ST AM

Date: Tuesday, May 21, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DONOHOE ST				E BAYSHORE RD				E BAYSHORE RD				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound				West	East	South	North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
7:00 AM					0	3	0	62	0	0	91	3	0	46	104	0	309	1,188	9	0	0
7:15 AM					0	0	0	79	0	0	76	1	0	82	106	0	344	1,120	7	0	0
7:30 AM					0	4	0	64	0	0	74	1	0	59	87	0	289	1,038	4	0	0
7:45 AM					0	2	0	47	0	0	66	4	0	49	78	0	246	1,040	8	1	0
8:00 AM					0	3	0	44	0	0	67	2	0	47	78	0	241	1,073	4	0	0
8:15 AM					0	4	0	50	0	0	78	1	1	41	87	0	262		4	1	0
8:30 AM					0	0	0	68	0	0	100	1	0	44	78	0	291		2	0	0
8:45 AM					0	1	0	66	0	0	84	3	0	40	85	0	279		1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	5	0	0	1	4	0	10
Bicycles on Road					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	9	0	246	0	0	292	6	0	226	353	0	1,132
Mediums					0	0	0	6	0	0	10	3	0	9	18	0	46
Total					0	9	0	252	0	0	307	9	0	236	375	0	1,188



Location: 7 E BAYSHORE RD & DONOHOE ST PM

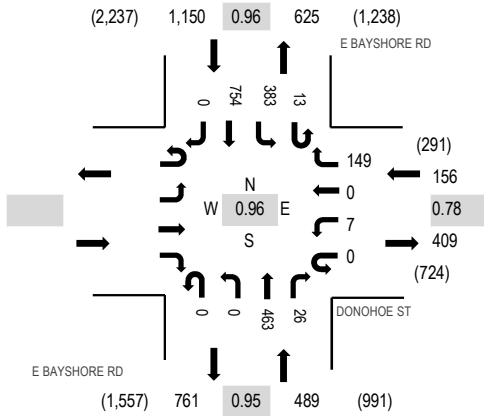
Date: Tuesday, May 21, 2019

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

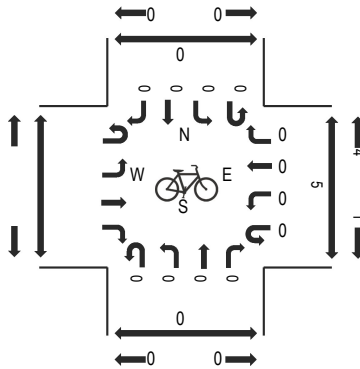
Peak 15-Minutes: 05:00 PM - 05:15 PM

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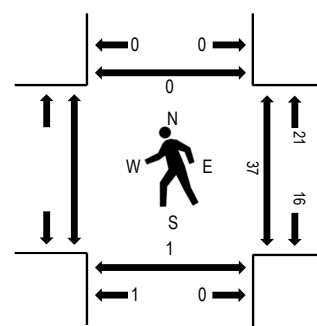
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	DONOHOE ST				E BAYSHORE RD				E BAYSHORE RD				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound				West	East	South	North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
4:00 PM					0	2	0	29	0	0	134	8	3	71	198	0	445	1,742	7	0	0
4:15 PM					0	3	0	35	0	0	136	5	0	70	188	0	437	1,765	8	1	0
4:30 PM					0	0	0	35	0	0	120	7	1	73	187	0	423	1,768	17	0	0
4:45 PM					0	0	0	35	0	0	120	7	3	107	165	0	437	1,795	9	0	0
5:00 PM					0	1	0	38	0	0	118	5	3	95	208	0	468	1,777	11	0	0
5:15 PM					0	3	0	29	0	0	104	9	2	105	188	0	440		10	0	0
5:30 PM					0	3	0	47	0	0	121	5	5	76	193	0	450		7	1	0
5:45 PM					1	1	0	29	0	0	89	3	2	77	217	0	419		17	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	7	0	147	0	0	461	23	12	379	753	0	1,782
Mediums					0	0	0	2	0	0	2	3	1	4	1	0	13
Total					0	7	0	149	0	0	463	26	13	383	754	0	1,795



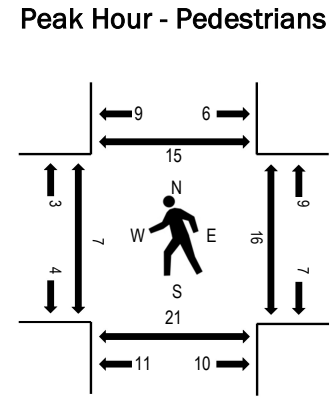
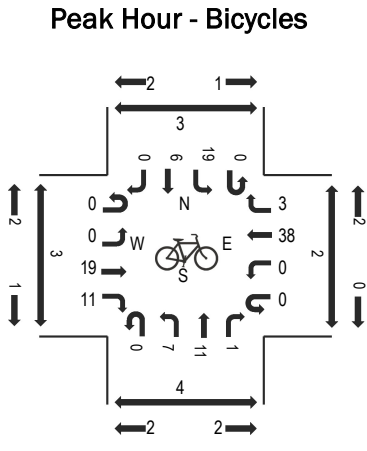
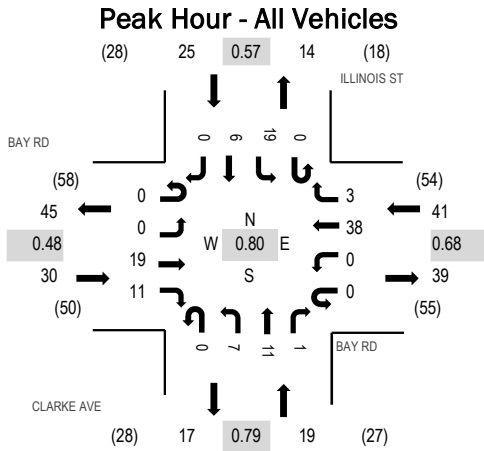
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Location: 2 CLARKE AVE & BAY RD AM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



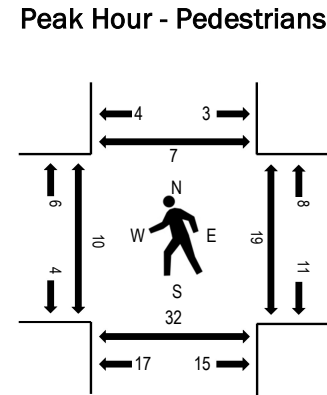
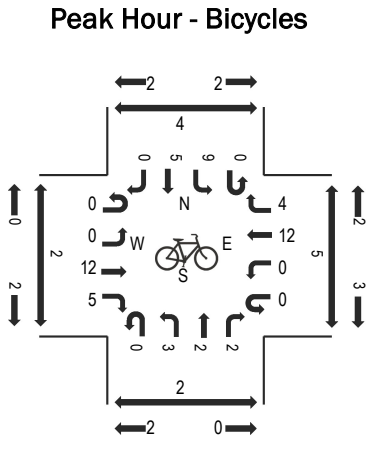
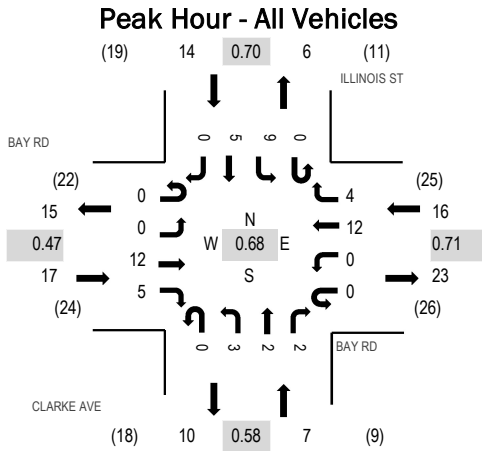
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Location: 2 CLARKE AVE & BAY RD PM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



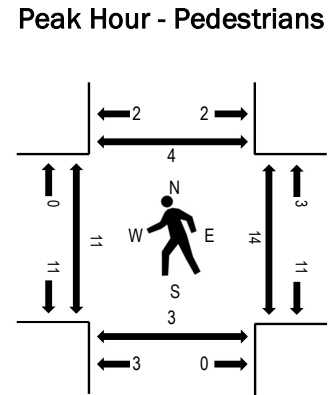
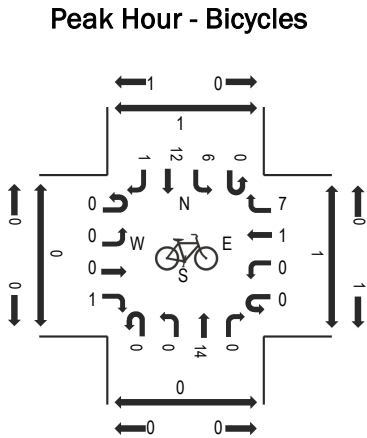
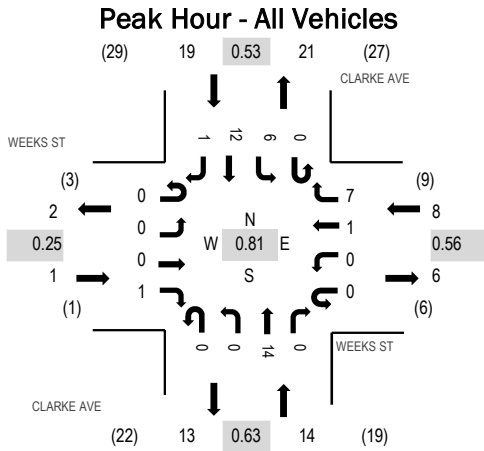
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Location: 7 CLARKE AVE & WEEKS ST AM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



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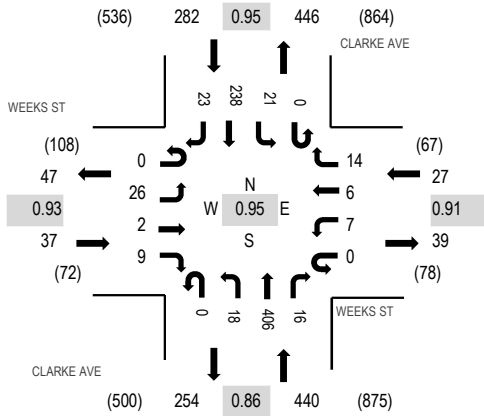
Location: 7 CLARKE AVE & WEEKS ST PM

Date: Thursday, May 9, 2019

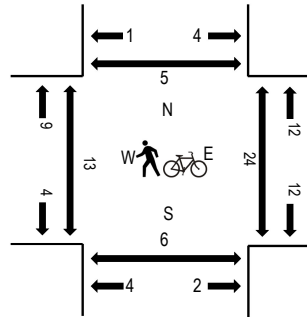
Peak Hour: 05:00 PM - 06:00 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



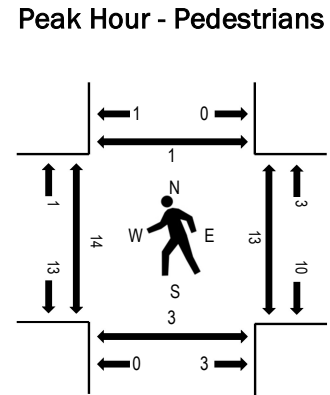
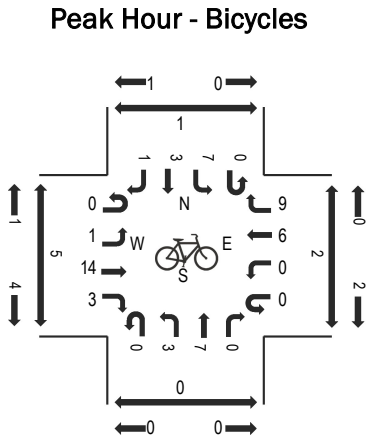
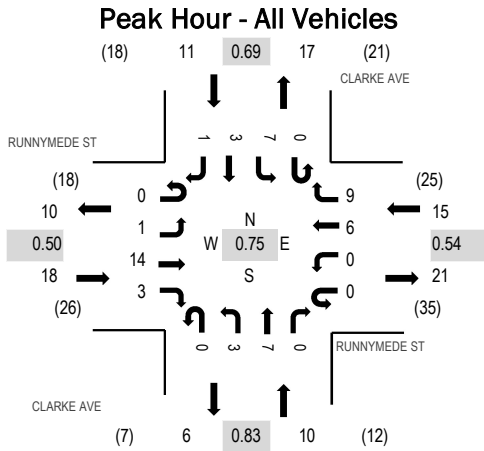
(303) 216-2439
www.alltrafficdata.net

Location: 8 CLARKE AVE & RUNNYMEDE ST AM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



(303) 216-2439
www.alltrafficdata.net

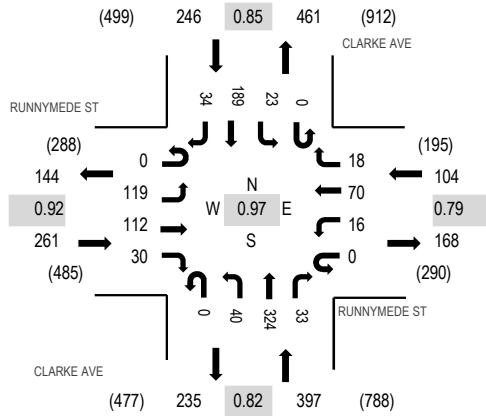
Location: 8 CLARKE AVE & RUNNYMEDE ST PM

Date: Thursday, May 9, 2019

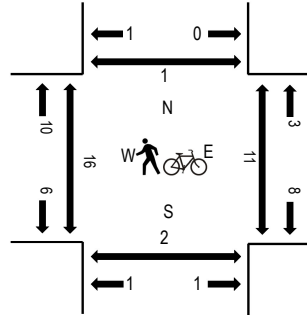
Peak Hour: 05:00 PM - 06:00 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



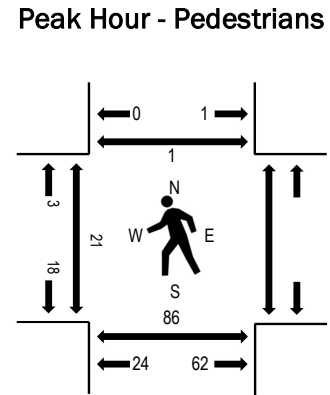
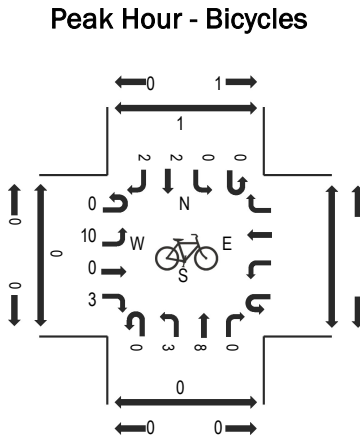
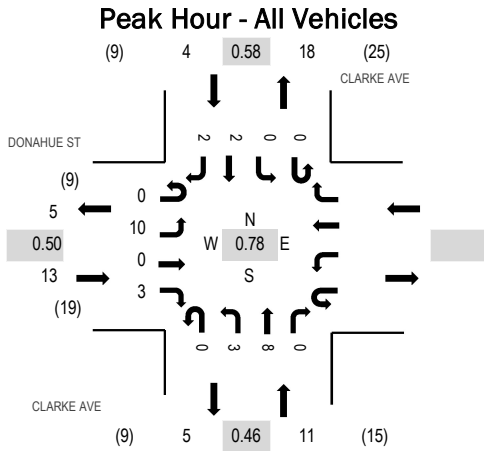
(303) 216-2439
www.alltrafficdata.net

Location: 3 CLARKE AVE & DONAHUE ST AM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



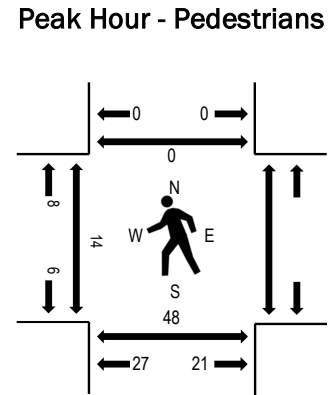
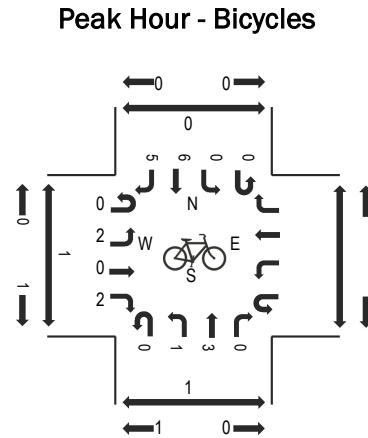
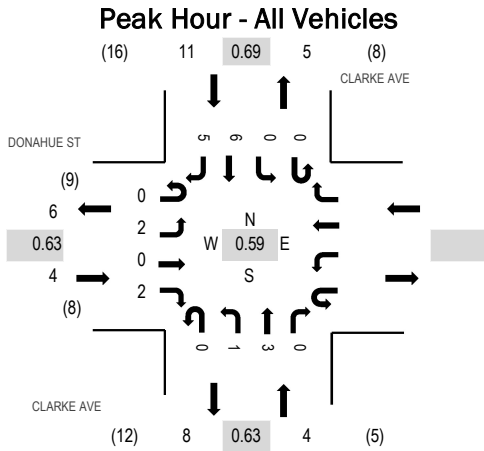
(303) 216-2439
www.alltrafficdata.net

Location: 3 CLARKE AVE & DONAHUE ST PM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



(303) 216-2439
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Location: 1 E BAYSHORE RD & CLARKE AVE AM

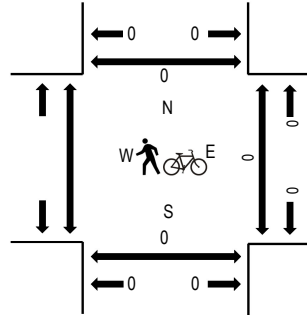
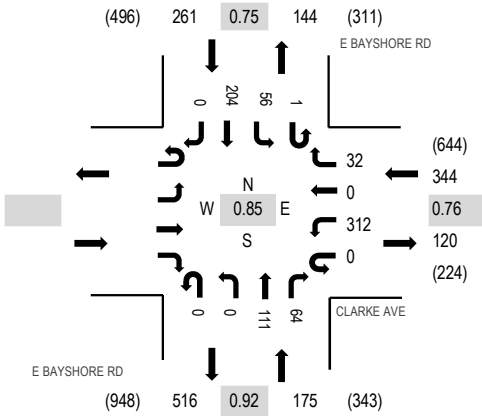
Date: Tuesday, September 25, 2018

Peak Hour: 07:15 AM - 08:15 AM

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

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	Eastbound				CLARKE AVE Westbound				E BAYSHORE RD Northbound				E BAYSHORE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM					0	46	0	10	0	0	29	6	0	4	60	0	155	766	0	0	0	
7:15 AM					0	72	0	12	0	0	35	19	0	13	78	0	229	780	0	0	0	
7:30 AM					0	105	0	8	0	0	27	8	1	9	60	0	218	721	0	0	0	
7:45 AM					0	68	0	7	0	0	20	22	0	16	31	0	164	691	0	0	0	
8:00 AM					0	67	0	5	0	0	29	15	0	18	35	0	169	717	0	0	0	
8:15 AM					0	54	0	13	0	0	33	17	0	20	33	0	170		5	0	0	
8:30 AM					0	71	0	12	0	0	34	13	0	16	42	0	188		0	0	0	
8:45 AM					0	84	0	10	0	0	26	10	0	18	42	0	190		2	0	0	
Count Total					0	567	0	77	0	0	233	110	1	114	381	0	1,483		7	0	0	
Peak Hour					0	312	0	32	0	0	111	64	1	56	204	0	780		0	0	0	



(303) 216-2439
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Location: 1 E BAYSHORE RD & CLARKE AVE PM

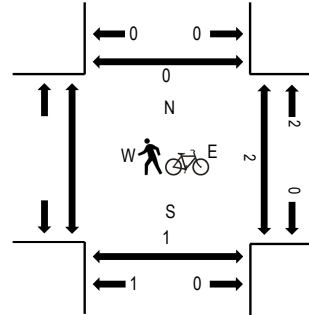
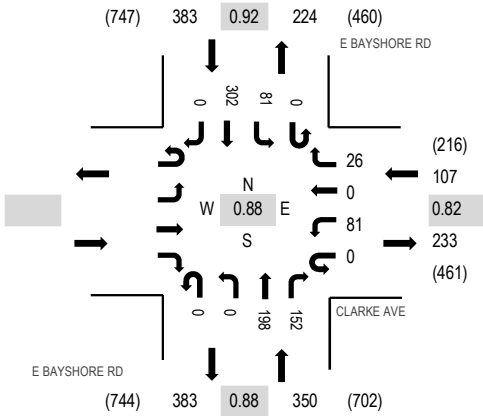
Date: Tuesday, September 25, 2018

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

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

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

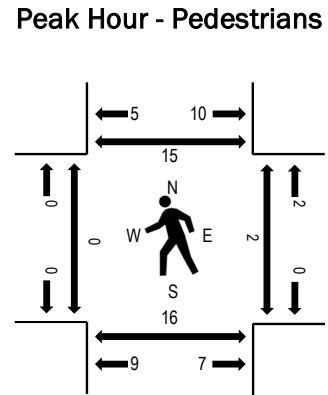
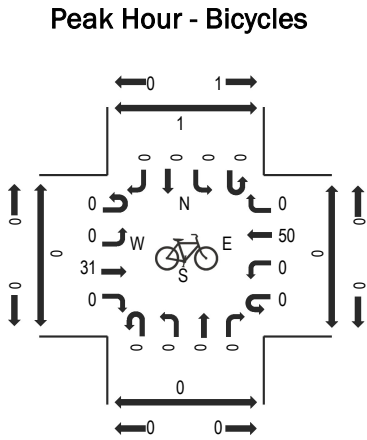
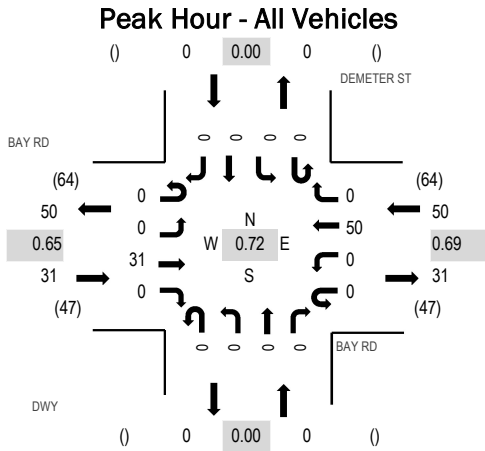
Traffic Counts

Interval Start Time	CLARKE AVE				E BAYSHORE RD				E BAYSHORE RD				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound		Westbound		Northbound		Southbound		U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	11	0	9	0	0	45	39					0	18				
4:15 PM	0	29	0	5	0	0	62	40	0	25	79	0	240	821	1	0	0	
4:30 PM	0	18	0	8	0	0	46	41	0	24	73	0	210	823	1	0	0	
4:45 PM	0	23	0	4	0	0	45	32	0	14	69	0	187	807	0	0	0	
5:00 PM	0	21	0	4	0	0	54	37	0	13	55	0	184	825	1	0	0	
5:15 PM	0	25	0	7	0	0	59	40	0	17	94	0	242		1	0	0	
5:30 PM	0	20	0	6	0	0	45	28	0	28	67	0	194		0	0	0	
5:45 PM	0	18	0	8	0	0	53	36	0	29	61	0	205		1	0	0	
Count Total	0	165	0	51	0	0	409	293	0	168	579	0	1,665		5	0	0	
Peak Hour	0	81	0	26	0	0	198	152	0	81	302	0	840		2	0	0	



(303) 216-2439
www.alltrafficdata.net

Location: 1 DWY & BAY RD AM
Date: Thursday, May 9, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BAY RD Eastbound				BAY RD Westbound				DWY Northbound				DEMETER ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3	42	2	0	6	1
7:15 AM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0	7	48	0	0	15	1
7:30 AM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0	6	59	1	1	8	2
7:45 AM	0	0	12	0	0	0	14	0	0	0	0	0	0	0	0	0	26	81	0	1	7	4
8:00 AM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	9	69	0	0	4	2
8:15 AM	0	0	6	0	0	0	12	0	0	0	0	0	0	0	0	0	18		0	1	4	7
8:30 AM	0	0	10	0	0	0	18	0	0	0	0	0	0	0	0	0	28		0	0	1	2
8:45 AM	0	0	10	0	0	0	4	0	0	0	0	0	0	0	0	0	14		0	0	3	2

Peak Rolling Hour Flow Rates

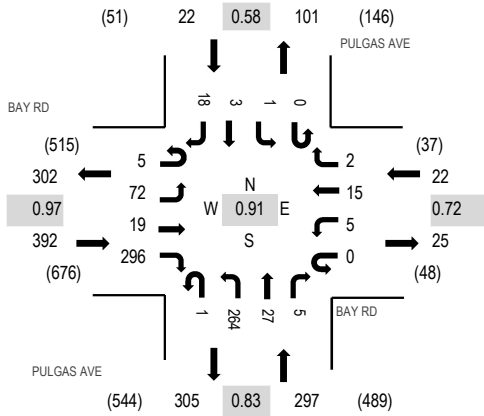
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	31	0	0	0	50	0	0	0	0	0	0	0	0	0	81
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	31	0	0	0	50	0	0	0	0	0	0	0	0	0	81



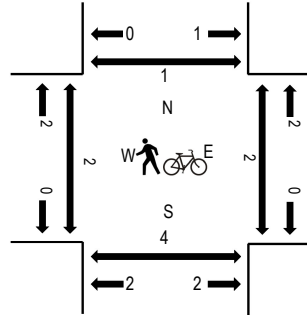
(303) 216-2439
www.alltrafficdata.net

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

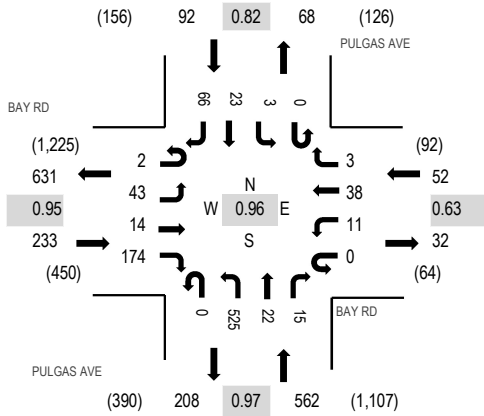
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
Lights	5	70	18	291	0	4	14	2	1	256	25	5	0	1	3	14	709
Mediums	0	2	1	5	0	1	0	0	0	8	2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



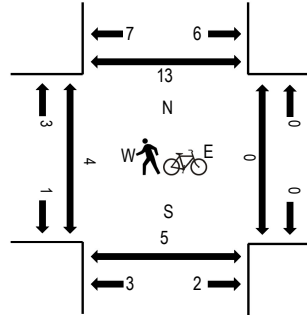
(303) 216-2439
www.alltrafficdata.net

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



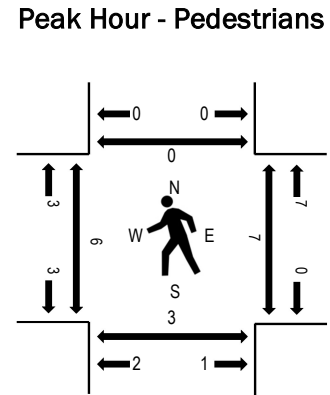
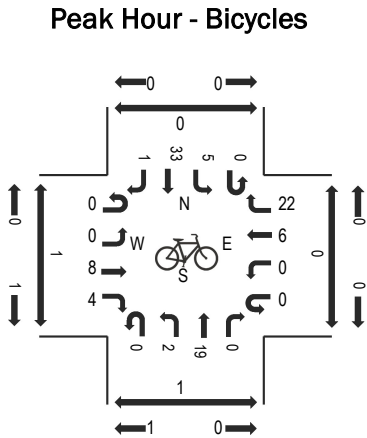
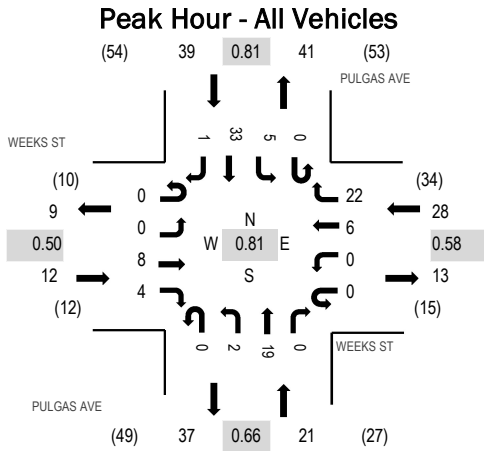
(303) 216-2439
www.alltrafficdata.net

Location: 6 PULGAS AVE & WEEKS ST AM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



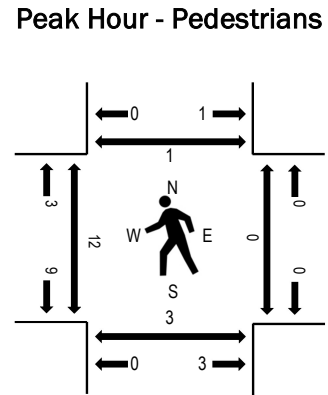
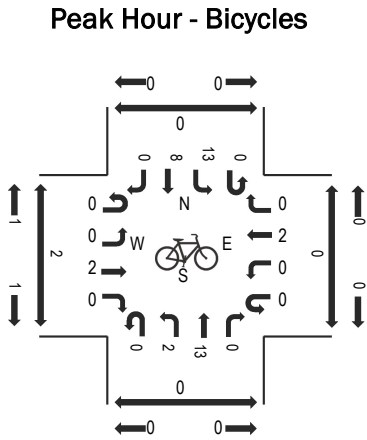
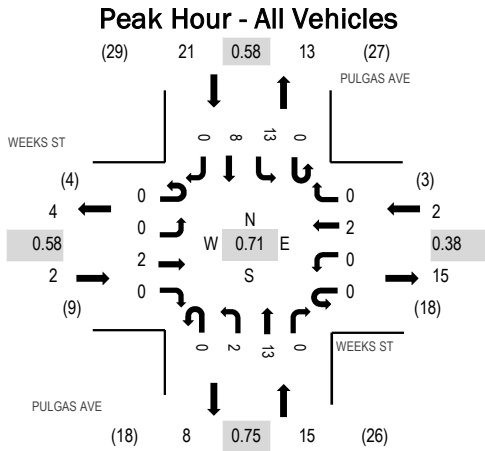
(303) 216-2439
www.alltrafficdata.net

Location: 6 PULGAS AVE & WEEKS ST PM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



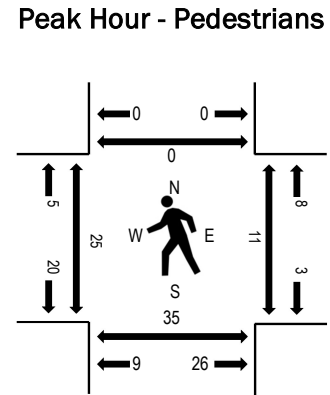
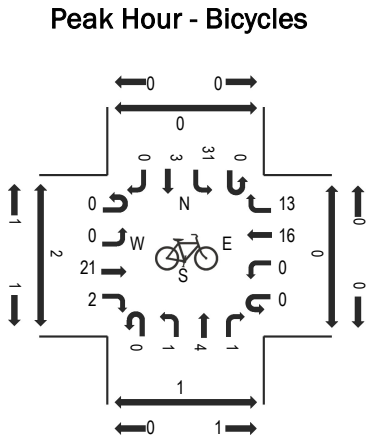
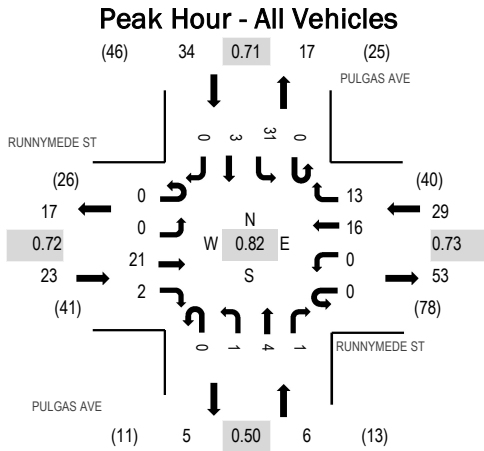
(303) 216-2439
www.alltrafficdata.net

Location: 5 PULGAS AVE & RUNNYMEDE ST AM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



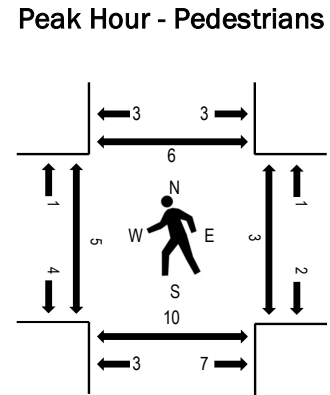
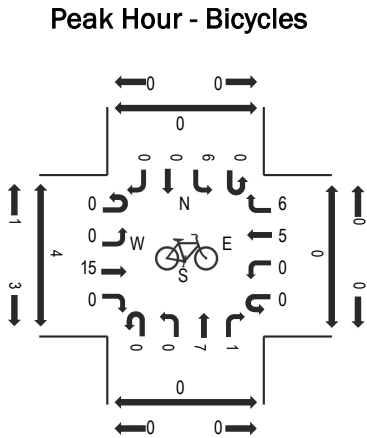
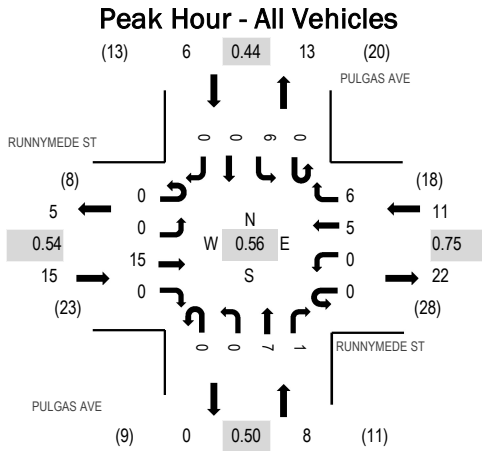
(303) 216-2439
www.alltrafficdata.net

Location: 5 PULGAS AVE & RUNNYMEDE ST PM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

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

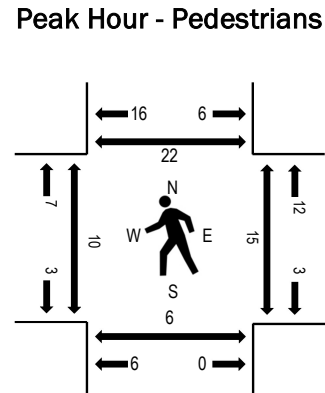
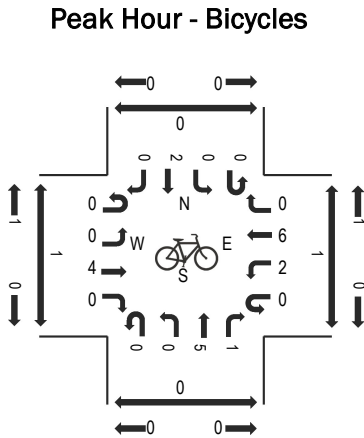
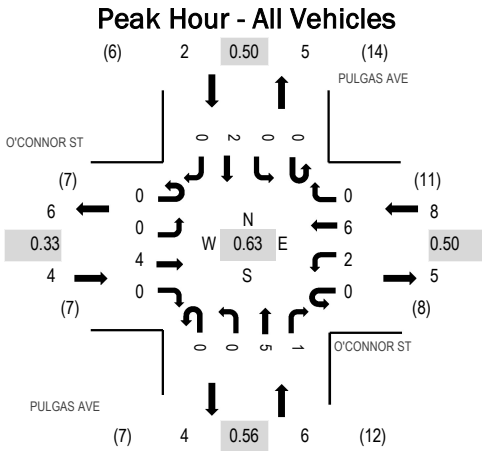
Peak Rolling Hour Flow Rates

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



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Location: 4 PULGAS AVE & O'CONNOR ST AM
Date: Thursday, May 9, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



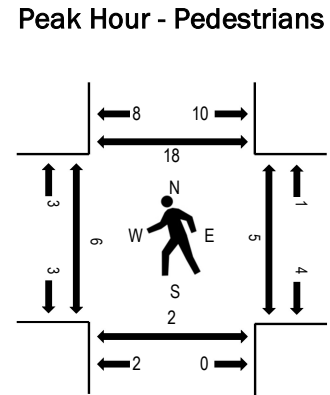
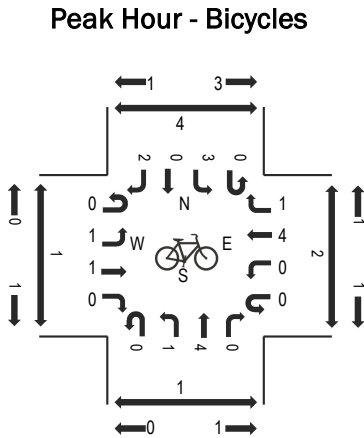
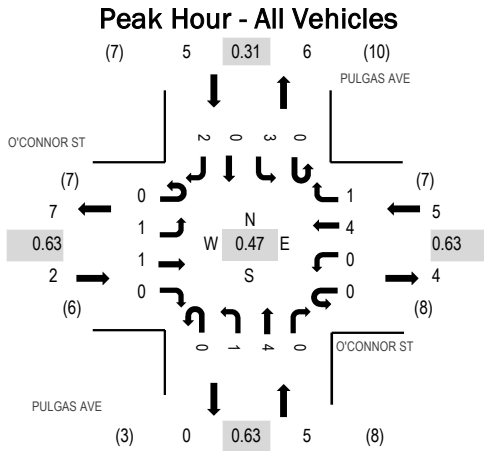
(303) 216-2439
www.alltrafficdata.net

Location: 4 PULGAS AVE & O'CONNOR ST PM

Date: Thursday, May 9, 2019

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

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



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



(303) 216-2439
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Location: 2 E BAYSHORE RD & PULGAS AVE AM

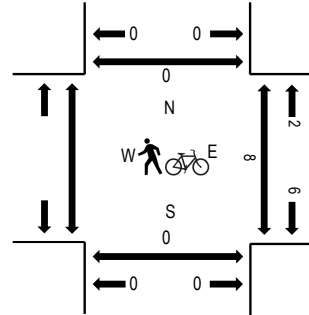
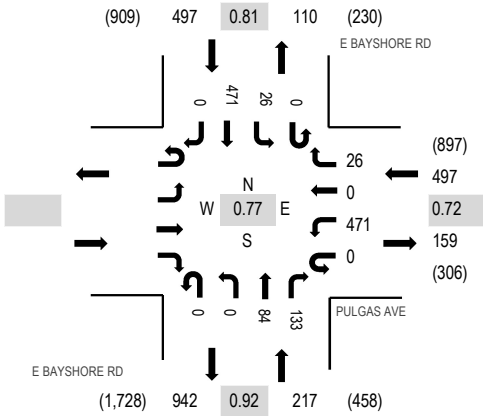
Date: Tuesday, September 25, 2018

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

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

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

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



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Location: 2 E BAYSHORE RD & PULGAS AVE PM

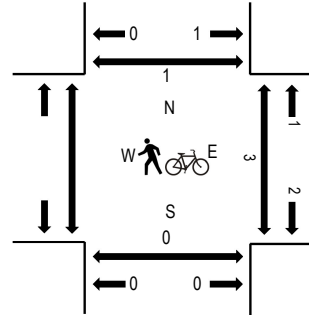
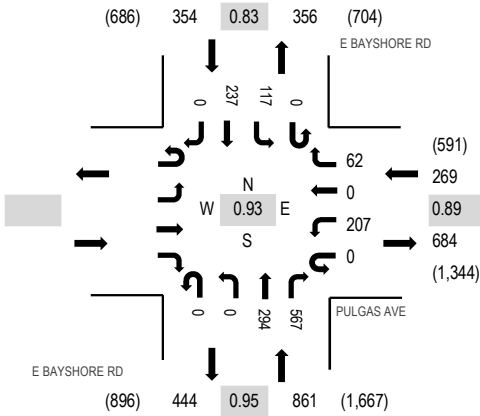
Date: Tuesday, September 25, 2018

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

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

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles on Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

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



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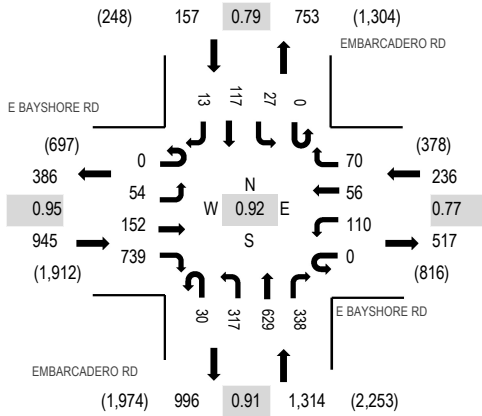
Location: 4 EMBARCADERO RD & E BAYSHORE RD AM

Date: Wednesday, April 17, 2019

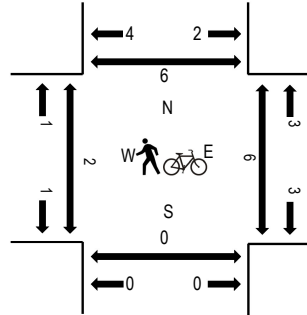
Peak Hour: 08:00 AM - 09:00 AM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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



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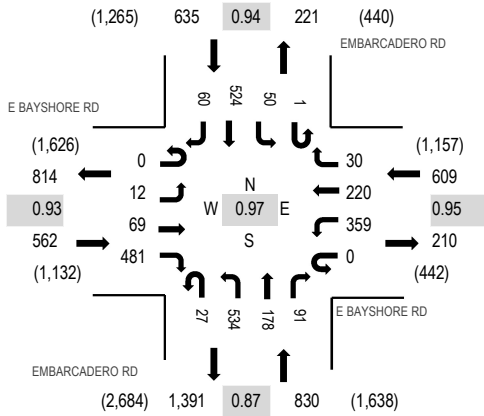
Location: 4 EMBARCADERO RD & E BAYSHORE RD PM

Date: Tuesday, April 16, 2019

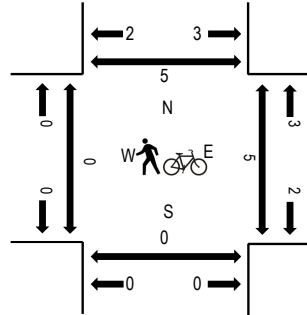
Peak Hour: 04:30 PM - 05:30 PM

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

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

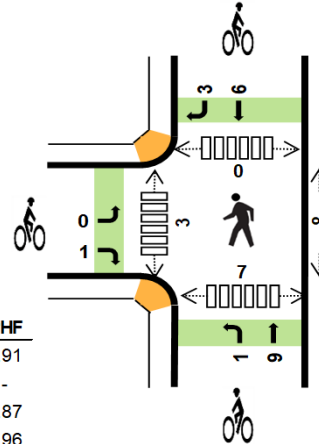
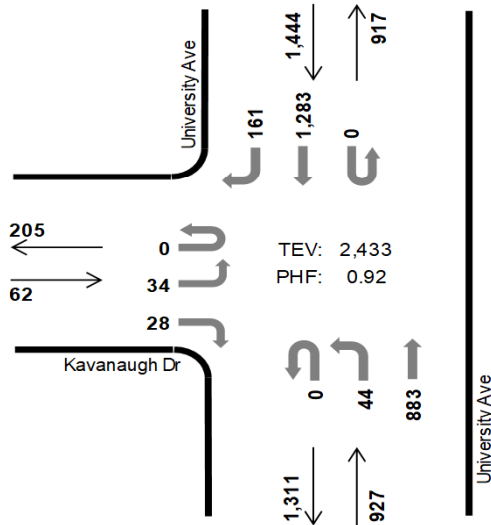
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	12	69	476	0	355	219	27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

University Ave Kavanaugh Dr



Peak Hour

Date: 04-25-2019
Count Period: 7:00 AM to 10:00 AM
Peak Hour: 8:00 AM to 9:00 AM



	HV %:	PHF
EB	0.0%	0.91
WB	-	-
NB	2.6%	0.87
SB	3.3%	0.96
TOTAL	2.9%	0.92

Three-Hour Count Summaries

Interval Start	Kavanaugh Dr				n/a				University Ave				University Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
8:00 AM	0	6	0	11	0	0	0	0	0	19	193	0	0	0	329	34	592	0	
8:15 AM	0	11	0	4	0	0	0	0	0	13	208	0	0	0	309	37	582	0	
8:30 AM	0	11	0	5	0	0	0	0	0	8	257	0	0	0	307	70	658	0	
8:45 AM	0	6	0	8	0	0	0	0	0	4	225	0	0	0	338	20	601	2,433	
Peak Hour	All	0	34	0	28	0	0	0	0	0	44	883	0	0	0	1,283	161	2,433	0
	HV	0	0	0	0	0	0	0	0	0	1	23	0	0	0	42	5	71	0
	HV%	-	0%	-	0%	-	-	-	-	-	2%	3%	-	-	-	3%	3%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
8:00 AM	0	0	6	6	12	0	0	4	5	9	2	0	0	2	4
8:15 AM	0	0	6	14	20	0	0	3	1	4	4	2	0	3	9
8:30 AM	0	0	10	14	24	0	0	0	1	1	1	1	0	1	3
8:45 AM	0	0	2	13	15	1	0	3	2	6	1	0	0	1	2
Peak Hour	0	0	24	47	71	1	0	10	9	20	8	3	0	7	18

Three-Hour Count Summaries

Interval Start	Kavanaugh Dr				n/a				University Ave				University Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	4	0	12	0	0	0	0	0	5	119	0	0	0	285	16	441	0
7:15 AM	0	3	0	12	0	0	0	0	0	9	160	0	0	0	287	17	488	0
7:30 AM	0	7	0	14	0	0	0	0	0	4	157	0	0	0	326	26	534	0
7:45 AM	0	8	0	13	0	0	0	0	0	13	182	0	0	0	305	30	551	2,014
8:00 AM	0	6	0	11	0	0	0	0	0	19	193	0	0	0	329	34	592	2,165
8:15 AM	0	11	0	4	0	0	0	0	0	13	208	0	0	0	309	37	582	2,259
8:30 AM	0	11	0	5	0	0	0	0	0	8	257	0	0	0	307	70	658	2,383
8:45 AM	0	6	0	8	0	0	0	0	0	4	225	0	0	0	338	20	601	2,433
9:00 AM	0	11	0	6	0	0	0	0	0	5	248	0	1	0	276	17	564	2,405

9:15 AM	0	6	0	10	0	0	0	0	0	0	6	205	0	0	0	328	14	569	2,392
9:30 AM	0	8	0	6	0	0	0	0	0	0	5	208	0	0	0	353	13	593	2,327
9:45 AM	1	3	0	4	0	0	0	0	0	0	3	200	0	0	0	314	5	530	2,256
Count Total	1	84	0	105	0	0	0	0	0	0	94	2,362	0	1	0	3,757	299	6,703	0
Peak Hour	All	0	34	0	28	0	0	0	0	0	44	883	0	0	0	1,283	161	2,433	0
	HV	0	0	0	0	0	0	0	0	0	1	23	0	0	0	42	5	71	0
	HV%	-	0%	-	0%	-	-	-	-	-	-	2%	3%	-	-	-	3%	3%	3%

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)					
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total	
7:00 AM	1	0	8	9	18	0	0	0	2	2	2	0	0	0	1	3
7:15 AM	0	0	7	10	17	0	0	1	3	4	4	1	0	0	4	9
7:30 AM	0	0	3	12	15	1	0	0	3	4	3	0	0	0	3	6
7:45 AM	1	0	6	9	16	0	0	0	2	2	6	2	0	0	6	14
8:00 AM	0	0	6	6	12	0	0	4	5	9	2	0	0	0	2	4
8:15 AM	0	0	6	14	20	0	0	3	1	4	4	2	0	0	3	9
8:30 AM	0	0	10	14	24	0	0	0	1	1	1	1	0	0	1	3
8:45 AM	0	0	2	13	15	1	0	3	2	6	1	0	0	0	1	2
9:00 AM	0	0	9	23	32	0	0	0	3	3	0	2	0	0	1	3
9:15 AM	0	0	4	38	42	0	0	2	0	2	2	1	2	0	2	7
9:30 AM	0	0	9	15	24	0	0	1	4	5	0	2	0	0	0	2
9:45 AM	0	0	7	14	21	0	0	0	0	0	0	0	0	0	0	0
Count Total	2	0	77	177	256	2	0	14	26	42	25	11	2	0	24	62
Peak Hr	0	0	24	47	71	1	0	10	9	20	8	3	0	0	7	18

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Kavanaugh Dr				n/a				University Ave				University Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	0	0	0	0	0	8	0	0	0	9	0	18	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	6	0	0	0	10	0	17	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	12	0	15	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	6	0	0	0	7	2	16	66
8:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	5	1	12	60
8:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12	2	20	63
8:30 AM	0	0	0	0	0	0	0	0	0	1	9	0	0	0	13	1	24	72
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	12	1	15	71
9:00 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	21	2	32	91
9:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	38	0	42	113
9:30 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	13	2	24	113
9:45 AM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	14	0	21	119
Count Total	0	1	0	1	0	0	0	0	0	2	75	0	0	0	166	11	256	0
Peak Hour	0	0	0	0	0	0	0	0	0	1	23	0	0	0	42	5	71	0

Three-Hour Count Summaries - Bikes

Interval Start	Kavanaugh Dr			n/a			University Ave			University Ave			15-min Total	Rolling One Hour	
	Eastbound			Westbound			Northbound			Southbound					
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT			
7:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	2	1	4	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	3	0	4	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	12
8:00 AM	0	0	0	0	0	0	0	4	0	0	3	2	9	0	19
8:15 AM	0	0	0	0	0	0	1	2	0	0	1	0	4	0	19
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	16
8:45 AM	0	0	1	0	0	0	0	3	0	0	1	1	6	0	20
9:00 AM	0	0	0	0	0	0	0	0	0	0	2	1	3	0	14
9:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	12
9:30 AM	0	0	0	0	0	0	0	1	0	0	4	0	5	0	16
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10
Count Total	0	0	2	0	0	0	1	13	0	0	21	5	42	0	0
Peak Hour	0	0	1	0	0	0	1	9	0	0	6	3	20	0	0

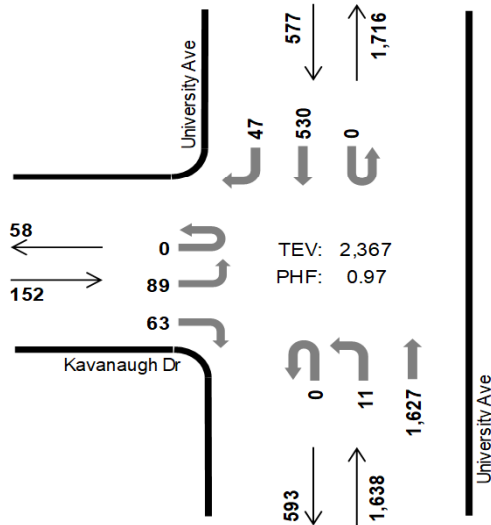
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

University Ave Kavanaugh Dr



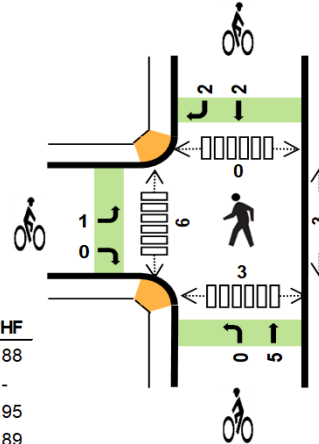
Peak Hour

Date: 04-25-2019
Count Period: 4:00 PM to 7:00 PM
Peak Hour: 4:00 PM to 5:00 PM



TEV: 2,367
PHF: 0.97

	HV %:	PHF
EB	2.0%	0.88
WB	-	-
NB	1.5%	0.95
SB	2.3%	0.89
TOTAL	1.7%	0.97



Three-Hour Count Summaries

Interval Start	Kavanaugh Dr				n/a				University Ave				University Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:00 PM	0	19	0	17	0	0	0	0	0	3	392	0	0	0	129	13	573	0	
4:15 PM	0	25	0	12	0	0	0	0	0	3	402	0	0	0	137	7	586	0	
4:30 PM	0	21	0	15	0	0	0	0	0	4	427	0	0	0	115	14	596	0	
4:45 PM	0	24	0	19	0	0	0	0	0	1	406	0	0	0	149	13	612	2,367	
Peak Hour	All	0	89	0	63	0	0	0	0	0	11	1,627	0	0	0	530	47	2,367	0
	HV	0	2	0	1	0	0	0	0	0	0	24	0	0	0	12	1	40	0
	HV%	-	2%	-	2%	-	-	-	-	-	0%	1%	-	-	-	2%	2%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	8	3	12	1	0	0	2	3	1	1	0	1	3
4:15 PM	1	0	7	4	12	0	0	0	0	0	1	2	0	1	4
4:30 PM	1	0	4	4	9	0	0	2	1	3	0	0	0	0	0
4:45 PM	0	0	5	2	7	0	0	3	1	4	1	3	0	1	5
Peak Hour	3	0	24	13	40	1	0	5	4	10	3	6	0	3	12

Three-Hour Count Summaries

Interval Start	Kavanaugh Dr				n/a				University Ave				University Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	19	0	17	0	0	0	0	0	3	392	0	0	0	129	13	573	0
4:15 PM	0	25	0	12	0	0	0	0	0	3	402	0	0	0	137	7	586	0
4:30 PM	0	21	0	15	0	0	0	0	0	4	427	0	0	0	115	14	596	0
4:45 PM	0	24	0	19	0	0	0	0	0	1	406	0	0	0	149	13	612	2,367
5:00 PM	0	37	0	11	0	0	0	0	0	3	350	0	0	0	135	9	545	2,339
5:15 PM	0	28	0	17	0	0	0	0	0	0	251	0	0	0	150	14	460	2,213
5:30 PM	0	25	0	16	0	0	0	0	0	1	327	0	0	0	154	14	537	2,154
5:45 PM	0	31	0	15	0	0	0	0	0	2	336	0	0	0	159	23	566	2,108
6:00 PM	0	28	0	14	0	0	0	0	0	3	312	0	1	0	127	22	507	2,070

6:15 PM	0	17	0	12	0	0	0	0	0	0	4	378	0	0	0	135	13	559	2,169
6:30 PM	0	12	0	13	0	0	0	0	0	0	4	402	0	0	0	112	11	554	2,186
6:45 PM	0	11	0	14	0	0	0	0	0	0	9	251	0	0	0	112	13	410	2,030
Count Total	0	278	0	175	0	0	0	0	0	0	37	4,234	0	1	0	1,614	166	6,505	0
Peak Hour	All	0	89	0	63	0	0	0	0	0	11	1,627	0	0	0	530	47	2,367	0
	HV	0	2	0	1	0	0	0	0	0	0	24	0	0	0	12	1	40	0
	HV%	-	2%	-	2%	-	-	-	-	-	0%	1%	-	-	-	2%	2%	2%	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	0	8	3	12	1	0	0	2	3	1	1	0	1	3
4:15 PM	1	0	7	4	12	0	0	0	0	0	1	2	0	1	4
4:30 PM	1	0	4	4	9	0	0	2	1	3	0	0	0	0	0
4:45 PM	0	0	5	2	7	0	0	3	1	4	1	3	0	1	5
5:00 PM	0	0	5	5	10	0	0	0	4	4	1	0	0	1	2
5:15 PM	0	0	6	3	9	0	0	5	5	10	3	2	0	6	11
5:30 PM	0	0	3	3	6	0	0	2	4	6	0	1	0	1	2
5:45 PM	0	0	2	2	4	0	0	9	3	12	1	4	0	1	6
6:00 PM	1	0	9	1	11	0	0	3	0	3	0	2	0	0	2
6:15 PM	0	0	6	4	10	0	0	1	0	1	0	0	0	0	0
6:30 PM	0	0	8	1	9	0	0	9	2	11	0	0	0	0	0
6:45 PM	0	0	3	0	3	0	0	2	4	6	1	1	0	1	3
Count Total	4	0	66	32	102	1	0	36	26	63	9	16	0	13	38
Peak Hr	3	0	24	13	40	1	0	5	4	10	3	6	0	3	12

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Kavanaugh Dr				n/a				University Ave				University Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	1	0	0	0	0	0	0	8	0	0	0	3	0	12	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	7	0	0	0	4	0	12	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	3	1	9	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	7	40
5:00 PM	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	10	38
5:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	1	9	35
5:30 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	1	6	32
5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	1	4	29
6:00 PM	0	1	0	0	0	0	0	0	0	0	9	0	0	0	1	0	11	30
6:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	10	31
6:30 PM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	0	9	34
6:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3	33
Count Total	0	3	0	1	0	0	0	0	0	0	66	0	0	0	28	4	102	0
Peak Hour	0	2	0	1	0	0	0	0	0	0	24	0	0	0	12	1	40	0

Three-Hour Count Summaries - Bikes

Interval Start	Kavanaugh Dr			n/a			University Ave			University Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	1	0	0	0	0	0	0	0	0	0	1	1	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0
4:45 PM	0	0	0	0	0	0	0	3	0	0	0	1	4	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	3	1	4	11
5:15 PM	0	0	0	0	0	0	0	5	0	0	5	0	10	21
5:30 PM	0	0	0	0	0	0	0	2	0	0	4	0	6	24
5:45 PM	0	0	0	0	0	0	0	9	0	0	3	0	12	32
6:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3	31
6:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	22
6:30 PM	0	0	0	0	0	0	0	9	0	0	2	0	11	27
6:45 PM	0	0	0	0	0	0	0	2	0	0	4	0	6	21
Count Total	1	0	0	0	0	0	0	36	0	0	23	3	63	0
Peak Hour	1	0	0	0	0	0	0	5	0	0	2	2	10	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

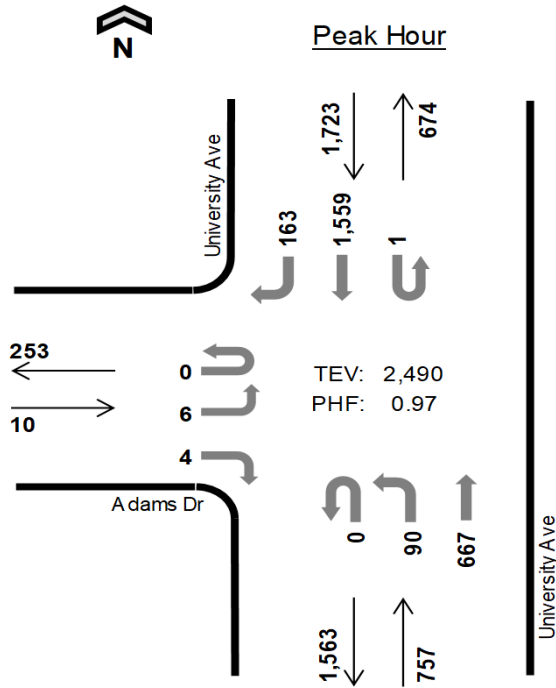
University Ave Adams Dr



Date: 04-25-2019

Count Period: 7:00 AM to 10:00 AM

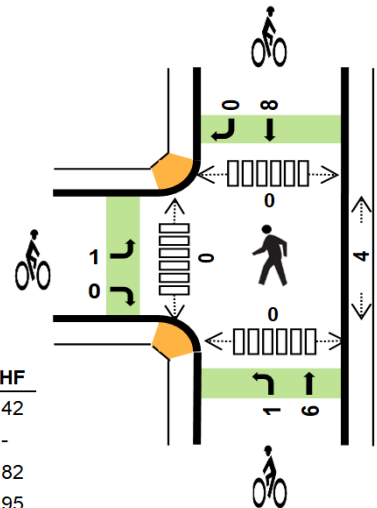
Peak Hour: 7:45 AM to 8:45 AM



Peak Hour

TEV: 2,490
PHF: 0.97

	HV %:	PHF
EB	10.0%	0.42
WB	-	-
NB	3.7%	0.82
SB	3.4%	0.95
TOTAL	3.5%	0.97



Three-Hour Count Summaries

Interval Start	Adams Dr				n/a				University Ave				University Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:45 AM	0	1	0	0	0	0	0	0	0	15	149	0	0	0	425	30	620	0	
8:00 AM	0	1	0	1	0	0	0	0	0	29	144	0	0	0	393	41	609	0	
8:15 AM	0	1	0	0	0	0	0	0	0	20	168	0	0	0	381	51	621	0	
8:30 AM	0	3	0	3	0	0	0	0	0	26	206	0	1	0	360	41	640	2,490	
Peak Hour	All	0	6	0	4	0	0	0	0	0	90	667	0	1	0	1,559	163	2,490	0
	HV	0	1	0	0	0	0	0	0	0	1	27	0	0	0	41	17	87	0
	HV%	-	17%	-	0%	-	-	-	-	-	1%	4%	-	0%	-	3%	10%	3%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:45 AM	0	0	3	12	15	0	0	0	2	2	0	0	0	0	0
8:00 AM	0	0	8	7	15	1	0	2	1	4	2	0	0	0	2
8:15 AM	1	0	8	18	27	0	0	4	3	7	2	0	0	0	2
8:30 AM	0	0	9	21	30	0	0	1	2	3	0	0	0	0	0
Peak Hour	1	0	28	58	87	1	0	7	8	16	4	0	0	0	4

Three-Hour Count Summaries

Interval Start	Adams Dr				n/a				University Ave				University Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	9	97	0	0	0	295	15	417	0

7:15 AM	0	1	0	0	0	0	0	0	0	0	5	152	0	0	0	316	14	488	0
7:30 AM	0	3	0	0	0	0	0	0	0	1	12	144	0	0	0	393	22	575	0
7:45 AM	0	1	0	0	0	0	0	0	0	0	15	149	0	0	0	425	30	620	2,100
8:00 AM	0	1	0	1	0	0	0	0	0	0	29	144	0	0	0	393	41	609	2,292
8:15 AM	0	1	0	0	0	0	0	0	0	0	20	168	0	0	0	381	51	621	2,425
8:30 AM	0	3	0	3	0	0	0	0	0	0	26	206	0	1	0	360	41	640	2,490
8:45 AM	0	5	0	2	0	0	0	0	0	0	13	187	0	0	0	370	31	608	2,478
9:00 AM	0	4	0	0	0	0	0	0	0	1	17	202	0	0	0	312	46	582	2,451
9:15 AM	0	2	0	4	0	0	0	0	0	0	23	180	0	0	0	339	33	581	2,411
9:30 AM	0	3	0	1	0	0	0	0	0	0	12	185	0	0	0	341	25	567	2,338
9:45 AM	0	3	0	5	0	0	0	0	0	0	15	167	0	0	0	323	21	534	2,264
Count Total	0	28	0	16	0	0	0	0	0	2	196	1,981	0	1	0	4,248	370	6,842	0
Peak Hour	All	0	6	0	4	0	0	0	0	0	90	667	0	1	0	1,559	163	2,490	0
	HV	0	1	0	0	0	0	0	0	0	1	27	0	0	0	41	17	87	0
	HV%	-	17%	-	0%	-	-	-	-	-	1%	4%	-	0%	-	3%	10%	3%	0

Note: Three-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	0	4	5	10	0	0	1	2	3	2	1	0	0	3
7:15 AM	0	0	6	8	14	0	0	1	2	3	0	0	0	0	0
7:30 AM	0	0	3	16	19	0	0	0	4	4	0	0	0	0	0
7:45 AM	0	0	3	12	15	0	0	0	2	2	0	0	0	0	0
8:00 AM	0	0	8	7	15	1	0	2	1	4	2	0	0	0	2
8:15 AM	1	0	8	18	27	0	0	4	3	7	2	0	0	0	2
8:30 AM	0	0	9	21	30	0	0	1	2	3	0	0	0	0	0
8:45 AM	0	0	2	15	17	0	0	3	1	4	0	0	0	0	0
9:00 AM	2	0	17	29	48	0	0	2	4	6	0	0	0	0	0
9:15 AM	3	0	14	28	45	0	0	4	1	5	1	0	0	1	2
9:30 AM	1	0	10	12	23	0	0	2	3	5	2	0	1	0	3
9:45 AM	2	0	6	17	25	0	0	0	0	0	2	0	0	0	2
Count Total	10	0	90	188	288	1	0	20	25	46	11	1	1	1	14
Peak Hr	1	0	28	58	87	1	0	7	8	16	4	0	0	0	4

Three-Hour Count Summaries - Heavy Vehicles

Interval Start	Adams Dr				n/a				University Ave				University Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
7:00 AM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	5	0	10	0	
7:15 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	8	0	14	0	
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	15	1	19	0	
7:45 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	8	4	15	58	
8:00 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	5	2	15	63	
8:15 AM	0	1	0	0	0	0	0	0	0	0	8	0	0	0	15	3	27	76	
8:30 AM	0	0	0	0	0	0	0	0	0	0	1	8	0	0	0	13	8	30	87
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	12	3	17	89	
9:00 AM	0	2	0	0	0	0	0	0	0	0	1	16	0	0	18	11	48	122	
9:15 AM	0	1	0	2	0	0	0	0	0	0	1	13	0	0	24	4	45	140	
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	10	0	0	12	0	23	133	
9:45 AM	0	2	0	0	0	0	0	0	0	0	0	6	0	0	16	1	25	141	
Count Total	0	8	0	2	0	0	0	0	0	0	3	87	0	0	0	151	37	288	0
Peak Hour	0	1	0	0	0	0	0	0	0	0	1	27	0	0	0	41	17	87	0

Three-Hour Count Summaries - Bikes

Interval Start	Adams Dr			n/a			University Ave			University Ave			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		

7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	2	0	3	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	12
8:00 AM	1	0	0	0	0	0	0	0	0	2	0	0	1	0	4	13
8:15 AM	0	0	0	0	0	0	0	1	3	0	0	0	3	0	7	17
8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	16
8:45 AM	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	18
9:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	2	2	6	20
9:15 AM	0	0	0	0	0	0	0	0	4	0	0	0	1	0	5	18
9:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	20
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16
Count Total	1	0	0	0	0	0	0	1	19	0	0	0	23	2	46	0
Peak Hour	1	0	0	0	0	0	0	1	6	0	0	0	8	0	16	0

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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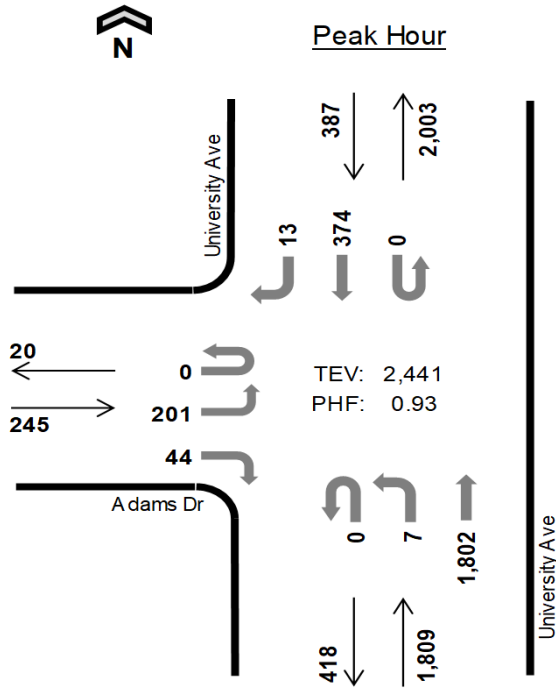
University Ave Adams Dr



Date: 04-25-2019

Count Period: 4:00 PM to 7:00 PM

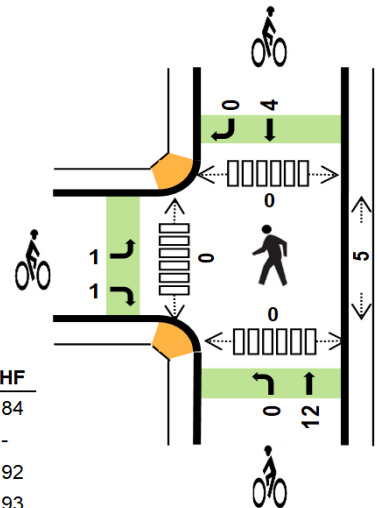
Peak Hour: 4:15 PM to 5:15 PM



Peak Hour

TEV: 2,441
PHF: 0.93

	HV %:	PHF
EB	2.4%	0.84
WB	-	-
NB	1.8%	0.92
SB	4.1%	0.93
TOTAL	2.2%	0.93



Three-Hour Count Summaries

Interval Start	Adams Dr				n/a				University Ave				University Ave				15-min Total	Rolling One Hour	
	Eastbound				Westbound				Northbound				Southbound						
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT			
4:15 PM	0	41	0	8	0	0	0	0	0	2	449	0	0	0	93	2	595	0	
4:30 PM	0	58	0	14	0	0	0	0	0	2	490	0	0	0	90	4	658	0	
4:45 PM	0	40	0	11	0	0	0	0	0	1	443	0	0	0	102	2	599	0	
5:00 PM	0	62	0	11	0	0	0	0	0	2	420	0	0	0	89	5	589	2,441	
Peak Hour	All	0	201	0	44	0	0	0	0	0	7	1,802	0	0	0	374	13	2,441	0
	HV	0	6	0	0	0	0	0	0	0	3	29	0	0	0	13	3	54	0
	HV%	-	3%	-	0%	-	-	-	-	-	43%	2%	-	-	-	3%	23%	2%	0

Note: For all three-hour count summary, see next page.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:15 PM	1	0	9	3	13	0	0	3	1	4	1	0	0	0	1
4:30 PM	1	0	8	4	13	0	0	4	1	5	3	0	0	0	3
4:45 PM	2	0	7	2	11	0	0	3	0	3	0	0	0	0	0
5:00 PM	2	0	8	7	17	2	0	2	2	6	1	0	0	0	1
Peak Hour	6	0	32	16	54	2	0	12	4	18	5	0	0	0	5

Three-Hour Count Summaries

Interval Start	Adams Dr				n/a				University Ave				University Ave				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	25	0	15	0	0	0	0	0	1	437	0	0	0	89	3	570	0

4:00 PM	1	0	1	0	0	0	0	0	0	0	1	3	0	
4:15 PM	0	0	0	0	0	0	0	3	0	0	1	4	0	
4:30 PM	0	0	0	0	0	0	0	4	0	0	1	5	0	
4:45 PM	0	0	0	0	0	0	0	3	0	0	0	3	15	
5:00 PM	1	0	1	0	0	0	0	2	0	0	2	6	18	
5:15 PM	0	0	0	0	0	0	0	4	0	0	2	6	20	
5:30 PM	0	0	0	0	0	0	0	3	0	0	3	6	21	
5:45 PM	0	0	0	0	0	0	0	11	0	0	1	12	30	
6:00 PM	1	0	0	0	0	0	0	3	0	0	1	5	29	
6:15 PM	0	0	0	0	0	0	0	1	0	0	1	2	25	
6:30 PM	0	0	0	0	0	0	0	9	0	0	0	9	28	
6:45 PM	0	0	0	0	0	0	0	2	0	0	4	6	22	
Count Total	3	0	2	0	0	0	0	45	0	0	16	1	67	0
Peak Hour	1	0	1	0	0	0	0	12	0	0	4	0	18	0

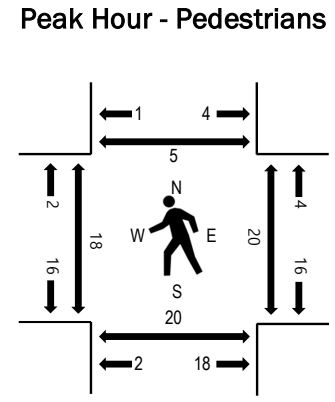
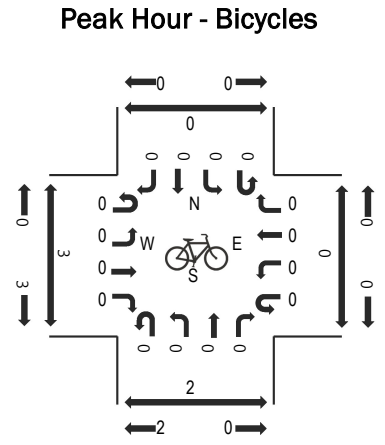
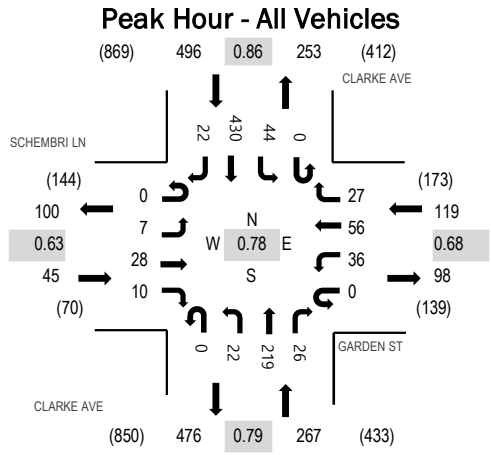
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

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Location: 13 CLARKE AVE & GARDEN ST AM
Date: Tuesday, May 21, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SCHEMBRI LN Eastbound				GARDEN ST Westbound				CLARKE AVE Northbound				CLARKE AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	4	4	0	3	6	2	0	1	26	3	0	5	68	7	131	826	3	1	3	1
7:15 AM	0	1	1	3	0	15	8	3	0	4	27	5	0	4	96	4	171	909	2	5	3	0
7:30 AM	0	3	8	3	0	10	20	8	0	6	53	6	0	14	93	4	228	927	4	4	4	2
7:45 AM	0	1	13	5	0	15	22	12	0	7	62	15	0	24	112	8	296	888	2	4	4	2
8:00 AM	0	3	5	1	0	4	10	6	0	7	51	2	0	3	116	6	214	719	5	4	4	0
8:15 AM	0	0	2	1	0	7	4	1	0	2	53	3	0	3	109	4	189		7	8	8	1
8:30 AM	0	2	5	1	0	5	5	2	0	1	60	3	0	2	99	4	189		2	5	4	0
8:45 AM	0	0	1	1	0	3	1	1	0	0	33	3	0	5	76	3	127		1	2	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	7	28	10	0	35	56	27	0	22	213	26	0	44	417	22	907
Mediums	0	0	0	0	0	1	0	0	0	0	6	0	0	0	13	0	20
Total	0	7	28	10	0	36	56	27	0	22	219	26	0	44	430	22	927



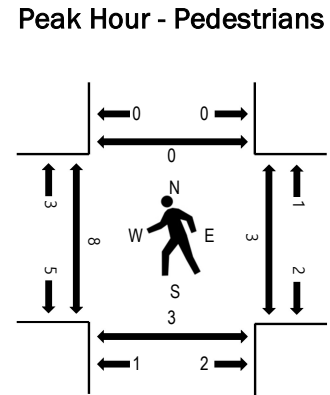
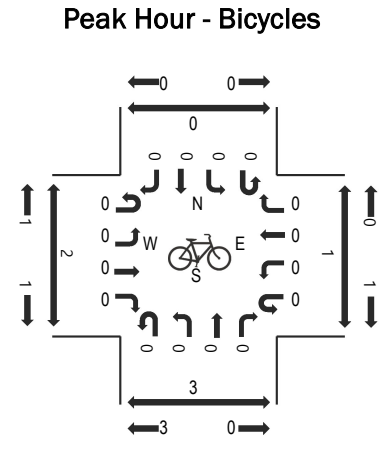
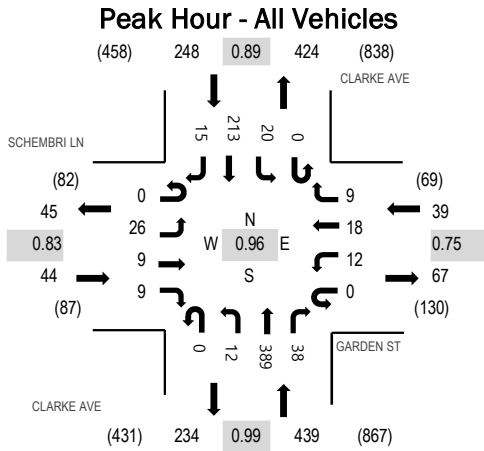
Location: 13 CLARKE AVE & GARDEN ST PM

Date: Tuesday, May 21, 2019

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

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

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Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SCHEMBRI LN Eastbound				GARDEN ST Westbound				CLARKE AVE Northbound				CLARKE AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	3	0	0	5	5	4	0	8	97	5	0	6	44	3	183	711	2	0	2	0
4:15 PM	0	5	3	2	0	3	3	2	0	1	111	6	0	9	48	2	195	721	2	4	2	0
4:30 PM	0	5	6	3	0	1	2	1	0	2	99	5	0	4	40	3	171	706	2	1	2	0
4:45 PM	0	5	4	4	0	1	3	0	0	4	82	8	0	4	46	1	162	731	6	3	1	0
5:00 PM	0	11	2	3	0	3	3	1	0	5	97	8	0	1	56	3	193	770	1	1	1	0
5:15 PM	0	4	4	1	0	2	4	3	0	0	98	11	0	4	45	4	180		5	1	0	0
5:30 PM	0	3	1	1	0	2	5	3	0	4	97	10	0	7	57	6	196		1	1	1	0
5:45 PM	0	8	2	4	0	5	6	2	0	3	97	9	0	8	55	2	201		1	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	25	9	9	0	12	18	9	0	12	377	37	0	20	210	14	752
Mediums	0	1	0	0	0	0	0	0	0	0	12	1	0	0	3	1	18
Total	0	26	9	9	0	12	18	9	0	12	389	38	0	20	213	15	770

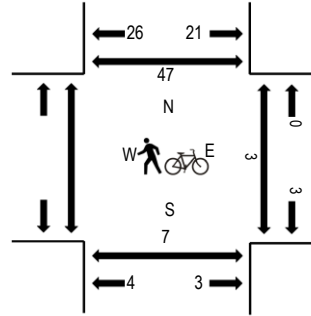
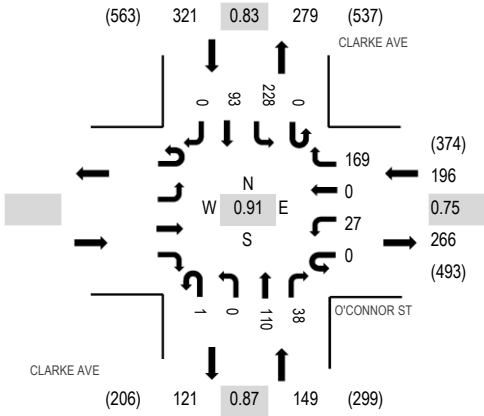


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Location: 4 CLARKE AVE & O'CONNOR ST PM
Date and Start Time: Wednesday, May 17, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	O'CONNOR ST				CLARKE AVE Northbound				CLARKE AVE Southbound				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Left		Thru Right		Left		Thru Right				West	East	South	North			
4:00 PM					0	5	0	41	0	0	33	8	0	41	14	0	142	584	3	0	2
4:15 PM					0	6	0	32	0	0	20	9	0	54	14	0	135	624	0	8	11
4:30 PM					0	4	0	33	0	0	22	13	0	37	15	0	124	640	1	1	9
4:45 PM					0	6	0	42	0	0	27	11	0	71	26	0	183	666	0	2	3
5:00 PM					0	10	0	58	1	0	25	8	0	59	21	0	182	652	1	0	27
5:15 PM					0	5	0	36	0	0	26	12	0	52	20	0	151		0	4	1
5:30 PM					0	6	0	33	0	0	32	7	0	46	26	0	150		0	0	12
5:45 PM					0	7	0	50	0	0	27	18	0	47	20	0	169		5	0	17

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	26	0	165	1	0	108	38	0	226	87	0	651
Mediums					0	1	0	4	0	0	2	0	0	2	6	0	15
Total					0	27	0	169	1	0	110	38	0	228	93	0	666



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Location: 4 CLARKE AVE & O'CONNOR ST AM

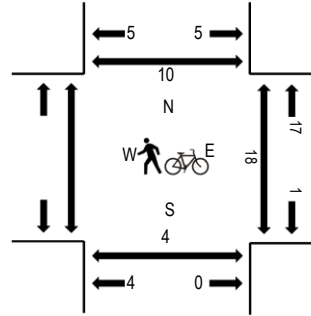
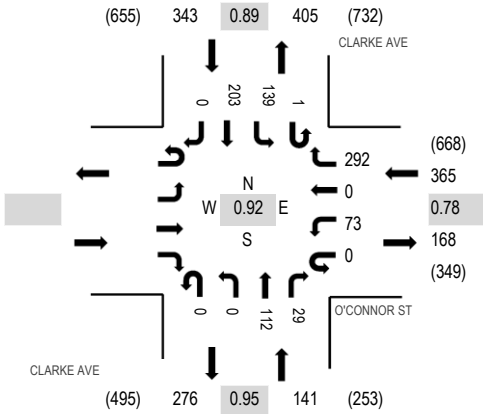
Date and Start Time: Wednesday, May 17, 2017

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

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

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	O'CONNOR ST				CLARKE AVE Northbound				CLARKE AVE Southbound				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Left		Thru Right		Left		Thru Right				West	East	South	North			
7:00 AM					0	3	0	62	0	0	14	5	0	18	35	0	137	750	0	1	1
7:15 AM					0	20	0	73	0	0	16	8	0	41	44	0	202	843	2	0	3
7:30 AM					0	22	0	96	0	0	23	4	0	40	44	0	229	849	2	0	4
7:45 AM					0	15	0	52	0	0	30	8	0	23	54	0	182	833	1	1	2
8:00 AM					0	17	0	73	0	0	32	8	1	40	59	0	230	826	4	1	1
8:15 AM					0	19	0	71	0	0	27	9	0	36	46	0	208		11	2	3
8:30 AM					0	19	0	63	0	0	29	12	0	43	47	0	213		9	0	8
8:45 AM					1	15	0	47	0	0	23	5	0	48	36	0	175		0	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	73	0	284	0	0	111	27	1	137	194	0	827
Mediums					0	0	0	8	0	0	1	2	0	2	9	0	22
Total					0	73	0	292	0	0	112	29	1	139	203	0	849



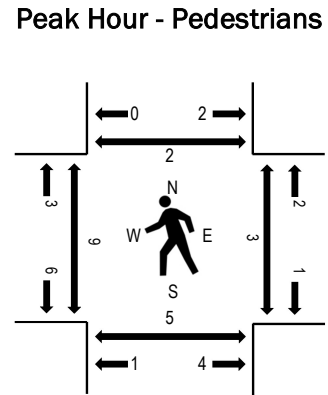
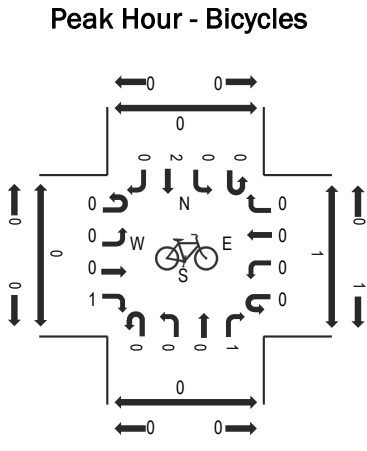
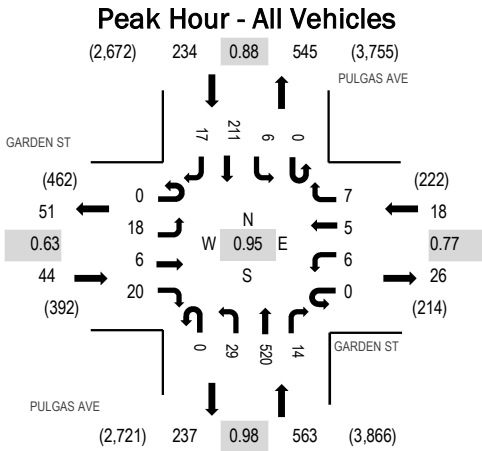
Location: 9 PULGAS AVE & GARDEN ST AM

Date: Tuesday, January 22, 2019

Peak Hour: 05:15 PM - 06:15 PM

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

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Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	GARDEN ST Eastbound				GARDEN ST Westbound				PULGAS AVE Northbound				PULGAS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	0	0	0	0	1	1	1	0	0	9	0	0	0	13	1	26	156	0	2	0	0
6:15 AM	0	1	0	0	0	4	1	0	0	1	15	1	0	0	13	1	37	219	0	0	0	0
6:30 AM	0	1	0	0	0	0	2	0	0	2	17	0	0	0	12	2	36	304	0	1	0	0
6:45 AM	0	0	0	3	0	1	0	0	0	1	21	0	0	1	30	0	57	437	0	1	1	0
7:00 AM	0	0	1	2	0	0	2	2	0	3	29	1	0	1	47	1	89	616	0	1	0	0
7:15 AM	0	2	2	8	0	2	5	6	0	6	45	3	0	1	38	4	122	700	0	3	1	0
7:30 AM	0	5	0	4	0	3	6	1	0	11	71	1	0	1	54	12	169	775	4	1	5	0
7:45 AM	0	17	1	10	0	4	7	2	0	10	91	6	0	3	71	14	236	822	2	0	6	4
8:00 AM	0	3	1	2	0	0	1	1	0	4	56	2	0	1	99	3	173	724	0	1	2	0
8:15 AM	0	1	1	3	0	1	0	0	0	4	72	1	0	2	111	1	197	633	1	0	0	0
8:30 AM	0	1	0	6	0	4	2	1	0	4	75	2	0	0	119	2	216	526	5	1	0	0
8:45 AM	0	1	0	6	0	4	1	0	0	1	57	2	0	0	66	0	138	391	1	0	0	0
9:00 AM	0	2	0	4	0	0	2	1	0	1	27	0	0	1	42	2	82	342	3	0	0	0
9:15 AM	0	0	0	1	0	2	0	2	0	4	23	2	0	1	53	2	90	334	0	0	0	1
9:30 AM	0	1	0	1	0	1	1	1	1	2	26	1	0	1	44	1	81	317	1	0	0	0
9:45 AM	0	2	0	2	0	1	0	0	0	4	33	0	0	1	44	2	89	312	0	0	1	0
10:00 AM	0	3	0	0	0	0	2	1	0	1	24	1	0	2	38	2	74	280	1	0	1	1
10:15 AM	0	2	0	1	0	1	2	0	0	0	31	1	0	0	32	3	73	262	2	0	0	0
10:30 AM	0	0	0	0	0	0	0	2	0	2	28	0	0	1	42	1	76	280	4	2	1	0
10:45 AM	0	0	1	0	0	0	0	1	0	1	26	1	0	1	24	2	57	286	1	1	1	0
11:00 AM	0	2	0	2	0	0	2	0	0	1	23	0	0	0	25	1	56	318	3	0	0	0
11:15 AM	0	5	1	1	0	0	0	1	0	0	40	3	0	1	36	3	91	349	0	3	2	0
11:30 AM	0	2	0	5	0	1	1	0	0	0	37	1	0	0	33	2	82	331	2	0	0	0
11:45 AM	0	1	0	2	0	2	2	2	0	5	35	2	0	4	32	2	89	334	0	2	0	0
12:00 PM	0	3	0	4	0	2	0	0	0	2	35	3	0	2	33	3	87	313	4	0	1	0
12:15 PM	0	1	1	2	0	0	1	2	0	0	38	1	0	0	25	2	73	299	0	0	0	0
12:30 PM	0	2	1	2	0	0	0	0	0	1	39	1	1	0	35	3	85	316	0	0	1	0
12:45 PM	0	0	0	4	0	2	0	2	0	1	30	0	0	2	27	0	68	306	2	1	1	0
1:00 PM	0	0	2	5	0	2	1	0	0	4	30	1	0	1	27	0	73	320	1	1	1	0
1:15 PM	0	2	2	2	0	0	4	2	0	2	35	0	0	3	37	1	90	335	2	0	0	0
1:30 PM	1	1	2	3	0	1	1	0	0	2	33	0	0	1	25	5	75	338	2	0	0	0
1:45 PM	0	0	1	3	0	1	1	1	0	1	39	1	0	0	34	0	82	408	0	1	0	0
2:00 PM	0	2	0	2	0	2	1	1	0	5	45	0	0	2	26	2	88	504	2	1	0	0
2:15 PM	0	0	0	4	0	0	1	1	0	1	46	1	0	0	37	2	93	580	2	0	0	0

2:30 PM	1	2	0	3	0	3	0	0	1	1	95	1	0	1	34	3	145	711	0	0	0	0
2:45 PM	0	3	3	4	0	0	2	0	0	3	106	5	0	2	46	4	178	772	2	1	0	0
3:00 PM	0	2	6	1	0	0	2	1	0	1	91	7	0	2	49	2	164	777	3	1	1	2
3:15 PM	0	2	3	9	0	7	13	3	0	14	92	2	0	1	63	15	224	797	7	2	6	13
3:30 PM	1	7	0	15	0	2	1	0	0	11	82	4	0	2	69	12	206	772	1	4	0	1
3:45 PM	0	8	2	1	0	1	2	1	0	4	108	2	0	3	50	1	183	774	3	3	4	0
4:00 PM	0	6	0	2	0	0	0	1	0	7	91	5	0	2	64	6	184	801	1	1	0	0
4:15 PM	0	8	1	7	0	0	0	2	0	6	136	3	0	2	32	2	199	814	2	5	2	0
4:30 PM	0	4	1	8	0	0	0	1	1	5	132	3	0	1	52	0	208	823	3	1	1	0
4:45 PM	0	6	2	4	0	2	1	2	1	2	125	0	0	1	62	2	210	830	1	2	0	0
5:00 PM	0	3	1	7	0	3	1	1	0	2	118	3	0	3	54	1	197	830	7	1	0	0
5:15 PM	0	3	3	6	0	2	3	2	0	8	132	2	0	0	43	4	208	859	2	0	0	2
5:30 PM	0	2	0	5	0	1	0	1	0	5	137	2	0	0	59	3	215	856	0	0	0	0
5:45 PM	0	3	1	4	0	0	1	4	0	8	131	4	0	0	48	6	210	805	3	1	1	0
6:00 PM	0	10	2	5	0	3	1	0	0	8	120	6	0	6	61	4	226	757	4	2	4	0
6:15 PM	0	2	0	4	0	1	4	2	0	6	130	2	0	3	47	4	205	679	0	0	0	0
6:30 PM	0	1	2	5	0	2	0	2	0	5	103	2	0	0	40	2	164	581	0	0	0	0
6:45 PM	0	3	2	2	0	1	2	0	0	7	105	4	0	1	33	2	162	512	0	0	0	0
7:00 PM	0	1	2	6	0	0	2	0	0	6	95	2	0	1	31	2	148	414	0	0	0	0
7:15 PM	0	1	0	5	0	1	0	1	0	6	62	0	0	0	30	1	107		0	0	0	1
7:30 PM	0	1	0	1	0	3	2	0	0	6	48	0	0	1	32	1	95		0	0	0	0
7:45 PM	0	0	2	0	0	0	1	2	0	3	33	0	0	0	22	1	64		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Bicycles on Road	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2	0	4
Lights	0	18	6	19	0	6	5	7	0	29	515	13	0	6	207	17	848
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6
Total	0	18	6	20	0	6	5	7	0	29	520	14	0	6	211	17	859

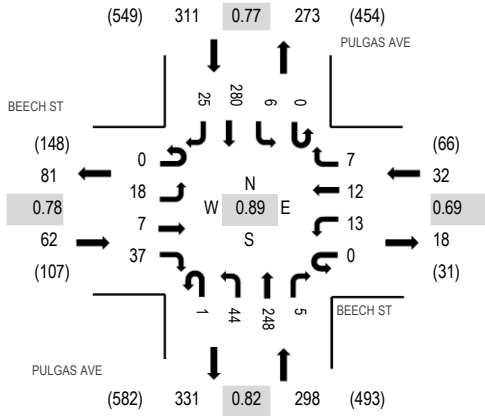
DRAFT



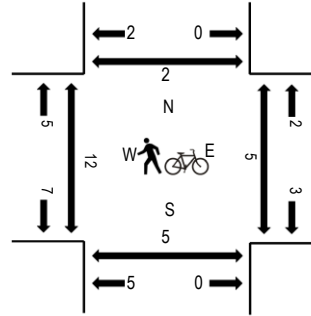
(303) 216-2439
www.alltrafficdata.net

Location: 6 PULGAS AVE & BEECH ST AM
Date and Start Time: Wednesday, May 17, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BEECH ST Eastbound				BEECH ST Westbound				PULGAS AVE Northbound				PULGAS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	8	2	6	0	1	6	0	0	8	35	1	0	0	40	7	114	606	1	2	0	0
7:15 AM	0	4	1	5	0	4	9	0	0	9	48	1	0	2	59	5	147	689	0	0	0	1
7:30 AM	0	7	3	6	0	3	4	1	0	12	70	1	0	0	47	8	162	703	1	2	2	0
7:45 AM	0	5	1	14	0	1	3	1	0	15	74	2	0	0	61	6	183	681	1	0	2	2
8:00 AM	0	1	1	12	0	4	2	4	1	7	58	1	0	2	97	7	197	609	6	1	1	0
8:15 AM	0	5	2	5	0	5	3	1	0	10	46	1	0	4	75	4	161		3	1	0	0
8:30 AM	0	4	1	8	0	2	1	2	1	8	40	2	0	0	68	3	140		3	0	2	0
8:45 AM	0	0	1	5	0	4	4	1	0	3	38	1	1	1	48	4	111		0	1	2	0

Peak Rolling Hour Flow Rates

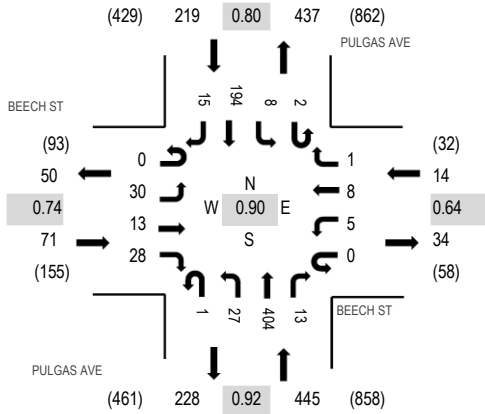
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	16	7	37	0	13	12	7	1	43	241	5	0	6	276	25	689
Mediums	0	2	0	0	0	0	0	0	0	1	7	0	0	0	4	0	14
Total	0	18	7	37	0	13	12	7	1	44	248	5	0	6	280	25	703



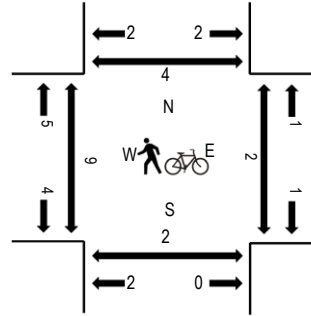
(303) 216-2439
www.alltrafficdata.net

Location: 6 PULGAS AVE & BEECH ST PM
Date and Start Time: Wednesday, May 17, 2017
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BEECH ST Eastbound				BEECH ST Westbound				PULGAS AVE Northbound				PULGAS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	10	2	5	0	1	0	0	0	4	85	2	0	0	47	2	158	726	0	0	1	0
4:15 PM	0	10	3	6	0	1	1	0	0	8	108	5	0	2	37	2	183	749	1	2	2	1
4:30 PM	0	8	3	8	0	1	4	0	1	3	90	4	1	0	52	3	178	730	3	0	0	1
4:45 PM	0	9	5	6	0	3	3	0	0	7	108	4	1	3	54	4	207	726	1	0	0	1
5:00 PM	0	3	2	8	0	0	0	1	0	9	98	0	0	3	51	6	181	748	3	0	0	1
5:15 PM	0	12	4	9	0	5	1	0	0	4	95	2	0	4	25	3	164		17	0	0	0
5:30 PM	0	9	1	5	0	2	1	1	0	10	83	2	0	4	53	3	174		7	1	5	0
5:45 PM	0	13	2	12	0	3	1	3	0	11	114	1	0	0	66	3	229		6	1	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	30	13	28	0	5	8	1	1	27	402	13	2	8	190	15	743
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	6
Total	0	30	13	28	0	5	8	1	1	27	404	13	2	8	194	15	749

Appendix
Volume Summary Tables

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 1
 Software Node Number: 1
 Intersection Name: Willow Road (SR 114) & Bayfront Expressway (SR 84)
 Peak Hour: AM
 Count Date: 04/23/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	72	67	35	72	2217	1021	277	425	195	172	410	341	5304
Existing Plus Project (2.8M s.f.) (no loop)	72	67	38	72	2240	1106	320	506	195	304	448	341	5709
Existing Plus Project (2.8M s.f.) (with loop)	72	67	37	72	2217	1088	315	500	195	303	509	341	5716
Existing Plus Project (3.35M s.f.) (no loop)	72	68	35	72	2233	1110	316	522	195	328	457	341	5749
Existing Plus Project (3.35M s.f.) (with loop)	72	67	37	72	2217	1100	316	512	195	310	522	341	5761
Cumulative No Project (1.4M s.f.) (with loop)	75	67	36	72	2825	1230	319	425	423	209	520	341	6542
Cumulative Plus Project (2.8M s.f.) (no loop)	75	67	37	72	2786	1283	300	425	391	227	518	341	6522
Cumulative Plus Project (2.8M s.f.) (with loop)	75	67	37	72	2790	1268	314	425	380	232	517	341	6518
Cumulative Plus Project (3.35M s.f.) (no loop)	76	67	37	72	2775	1289	303	425	374	238	515	341	6512
Cumulative Plus Project (3.35M s.f.) (with loop)	75	67	37	72	2774	1280	314	425	370	241	517	341	6513

Intersection Number: 2
 Software Node Number: 2
 Intersection Name: Willow Road (SR 114) & Newbridge Street
 Peak Hour: AM
 Count Date: 03/21/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	7	1202	40	36	79	260	130	1589	143	281	93	17	3877
Existing Plus Project (2.8M s.f.) (no loop)	7	1247	40	36	91	310	400	1664	143	281	112	34	4366
Existing Plus Project (2.8M s.f.) (with loop)	7	1231	40	36	93	320	359	1698	143	281	108	42	4359
Existing Plus Project (3.35M s.f.) (no loop)	7	1249	40	36	87	315	413	1686	143	281	106	40	4404
Existing Plus Project (3.35M s.f.) (with loop)	7	1240	40	36	90	320	366	1746	143	281	109	46	4425
Cumulative No Project (1.4M s.f.) (with loop)	7	1368	40	202	169	260	340	1804	278	318	106	40	4933
Cumulative Plus Project (2.8M s.f.) (no loop)	7	1334	40	205	166	264	429	1824	255	333	109	46	5013
Cumulative Plus Project (2.8M s.f.) (with loop)	7	1352	40	210	166	260	407	1857	247	327	106	47	5027
Cumulative Plus Project (3.35M s.f.) (no loop)	7	1330	40	207	166	268	443	1854	240	328	111	49	5045
Cumulative Plus Project (3.35M s.f.) (with loop)	7	1346	40	216	167	260	418	1887	237	326	109	51	5065

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: **3**
 Software Node Number: 3
 Intersection Name: University Ave (SR 109) & Bayfront Expressway (SR 84)
 Peak Hour: AM
 Count Date: 04/25/19
 Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	2695	1148	416	0	205	67	829	0	5360
Existing Plus Project (2.8M s.f.) (no loop)	0	0	0	0	2785	1491	416	0	205	113	867	0	5877
Existing Plus Project (2.8M s.f.) (with loop)	0	0	0	0	2739	1554	416	0	205	180	856	0	5950
Existing Plus Project (3.35M s.f.) (no loop)	0	0	0	0	2784	1554	416	0	205	118	865	0	5942
Existing Plus Project (3.35M s.f.) (with loop)	0	0	0	0	2745	1604	416	0	205	190	861	0	6021
Cumulative No Project (1.4M s.f.) (with loop)	0	0	0	0	3318	1585	511	0	395	141	909	0	6858
Cumulative Plus Project (2.8M s.f.) (no loop)	0	0	0	0	3385	1646	467	0	335	124	906	0	6862
Cumulative Plus Project (2.8M s.f.) (with loop)	0	0	0	0	3335	1709	476	0	375	141	902	0	6937
Cumulative Plus Project (3.35M s.f.) (no loop)	0	0	0	0	3394	1690	445	0	314	122	908	0	6872
Cumulative Plus Project (3.35M s.f.) (with loop)	0	0	0	0	3349	1743	454	0	354	141	902	0	6942

Intersection Number: **4**
 Software Node Number: 4
 Intersection Name: Ralmar Ave/Newbridge St & Bay Rd
 Peak Hour: AM
 Count Date: 02/14/17
 Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	27	27	138	152	248	37	39	62	6	7	229	15	987
Existing Plus Project (2.8M s.f.) (no loop)	27	32	177	152	305	37	39	95	6	7	491	15	1382
Existing Plus Project (2.8M s.f.) (with loop)	27	32	171	152	315	37	39	96	6	7	449	15	1345
Existing Plus Project (3.35M s.f.) (no loop)	27	33	189	152	311	37	39	94	6	7	499	15	1408
Existing Plus Project (3.35M s.f.) (with loop)	27	32	177	152	313	37	39	96	6	7	456	15	1356
Cumulative No Project (1.4M s.f.) (with loop)	27	27	158	175	255	37	39	62	6	7	440	15	1247
Cumulative Plus Project (2.8M s.f.) (no loop)	27	27	212	152	274	37	39	87	6	7	511	15	1393
Cumulative Plus Project (2.8M s.f.) (with loop)	27	27	189	152	266	37	39	87	6	7	494	15	1345
Cumulative Plus Project (3.35M s.f.) (no loop)	27	27	219	152	278	37	39	88	6	7	524	15	1418
Cumulative Plus Project (3.35M s.f.) (with loop)	27	27	195	152	260	37	39	88	6	7	506	15	1358

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: **5**
 Software Node Number: 5
 Intersection Name: Euclid Ave & East Bayshore Rd/Donohoe St
 Peak Hour: AM
 Count Date: 05/21/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	5	0	360	41	113	0	0	0	0	0	600	7	1126
Existing Plus Project (2.8M s.f.) (no loop)	5	0	461	80	159	0	0	0	0	0	600	19	1324
Existing Plus Project (2.8M s.f.) (with loop)	5	0	452	79	161	0	0	0	0	0	606	7	1310
Existing Plus Project (3.35M s.f.) (no loop)	5	0	475	140	145	0	0	0	0	0	600	27	1392
Existing Plus Project (3.35M s.f.) (with loop)	5	0	469	92	162	0	0	0	0	0	600	16	1344
Cumulative No Project (1.4M s.f.) (with loop)	5	0	514	41	366	0	0	0	0	0	610	9	1545
Cumulative Plus Project (2.8M s.f.) (no loop)	5	0	543	79	397	0	0	0	0	0	624	18	1666
Cumulative Plus Project (2.8M s.f.) (with loop)	5	0	542	71	403	0	0	0	0	0	610	18	1649
Cumulative Plus Project (3.35M s.f.) (no loop)	5	0	557	104	404	0	0	0	0	0	627	20	1717
Cumulative Plus Project (3.35M s.f.) (with loop)	5	0	552	83	417	0	0	0	0	0	621	18	1696

Intersection Number: **6**
 Software Node Number: 6
 Intersection Name: US 101 NB On-Ramp & Donohoe St
 Peak Hour: AM
 Count Date: 05/21/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	2	0	1	146	409	0	0	0	442	525	0	1525
Existing Plus Project (2.8M s.f.) (no loop)	0	2	0	1	231	409	0	0	0	527	541	0	1711
Existing Plus Project (2.8M s.f.) (with loop)	0	2	0	1	232	409	0	0	0	520	539	0	1703
Existing Plus Project (3.35M s.f.) (no loop)	0	2	0	1	277	409	0	0	0	544	538	0	1771
Existing Plus Project (3.35M s.f.) (with loop)	0	2	0	1	246	409	0	0	0	537	539	0	1734
Cumulative No Project (1.4M s.f.) (with loop)	5	6	6	118	402	328	0	0	0	524	591	9	1990
Cumulative Plus Project (2.8M s.f.) (no loop)	4	6	6	118	472	284	0	0	0	567	591	9	2057
Cumulative Plus Project (2.8M s.f.) (with loop)	4	6	6	118	470	297	0	0	0	552	591	9	2053
Cumulative Plus Project (3.35M s.f.) (no loop)	4	6	6	118	504	267	0	0	0	584	591	9	2089
Cumulative Plus Project (3.35M s.f.) (with loop)	4	6	6	118	496	274	0	0	0	573	591	9	2077

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 7
Software Node Number: 7
Intersection Name: University Ave (SR 109) & Loop Rd (Future)
Peak Hour: AM
Count Date: 01/00/00
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	1737	0	0	0	0	0	650	0	0	0	0	2387
Existing Plus Project (2.8M s.f.) (no loop)	0	2127	0	0	0	0	0	650	0	0	0	0	2777
Existing Plus Project (2.8M s.f.) (with loop)	0	1770	487	59	0	2	8	650	0	0	0	0	2976
Existing Plus Project (3.35M s.f.) (no loop)	0	2194	0	0	0	0	0	650	0	0	0	0	2844
Existing Plus Project (3.35M s.f.) (with loop)	0	1761	555	65	0	2	7	650	0	0	0	0	3040
Cumulative No Project (1.4M s.f.) (with loop)	0	1980	268	75	0	4	30	860	0	0	0	0	3217
Cumulative Plus Project (2.8M s.f.) (no loop)	0	2292	0	0	0	0	0	832	0	0	0	0	3124
Cumulative Plus Project (2.8M s.f.) (with loop)	0	1946	426	116	0	5	78	764	0	0	0	0	3335
Cumulative Plus Project (3.35M s.f.) (no loop)	0	2334	0	0	0	0	0	788	0	0	0	0	3122
Cumulative Plus Project (3.35M s.f.) (with loop)	0	1929	477	130	0	5	90	707	0	0	0	0	3338

Intersection Number: 8
Software Node Number: 8
Intersection Name: University Ave (SR 109) & Purdue Ave
Peak Hour: AM
Count Date: 05/21/19
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	1576	161	64	0	29	48	586	0	0	0	0	2464
Existing Plus Project (2.8M s.f.) (no loop)	0	1960	166	64	0	29	56	586	0	0	0	0	2860
Existing Plus Project (2.8M s.f.) (with loop)	0	1615	161	64	0	29	59	586	0	0	0	0	2513
Existing Plus Project (3.35M s.f.) (no loop)	0	1959	235	64	0	29	59	586	0	0	0	0	2931
Existing Plus Project (3.35M s.f.) (with loop)	0	1605	161	64	0	29	59	586	0	0	0	0	2503
Cumulative No Project (1.4M s.f.) (with loop)	0	1819	165	64	0	29	48	831	0	0	0	0	2956
Cumulative Plus Project (2.8M s.f.) (no loop)	0	2031	261	64	0	29	48	782	0	0	0	0	3215
Cumulative Plus Project (2.8M s.f.) (with loop)	0	1789	163	64	0	29	48	791	0	0	0	0	2884
Cumulative Plus Project (3.35M s.f.) (no loop)	0	2027	307	64	0	29	48	739	0	0	0	0	3214
Cumulative Plus Project (3.35M s.f.) (with loop)	0	1772	162	64	0	29	48	747	0	0	0	0	2822

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 9
Software Node Number: 9
Intersection Name: University Ave (SR 109) & O'Brien Dr
Peak Hour: AM
Count Date: 04/23/19
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	274	1184	0	0	0	0	0	733	110	20	0	32	2353
Existing Plus Project (2.8M s.f.) (no loop)	274	1505	0	0	0	0	0	733	113	20	0	35	2680
Existing Plus Project (2.8M s.f.) (with loop)	274	1204	0	0	0	0	0	733	115	134	0	46	2507
Existing Plus Project (3.35M s.f.) (no loop)	274	1508	0	0	0	0	0	733	115	20	0	39	2689
Existing Plus Project (3.35M s.f.) (with loop)	274	1194	0	0	0	0	0	733	110	184	0	45	2540
Cumulative No Project (1.4M s.f.) (with loop)	274	1314	0	0	0	0	0	894	175	53	0	42	2752
Cumulative Plus Project (2.8M s.f.) (no loop)	274	1495	0	0	0	0	0	876	175	25	0	46	2891
Cumulative Plus Project (2.8M s.f.) (with loop)	296	1282	0	0	0	0	0	808	239	129	0	120	2875
Cumulative Plus Project (3.35M s.f.) (no loop)	274	1493	0	0	0	0	0	844	203	26	0	46	2886
Cumulative Plus Project (3.35M s.f.) (with loop)	307	1266	0	0	0	0	0	765	267	169	0	134	2909

Intersection Number: 10
Software Node Number: 10
Intersection Name: University Ave & Notre Dame Ave
Peak Hour: AM
Count Date: 03/04/20
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	0	1180	10	12	0	31	25	1061	0	0	0	0	2319
Existing Plus Project (2.8M s.f.) (no loop)	0	1424	73	12	0	31	64	1061	0	0	0	0	2665
Existing Plus Project (2.8M s.f.) (with loop)	0	1316	10	12	0	31	63	1061	0	0	0	0	2493
Existing Plus Project (3.35M s.f.) (no loop)	0	1405	96	12	0	31	70	1061	0	0	0	0	2675
Existing Plus Project (3.35M s.f.) (with loop)	0	1358	10	12	0	31	64	1061	0	0	0	0	2536
Cumulative No Project (1.4M s.f.) (with loop)	0	1344	10	20	0	31	25	1279	0	0	0	0	2709
Cumulative Plus Project (2.8M s.f.) (no loop)	0	1401	105	20	0	31	26	1261	0	0	0	0	2844
Cumulative Plus Project (2.8M s.f.) (with loop)	0	1380	17	20	0	31	25	1257	0	0	0	0	2730
Cumulative Plus Project (3.35M s.f.) (no loop)	0	1355	150	20	0	31	26	1257	0	0	0	0	2839
Cumulative Plus Project (3.35M s.f.) (with loop)	0	1407	14	20	0	31	25	1242	0	0	0	0	2739

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 11
 Software Node Number: 11
 Intersection Name: University Ave & Bay Rd
 Peak Hour: AM
 Count Date: 04/17/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	113	862	154	130	221	76	87	677	76	58	219	60	2733
Existing Plus Project (2.8M s.f.) (no loop)	116	860	532	256	330	357	418	677	76	58	595	60	4335
Existing Plus Project (2.8M s.f.) (with loop)	113	862	246	226	329	269	486	677	76	58	554	60	3956
Existing Plus Project (3.35M s.f.) (no loop)	113	862	535	261	342	367	475	677	76	58	602	60	4428
Existing Plus Project (3.35M s.f.) (with loop)	113	862	306	231	332	297	520	677	76	58	569	60	4101
Cumulative No Project (1.4M s.f.) (with loop)	113	899	222	257	352	193	219	755	76	58	536	60	3740
Cumulative Plus Project (2.8M s.f.) (no loop)	116	860	421	292	363	294	321	707	76	58	620	60	4187
Cumulative Plus Project (2.8M s.f.) (with loop)	113	862	215	270	305	241	333	723	76	58	595	60	3850
Cumulative Plus Project (3.35M s.f.) (no loop)	113	862	438	301	350	309	374	691	76	58	624	60	4255
Cumulative Plus Project (3.35M s.f.) (with loop)	113	862	262	255	290	263	372	716	76	58	609	60	3935

Intersection Number: 12
 Software Node Number: 12
 Intersection Name: University Ave & Runnymede St
 Peak Hour: AM
 Count Date: 01/15/20
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	112	722	186	25	132	39	28	743	23	10	78	13	2111
Existing Plus Project (2.8M s.f.) (no loop)	214	722	186	25	135	59	279	825	23	10	107	20	2603
Existing Plus Project (2.8M s.f.) (with loop)	192	732	186	25	147	63	196	909	23	10	103	20	2604
Existing Plus Project (3.35M s.f.) (no loop)	219	722	188	25	141	63	303	799	23	10	127	76	2694
Existing Plus Project (3.35M s.f.) (with loop)	208	722	186	25	147	64	211	895	23	10	103	33	2625
Cumulative No Project (1.4M s.f.) (with loop)	162	817	186	25	179	39	72	928	23	10	78	13	2531
Cumulative Plus Project (2.8M s.f.) (no loop)	194	761	186	25	181	43	155	952	23	10	115	27	2670
Cumulative Plus Project (2.8M s.f.) (with loop)	176	793	186	25	182	42	133	975	23	10	104	22	2669
Cumulative Plus Project (3.35M s.f.) (no loop)	203	748	186	25	179	44	154	957	23	10	140	47	2714
Cumulative Plus Project (3.35M s.f.) (with loop)	187	776	186	25	180	41	121	988	23	10	108	28	2671

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 13
 Software Node Number: 13 13
 Intersection Name: University Ave & Bell St
 Peak Hour: AM
 Count Date: 04/25/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	36	985	33	20	76	38	35	856	25	12	42	10	2168
Existing Plus Project (2.8M s.f.) (no loop)	36	985	33	20	77	38	135	1140	25	12	57	10	2568
Existing Plus Project (2.8M s.f.) (with loop)	36	1013	33	20	79	38	91	1141	25	12	45	10	2544
Existing Plus Project (3.35M s.f.) (no loop)	36	985	33	20	82	38	177	1138	25	15	65	10	2624
Existing Plus Project (3.35M s.f.) (with loop)	36	998	33	20	80	38	152	1142	25	12	54	10	2601
Cumulative No Project (1.4M s.f.) (with loop)	36	1079	33	20	146	38	74	1085	25	12	45	10	2604
Cumulative Plus Project (2.8M s.f.) (no loop)	36	1027	33	20	156	38	203	1143	25	40	55	10	2787
Cumulative Plus Project (2.8M s.f.) (with loop)	36	1058	33	20	158	38	179	1144	25	14	55	10	2771
Cumulative Plus Project (3.35M s.f.) (no loop)	36	1015	33	20	165	38	247	1148	25	47	56	10	2841
Cumulative Plus Project (3.35M s.f.) (with loop)	36	1040	33	20	167	38	239	1146	25	33	55	10	2843

Intersection Number: 14
 Software Node Number: 14
 Intersection Name: University Ave & Donohoe St
 Peak Hour: AM
 Count Date: 04/17/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	48	616	14	448	394	479	405	340	86	526	57	14	3427
Existing Plus Project (2.8M s.f.) (no loop)	48	616	14	580	417	494	405	580	148	542	57	14	3915
Existing Plus Project (2.8M s.f.) (with loop)	48	642	14	604	423	486	405	514	143	540	57	14	3890
Existing Plus Project (3.35M s.f.) (no loop)	48	619	14	601	438	497	405	600	173	539	57	14	4005
Existing Plus Project (3.35M s.f.) (with loop)	48	629	14	629	422	493	405	551	158	540	57	14	3960
Cumulative No Project (1.4M s.f.) (with loop)	73	1003	21	535	574	526	405	539	202	526	57	14	4475
Cumulative Plus Project (2.8M s.f.) (no loop)	72	980	21	594	571	570	405	655	231	526	57	14	4696
Cumulative Plus Project (2.8M s.f.) (with loop)	72	985	21	606	578	556	405	628	235	526	57	14	4683
Cumulative Plus Project (3.35M s.f.) (no loop)	72	975	21	621	570	586	405	678	247	526	57	14	4772
Cumulative Plus Project (3.35M s.f.) (with loop)	71	987	21	631	570	577	405	658	247	526	57	14	4764

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 15
 Software Node Number: 15
 Intersection Name: University Ave & US 101 SB Off-Ramp
 Peak Hour: AM
 Count Date: 05/21/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	1077	744	299	0	273	287	842	0	0	0	0	3522
Existing Plus Project (2.8M s.f.) (no loop)	0	1092	760	579	0	273	287	864	0	0	0	0	3855
Existing Plus Project (2.8M s.f.) (with loop)	0	1109	759	494	0	273	287	878	0	0	0	0	3800
Existing Plus Project (3.35M s.f.) (no loop)	0	1093	762	631	0	273	287	857	0	0	0	0	3903
Existing Plus Project (3.35M s.f.) (with loop)	0	1101	761	543	0	277	287	881	0	0	0	0	3850
Cumulative No Project (1.4M s.f.) (with loop)	0	1292	905	383	0	319	287	967	0	0	0	0	4153
Cumulative Plus Project (2.8M s.f.) (no loop)	0	1314	919	481	0	315	287	949	0	0	0	0	4265
Cumulative Plus Project (2.8M s.f.) (with loop)	0	1303	915	440	0	317	287	976	0	0	0	0	4238
Cumulative Plus Project (3.35M s.f.) (no loop)	0	1314	925	503	0	320	287	951	0	0	0	0	4300
Cumulative Plus Project (3.35M s.f.) (with loop)	0	1303	917	465	0	322	287	976	0	0	0	0	4270

Intersection Number: 16
 Software Node Number: 16
 Intersection Name: University Ave & Woodland Ave
 Peak Hour: AM
 Count Date: 04/17/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	442	925	144	197	98	10	7	612	50	52	90	320	2947
Existing Plus Project (2.8M s.f.) (no loop)	442	925	159	206	134	10	7	612	77	52	90	333	3047
Existing Plus Project (2.8M s.f.) (with loop)	442	928	173	208	155	10	7	612	74	52	90	345	3096
Existing Plus Project (3.35M s.f.) (no loop)	442	925	160	205	142	10	7	612	77	53	90	327	3050
Existing Plus Project (3.35M s.f.) (with loop)	442	926	171	209	155	10	7	612	76	52	90	347	3097
Cumulative No Project (1.4M s.f.) (with loop)	471	985	155	226	283	10	7	626	50	64	118	402	3398
Cumulative Plus Project (2.8M s.f.) (no loop)	476	997	155	216	281	10	7	612	50	66	113	408	3392
Cumulative Plus Project (2.8M s.f.) (with loop)	474	992	154	222	288	10	7	631	50	65	115	410	3418
Cumulative Plus Project (3.35M s.f.) (no loop)	478	1000	156	215	281	10	7	614	50	67	114	409	3401
Cumulative Plus Project (3.35M s.f.) (with loop)	475	995	155	222	287	10	7	633	50	67	113	408	3423

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 17
 Software Node Number: 17
 Intersection Name: University Circle & Woodland Ave
 Peak Hour: AM
 Count Date: 05/21/19
 Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	6	0	91	231	344	0	0	0	0	0	463	20	1155
Existing Plus Project (2.8M s.f.) (no loop)	6	0	98	231	407	0	0	0	0	0	469	20	1231
Existing Plus Project (2.8M s.f.) (with loop)	6	0	106	231	425	0	0	0	0	0	473	20	1261
Existing Plus Project (3.35M s.f.) (no loop)	6	0	96	231	415	0	0	0	0	0	466	20	1234
Existing Plus Project (3.35M s.f.) (with loop)	6	0	108	231	427	0	0	0	0	0	473	20	1265
Cumulative No Project (1.4M s.f.) (with loop)	13	0	110	345	459	0	0	0	0	0	474	51	1452
Cumulative Plus Project (2.8M s.f.) (no loop)	13	0	110	344	463	0	0	0	0	0	477	52	1459
Cumulative Plus Project (2.8M s.f.) (with loop)	13	0	110	344	468	0	0	0	0	0	480	52	1467
Cumulative Plus Project (3.35M s.f.) (no loop)	13	0	110	344	465	0	0	0	0	0	480	52	1464
Cumulative Plus Project (3.35M s.f.) (with loop)	13	0	110	344	468	0	0	0	0	0	479	52	1466

Intersection Number: 18
 Software Node Number: 18
 Intersection Name: US 101 NB Off Ramp/Unive & Donohoe St
 Peak Hour: AM
 Count Date: 05/21/19
 Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	19	0	2	22	829	0	214	63	446	0	388	0	1983
Existing Plus Project (2.8M s.f.) (no loop)	19	0	2	23	829	0	469	64	616	0	388	0	2410
Existing Plus Project (2.8M s.f.) (with loop)	19	0	2	23	829	0	450	63	638	0	388	0	2412
Existing Plus Project (3.35M s.f.) (no loop)	19	0	2	22	829	0	492	64	661	0	388	0	2477
Existing Plus Project (3.35M s.f.) (with loop)	19	0	2	23	829	0	450	63	638	0	388	0	2412
Cumulative No Project (1.4M s.f.) (with loop)	19	0	2	22	829	0	357	64	787	0	483	0	2563
Cumulative Plus Project (2.8M s.f.) (no loop)	19	0	2	22	829	0	455	64	887	0	483	0	2761
Cumulative Plus Project (2.8M s.f.) (with loop)	19	0	2	22	829	0	450	64	892	0	483	0	2761
Cumulative Plus Project (3.35M s.f.) (no loop)	19	0	2	23	829	0	478	64	929	0	483	0	2827
Cumulative Plus Project (3.35M s.f.) (with loop)	19	0	2	23	829	0	479	64	930	0	483	0	2829

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: **19**
 Software Node Number: 19
 Intersection Name: Cooley Ave & Donohoe St
 Peak Hour: AM
 Count Date: 05/21/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	297	0	88	35	491	0	0	0	5	0	521	101	1538
Existing Plus Project (2.8M s.f.) (no loop)	297	0	102	35	491	0	0	1	5	0	610	267	1808
Existing Plus Project (2.8M s.f.) (with loop)	297	0	90	38	492	0	0	1	5	0	600	258	1781
Existing Plus Project (3.35M s.f.) (no loop)	297	0	113	38	491	0	0	1	5	0	613	287	1845
Existing Plus Project (3.35M s.f.) (with loop)	297	0	99	38	491	0	0	1	5	0	616	275	1822
Cumulative No Project (1.4M s.f.) (with loop)	297	0	88	41	549	0	0	3	5	0	614	228	1825
Cumulative Plus Project (2.8M s.f.) (no loop)	297	0	97	44	549	0	0	3	5	0	649	291	1935
Cumulative Plus Project (2.8M s.f.) (with loop)	297	0	97	44	549	0	0	3	5	0	646	289	1930
Cumulative Plus Project (3.35M s.f.) (no loop)	297	0	99	45	550	0	0	3	5	0	659	304	1962
Cumulative Plus Project (3.35M s.f.) (with loop)	297	0	97	44	550	0	0	3	5	0	661	303	1960

Intersection Number: **20**
 Software Node Number: 20
 Intersection Name: East Bayshore Rd & Donohoe St
 Peak Hour: AM
 Count Date: 05/21/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	375	236	252	0	9	9	307	0	0	0	0	1188
Existing Plus Project (2.8M s.f.) (no loop)	0	375	339	252	0	27	13	307	0	0	0	0	1313
Existing Plus Project (2.8M s.f.) (with loop)	0	375	317	256	0	14	12	307	0	0	0	0	1281
Existing Plus Project (3.35M s.f.) (no loop)	0	375	353	252	0	23	10	310	0	0	0	0	1323
Existing Plus Project (3.35M s.f.) (with loop)	0	375	342	255	0	22	12	307	0	0	0	0	1313
Cumulative No Project (1.4M s.f.) (with loop)	0	375	327	266	0	15	9	324	0	0	0	0	1317
Cumulative Plus Project (2.8M s.f.) (no loop)	0	375	371	267	0	16	11	326	0	0	0	0	1365
Cumulative Plus Project (2.8M s.f.) (with loop)	0	375	368	267	0	16	11	326	0	0	0	0	1362
Cumulative Plus Project (3.35M s.f.) (no loop)	0	375	383	268	0	13	11	327	0	0	0	0	1376
Cumulative Plus Project (3.35M s.f.) (with loop)	0	375	383	268	0	16	12	326	0	0	0	0	1380

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 21
 Software Node Number: 21
 Intersection Name: Clarke Ave & Bay Rd
 Peak Hour: AM
 Count Date: 05/09/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	18	212	97	30	279	24	38	43	164	223	293	6	1427
Existing Plus Project (2.8M s.f.) (no loop)	23	247	97	31	595	42	363	52	259	272	1337	71	3389
Existing Plus Project (2.8M s.f.) (with loop)	22	212	106	33	568	42	288	47	216	223	1105	62	2924
Existing Plus Project (3.35M s.f.) (no loop)	22	259	150	30	570	45	409	52	318	247	1444	82	3628
Existing Plus Project (3.35M s.f.) (with loop)	22	212	105	31	554	45	355	51	265	223	1191	76	3130
Cumulative No Project (1.4M s.f.) (with loop)	20	212	100	30	537	34	303	49	252	227	733	64	2561
Cumulative Plus Project (2.8M s.f.) (no loop)	20	268	155	30	625	39	502	53	278	286	1135	90	3482
Cumulative Plus Project (2.8M s.f.) (with loop)	19	212	103	30	520	39	486	50	279	223	917	90	2969
Cumulative Plus Project (3.35M s.f.) (no loop)	19	273	198	30	612	41	548	54	298	263	1272	99	3709
Cumulative Plus Project (3.35M s.f.) (with loop)	19	212	99	30	502	41	530	53	288	228	992	99	3095

Intersection Number: 22
 Software Node Number: 220 220
 Intersection Name: Clarke Ave & Weeks St
 Peak Hour: AM
 Count Date: 05/09/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	49	400	12	22	18	11	16	222	11	7	6	9	783
Existing Plus Project (2.8M s.f.) (no loop)	55	502	12	22	19	11	22	650	14	13	7	11	1337
Existing Plus Project (2.8M s.f.) (with loop)	55	400	12	22	19	11	22	527	14	13	7	11	1112
Existing Plus Project (3.35M s.f.) (no loop)	55	492	12	22	19	11	24	755	13	13	8	11	1434
Existing Plus Project (3.35M s.f.) (with loop)	56	408	12	22	19	11	23	647	14	13	7	11	1242
Cumulative No Project (1.4M s.f.) (with loop)	52	411	12	23	18	18	18	581	12	9	6	10	1169
Cumulative Plus Project (2.8M s.f.) (no loop)	55	535	12	22	19	11	22	816	13	13	7	11	1535
Cumulative Plus Project (2.8M s.f.) (with loop)	55	400	12	22	19	11	22	789	13	13	7	11	1373
Cumulative Plus Project (3.35M s.f.) (no loop)	55	519	12	22	19	11	25	874	13	13	7	11	1580
Cumulative Plus Project (3.35M s.f.) (with loop)	55	423	12	22	19	11	23	846	13	13	7	11	1454

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 23
 Software Node Number: 23
 Intersection Name: Clarke Ave & Runnymede St
 Peak Hour: AM
 Count Date: 05/09/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	51	373	13	24	142	28	25	189	56	74	158	26	1159
Existing Plus Project (2.8M s.f.) (no loop)	56	397	91	122	158	31	90	418	56	74	390	135	2019
Existing Plus Project (2.8M s.f.) (with loop)	56	373	13	78	175	31	83	403	56	88	307	70	1733
Existing Plus Project (3.35M s.f.) (no loop)	57	397	81	158	169	31	93	463	56	74	452	161	2193
Existing Plus Project (3.35M s.f.) (with loop)	57	382	13	105	176	31	95	450	56	81	345	118	1910
Cumulative No Project (1.4M s.f.) (with loop)	67	379	13	25	180	29	25	535	61	74	187	39	1615
Cumulative Plus Project (2.8M s.f.) (no loop)	55	383	139	26	193	30	30	652	57	74	303	162	2105
Cumulative Plus Project (2.8M s.f.) (with loop)	56	373	13	26	192	30	35	643	57	84	244	145	1898
Cumulative Plus Project (3.35M s.f.) (no loop)	55	380	126	28	196	30	36	682	56	74	349	190	2203
Cumulative Plus Project (3.35M s.f.) (with loop)	56	383	27	26	194	30	34	677	56	74	292	168	2018

Intersection Number: 24
 Software Node Number: 24
 Intersection Name: Clarke Ave & Donohoe St
 Peak Hour: AM
 Count Date: 05/09/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	195	303	0	0	0	0	0	196	197	104	0	206	1201
Existing Plus Project (2.8M s.f.) (no loop)	222	312	0	0	0	0	0	203	197	104	0	258	1295
Existing Plus Project (2.8M s.f.) (with loop)	215	308	0	0	0	0	0	199	197	104	0	254	1276
Existing Plus Project (3.35M s.f.) (no loop)	214	317	0	0	0	0	0	227	197	104	0	252	1310
Existing Plus Project (3.35M s.f.) (with loop)	219	304	0	0	0	0	0	224	197	104	0	263	1310
Cumulative No Project (1.4M s.f.) (with loop)	195	303	0	0	0	0	0	289	203	104	0	235	1328
Cumulative Plus Project (2.8M s.f.) (no loop)	195	303	0	0	0	0	0	314	197	104	0	251	1363
Cumulative Plus Project (2.8M s.f.) (with loop)	195	303	0	0	0	0	0	315	197	104	0	246	1359
Cumulative Plus Project (3.35M s.f.) (no loop)	195	303	0	0	0	0	0	331	197	104	0	256	1385
Cumulative Plus Project (3.35M s.f.) (with loop)	195	303	0	0	0	0	0	323	197	104	0	259	1380

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 25
Software Node Number: 25
Intersection Name: Clarke Ave & East Bayshore Rd
Peak Hour: AM
Count Date: 09/25/18
Scenario: Ravenswood Specific Plan Update
Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	32	0	312	64	111	0	0	0	0	0	204	57	780
Existing Plus Project (2.8M s.f.) (no loop)	32	0	330	68	127	0	0	0	0	0	209	57	824
Existing Plus Project (2.8M s.f.) (with loop)	32	0	316	65	118	0	0	0	0	0	206	57	795
Existing Plus Project (3.35M s.f.) (no loop)	32	0	343	93	127	0	0	0	0	0	208	57	861
Existing Plus Project (3.35M s.f.) (with loop)	32	0	318	90	120	0	0	0	0	0	208	57	826
Cumulative No Project (1.4M s.f.) (with loop)	32	0	312	139	113	0	0	0	0	0	204	57	857
Cumulative Plus Project (2.8M s.f.) (no loop)	32	0	313	163	113	0	0	0	0	0	210	57	889
Cumulative Plus Project (2.8M s.f.) (with loop)	32	0	314	165	111	0	0	0	0	0	207	57	887
Cumulative Plus Project (3.35M s.f.) (no loop)	32	0	312	181	111	0	0	0	0	0	211	57	905
Cumulative Plus Project (3.35M s.f.) (with loop)	32	0	312	173	111	0	0	0	0	0	209	57	895

Intersection Number: 26
Software Node Number: 26
Intersection Name: Demeter St & Bay Rd
Peak Hour: AM
Count Date: 05/09/19
Scenario: Ravenswood Specific Plan Update
Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	26	0	4	12	304	14	0	0	2	4	382	49	797
Existing Plus Project (2.8M s.f.) (no loop)	127	0	7	20	536	14	0	0	2	4	1278	513	2501
Existing Plus Project (2.8M s.f.) (with loop)	104	0	82	6	536	14	0	0	2	4	1204	298	2250
Existing Plus Project (3.35M s.f.) (no loop)	138	0	8	21	503	14	0	0	2	4	1453	553	2696
Existing Plus Project (3.35M s.f.) (with loop)	106	0	131	21	521	14	0	0	2	4	1271	384	2454
Cumulative No Project (1.4M s.f.) (with loop)	60	0	44	15	538	14	0	0	2	4	944	195	1816
Cumulative Plus Project (2.8M s.f.) (no loop)	133	0	7	19	557	14	0	0	2	4	1328	467	2531
Cumulative Plus Project (2.8M s.f.) (with loop)	97	0	82	5	488	14	0	0	2	4	1218	292	2202
Cumulative Plus Project (3.35M s.f.) (no loop)	146	0	8	21	534	14	0	0	2	4	1432	588	2749
Cumulative Plus Project (3.35M s.f.) (with loop)	81	0	141	40	489	14	0	0	2	4	1228	397	2396

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 27
 Software Node Number: 27
 Intersection Name: Pulgas Ave & Bay Rd
 Peak Hour: AM
 Count Date: 02/28/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	18	3	1	2	15	5	5	27	265	296	19	77	733
Existing Plus Project (2.8M s.f.) (no loop)	110	72	1	2	184	57	124	126	274	189	720	452	2311
Existing Plus Project (2.8M s.f.) (with loop)	81	68	17	2	155	55	81	129	269	311	683	326	2177
Existing Plus Project (3.35M s.f.) (no loop)	123	76	1	2	199	58	143	147	266	195	779	558	2547
Existing Plus Project (3.35M s.f.) (with loop)	90	72	15	2	192	60	88	147	266	289	760	353	2334
Cumulative No Project (1.4M s.f.) (with loop)	61	34	4	2	82	66	66	77	376	313	464	222	1767
Cumulative Plus Project (2.8M s.f.) (no loop)	107	55	1	2	160	54	127	125	269	163	753	462	2277
Cumulative Plus Project (2.8M s.f.) (with loop)	67	54	17	2	102	52	89	121	277	378	629	290	2077
Cumulative Plus Project (3.35M s.f.) (no loop)	117	61	1	2	175	57	146	145	261	184	778	514	2440
Cumulative Plus Project (3.35M s.f.) (with loop)	88	58	16	18	144	56	89	148	276	329	752	285	2257

Intersection Number: 28
 Software Node Number: 280
 Intersection Name: Pulgas Ave & Weeks St
 Peak Hour: AM
 Count Date: 05/09/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	8	278	2	5	1	6	3	280	19	21	2	5	630
Existing Plus Project (2.8M s.f.) (no loop)	9	290	5	3	2	67	172	571	22	30	4	8	1183
Existing Plus Project (2.8M s.f.) (with loop)	9	313	5	1	2	65	149	562	22	31	4	8	1171
Existing Plus Project (3.35M s.f.) (no loop)	10	292	11	1	2	81	194	595	23	35	7	8	1259
Existing Plus Project (3.35M s.f.) (with loop)	10	302	19	1	2	81	189	551	24	35	5	8	1227
Cumulative No Project (1.4M s.f.) (with loop)	9	364	5	8	2	39	118	524	21	28	3	7	1128
Cumulative Plus Project (2.8M s.f.) (no loop)	9	296	20	3	2	101	143	631	22	30	4	7	1268
Cumulative Plus Project (2.8M s.f.) (with loop)	9	317	33	1	2	85	167	578	22	30	4	7	1255
Cumulative Plus Project (3.35M s.f.) (no loop)	9	291	35	1	2	113	205	627	22	34	5	8	1352
Cumulative Plus Project (3.35M s.f.) (with loop)	9	308	4	0	2	96	238	548	23	35	5	8	1276

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 29
Software Node Number: 29
Intersection Name: Pulgas Ave & Runnymede St
Peak Hour: AM
Count Date: 05/09/19
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	20	226	60	64	98	98	105	218	63	51	123	23	1149
Existing Plus Project (2.8M s.f.) (no loop)	47	226	60	64	102	98	105	414	150	133	144	295	1837
Existing Plus Project (2.8M s.f.) (with loop)	66	277	60	64	98	98	105	456	109	55	130	217	1734
Existing Plus Project (3.35M s.f.) (no loop)	58	226	60	64	105	98	105	393	185	118	142	366	1919
Existing Plus Project (3.35M s.f.) (with loop)	68	276	60	64	99	98	105	441	134	58	129	266	1797
Cumulative No Project (1.4M s.f.) (with loop)	66	314	60	66	98	98	105	535	72	51	123	67	1654
Cumulative Plus Project (2.8M s.f.) (no loop)	85	226	60	67	98	98	105	574	73	188	123	159	1855
Cumulative Plus Project (2.8M s.f.) (with loop)	86	302	60	67	98	98	105	580	71	53	123	123	1765
Cumulative Plus Project (3.35M s.f.) (no loop)	89	226	60	67	98	98	105	579	74	173	123	212	1903
Cumulative Plus Project (3.35M s.f.) (with loop)	90	272	60	67	98	98	105	591	72	85	123	154	1814

Intersection Number: 30
Software Node Number: 30
Intersection Name: Pulgas Ave & O'Connor St
Peak Hour: AM
Count Date: 05/09/19
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	145	219	68	98	142	22	12	144	29	15	57	60	1011
Existing Plus Project (2.8M s.f.) (no loop)	149	220	76	126	142	22	13	372	30	15	57	74	1297
Existing Plus Project (2.8M s.f.) (with loop)	149	241	76	126	142	22	12	369	30	15	57	76	1316
Existing Plus Project (3.35M s.f.) (no loop)	149	219	76	130	142	22	13	372	30	15	57	78	1304
Existing Plus Project (3.35M s.f.) (with loop)	149	239	76	130	142	22	12	369	30	15	57	78	1320
Cumulative No Project (1.4M s.f.) (with loop)	147	268	70	124	142	22	12	400	29	15	57	70	1357
Cumulative Plus Project (2.8M s.f.) (no loop)	149	250	72	133	142	22	12	421	29	15	57	75	1378
Cumulative Plus Project (2.8M s.f.) (with loop)	149	258	72	133	142	22	12	423	29	15	57	75	1388
Cumulative Plus Project (3.35M s.f.) (no loop)	149	247	74	138	142	22	12	419	29	15	57	77	1382
Cumulative Plus Project (3.35M s.f.) (with loop)	149	257	76	136	142	22	12	428	29	15	57	78	1402

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 31
 Software Node Number: 31
 Intersection Name: Pulgas Ave & East Bayshore Rd
 Peak Hour: AM
 Count Date: 09/25/18
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	26	0	471	133	84	0	0	0	0	0	471	26	1211
Existing Plus Project (2.8M s.f.) (no loop)	33	0	471	367	96	0	0	0	0	0	495	26	1489
Existing Plus Project (2.8M s.f.) (with loop)	26	0	471	363	93	0	0	0	0	0	477	26	1457
Existing Plus Project (3.35M s.f.) (no loop)	34	0	471	366	122	0	0	0	0	0	507	26	1527
Existing Plus Project (3.35M s.f.) (with loop)	27	0	471	362	118	0	0	0	0	0	482	26	1487
Cumulative No Project (1.4M s.f.) (with loop)	26	0	474	375	166	0	0	0	0	0	471	26	1539
Cumulative Plus Project (2.8M s.f.) (no loop)	26	0	471	390	193	0	0	0	0	0	479	26	1586
Cumulative Plus Project (2.8M s.f.) (with loop)	26	0	471	391	192	0	0	0	0	0	477	26	1584
Cumulative Plus Project (3.35M s.f.) (no loop)	26	0	471	387	211	0	0	0	0	0	477	26	1599
Cumulative Plus Project (3.35M s.f.) (with loop)	26	0	471	395	202	0	0	0	0	0	474	26	1595

Intersection Number: 32
 Software Node Number: 32
 Intersection Name: East Bayshore Rd & Embarcadero Rd
 Peak Hour: AM
 Count Date: 04/17/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	755	46	18	5	74	7	24	39	54	188	335	377	1922
Existing Plus Project (2.8M s.f.) (no loop)	776	46	19	5	75	7	26	51	93	188	335	613	2234
Existing Plus Project (2.8M s.f.) (with loop)	767	46	19	5	74	7	26	47	107	188	335	608	2229
Existing Plus Project (3.35M s.f.) (no loop)	768	46	19	5	75	7	25	52	100	188	335	637	2257
Existing Plus Project (3.35M s.f.) (with loop)	772	46	19	5	74	7	27	49	105	188	335	632	2259
Cumulative No Project (1.4M s.f.) (with loop)	755	89	29	24	132	22	70	138	102	239	362	584	2546
Cumulative Plus Project (2.8M s.f.) (no loop)	755	76	29	20	137	21	67	184	75	239	365	585	2553
Cumulative Plus Project (2.8M s.f.) (with loop)	755	83	29	21	137	20	69	175	81	240	363	593	2566
Cumulative Plus Project (3.35M s.f.) (no loop)	755	71	29	18	138	22	68	201	59	240	364	584	2549
Cumulative Plus Project (3.35M s.f.) (with loop)	755	81	29	20	135	23	66	195	68	237	365	587	2561

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 33
Software Node Number: 33
Intersection Name: University Ave & Kavanaugh Dr
Peak Hour: AM
Count Date: 04/25/19
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	161	1283	0	0	0	0	0	883	44	28	0	34	2433
Existing Plus Project (2.8M s.f.) (no loop)	162	1514	0	0	0	0	0	883	45	111	0	44	2759
Existing Plus Project (2.8M s.f.) (with loop)	161	1409	0	0	0	0	0	883	45	29	0	34	2561
Existing Plus Project (3.35M s.f.) (no loop)	161	1496	0	0	0	0	0	883	45	129	0	44	2758
Existing Plus Project (3.35M s.f.) (with loop)	161	1450	0	0	0	0	0	883	45	29	0	34	2602
Cumulative No Project (1.4M s.f.) (with loop)	161	1436	0	0	0	0	0	1083	52	29	0	50	2811
Cumulative Plus Project (2.8M s.f.) (no loop)	162	1490	0	0	0	0	0	1076	55	138	0	40	2961
Cumulative Plus Project (2.8M s.f.) (with loop)	161	1472	0	0	0	0	0	1067	56	29	0	43	2828
Cumulative Plus Project (3.35M s.f.) (no loop)	162	1444	0	0	0	0	0	1072	56	193	0	40	2967
Cumulative Plus Project (3.35M s.f.) (with loop)	161	1499	0	0	0	0	0	1057	44	29	0	40	2830

Intersection Number: 34
Software Node Number: 300
Intersection Name: University Ave (SR 109) & Adams Dr
Peak Hour: AM
Count Date: 04/25/19
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	163	1560	0	0	0	0	0	667	90	4	0	6	2490
Existing Plus Project (2.8M s.f.) (no loop)	202	1841	0	0	0	0	0	667	90	4	0	6	2810
Existing Plus Project (2.8M s.f.) (with loop)	163	1576	0	0	0	0	0	667	90	4	0	6	2506
Existing Plus Project (3.35M s.f.) (no loop)	199	1844	0	0	0	0	0	667	90	4	0	6	2810
Existing Plus Project (3.35M s.f.) (with loop)	163	1566	0	0	0	0	0	667	115	4	0	6	2521
Cumulative No Project (1.4M s.f.) (with loop)	255	1683	0	0	0	0	0	839	90	4	0	55	2926
Cumulative Plus Project (2.8M s.f.) (no loop)	278	1844	0	0	0	0	0	823	90	4	0	28	3067
Cumulative Plus Project (2.8M s.f.) (with loop)	233	1680	0	0	0	0	0	829	90	4	0	28	2864
Cumulative Plus Project (3.35M s.f.) (no loop)	276	1842	0	0	0	0	0	792	90	4	0	28	3032
Cumulative Plus Project (3.35M s.f.) (with loop)	220	1675	0	0	0	0	0	800	90	4	0	28	2817

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 35
 Software Node Number: 206
 Intersection Name: Clarke Ave & Schembri Ln/Garden St
 Peak Hour: AM
 Count Date: 05/21/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	22	430	44	27	56	36	26	219	22	10	28	7	927
Existing Plus Project (2.8M s.f.) (no loop)	22	458	44	27	56	36	37	510	22	10	28	7	1258
Existing Plus Project (2.8M s.f.) (with loop)	22	450	44	27	56	36	37	489	22	10	28	7	1228
Existing Plus Project (3.35M s.f.) (no loop)	22	460	44	27	56	36	37	559	22	10	28	7	1308
Existing Plus Project (3.35M s.f.) (with loop)	22	453	44	27	56	36	37	548	22	10	28	7	1290
Cumulative No Project (1.4M s.f.) (with loop)	22	435	44	27	56	52	35	562	22	10	28	7	1300
Cumulative Plus Project (2.8M s.f.) (no loop)	22	436	44	27	56	55	36	688	22	10	28	7	1431
Cumulative Plus Project (2.8M s.f.) (with loop)	22	440	44	27	56	57	36	684	22	10	28	7	1433
Cumulative Plus Project (3.35M s.f.) (no loop)	22	433	44	27	56	58	36	721	22	10	28	7	1464
Cumulative Plus Project (3.35M s.f.) (with loop)	22	437	44	28	56	59	36	714	22	10	28	7	1463

Intersection Number: 36
 Software Node Number: 203
 Intersection Name: Clarke Ave & O'Connor St
 Peak Hour: AM
 Count Date: 05/17/17
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	208	143	299	0	75	30	115	0	0	0	0	869
Existing Plus Project (2.8M s.f.) (no loop)	0	216	143	299	0	75	30	119	0	0	0	0	882
Existing Plus Project (2.8M s.f.) (with loop)	0	212	143	299	0	75	30	116	0	0	0	0	875
Existing Plus Project (3.35M s.f.) (no loop)	0	222	143	299	0	75	30	144	0	0	0	0	913
Existing Plus Project (3.35M s.f.) (with loop)	0	208	143	299	0	75	30	141	0	0	0	0	896
Cumulative No Project (1.4M s.f.) (with loop)	0	208	143	322	0	75	30	190	0	0	0	0	968
Cumulative Plus Project (2.8M s.f.) (no loop)	0	208	143	311	0	75	30	214	0	0	0	0	981
Cumulative Plus Project (2.8M s.f.) (with loop)	0	208	143	313	0	75	30	216	0	0	0	0	985
Cumulative Plus Project (3.35M s.f.) (no loop)	0	208	143	306	0	75	30	232	0	0	0	0	994
Cumulative Plus Project (3.35M s.f.) (with loop)	0	208	143	311	0	75	30	224	0	0	0	0	991

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 37
 Software Node Number: 210
 Intersection Name: Pulgas Ave & Garden St
 Peak Hour: AM
 Count Date: 01/22/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	20	400	6	4	10	9	11	294	22	21	3	22	822
Existing Plus Project (2.8M s.f.) (no loop)	22	424	6	7	10	9	11	567	22	21	3	25	1127
Existing Plus Project (2.8M s.f.) (with loop)	22	445	6	7	10	9	11	566	22	21	3	25	1147
Existing Plus Project (3.35M s.f.) (no loop)	22	420	6	12	10	9	11	576	22	21	3	25	1137
Existing Plus Project (3.35M s.f.) (with loop)	22	446	6	10	10	9	11	573	22	21	3	25	1158
Cumulative No Project (1.4M s.f.) (with loop)	21	469	6	25	10	9	11	596	22	21	3	24	1216
Cumulative Plus Project (2.8M s.f.) (no loop)	21	456	6	26	11	9	11	632	22	21	3	24	1241
Cumulative Plus Project (2.8M s.f.) (with loop)	21	465	6	26	11	9	11	635	22	21	3	24	1253
Cumulative Plus Project (3.35M s.f.) (no loop)	21	455	6	26	11	9	11	637	22	21	3	24	1245
Cumulative Plus Project (3.35M s.f.) (with loop)	21	466	6	26	11	9	11	646	22	21	3	24	1265

Intersection Number: 38
 Software Node Number: 201
 Intersection Name: Pulgas Ave & Beech St
 Peak Hour: AM
 Count Date: 05/17/17
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	26	287	6	7	12	13	5	254	46	38	7	18	720
Existing Plus Project (2.8M s.f.) (no loop)	28	308	6	7	12	13	5	526	46	38	16	19	1025
Existing Plus Project (2.8M s.f.) (with loop)	28	329	6	7	12	13	5	525	46	38	16	19	1045
Existing Plus Project (3.35M s.f.) (no loop)	28	304	6	7	12	13	5	534	46	38	15	19	1028
Existing Plus Project (3.35M s.f.) (with loop)	28	330	6	7	12	13	5	532	46	38	16	19	1053
Cumulative No Project (1.4M s.f.) (with loop)	26	354	6	7	12	13	5	555	46	38	14	18	1094
Cumulative Plus Project (2.8M s.f.) (no loop)	27	340	6	7	12	13	5	591	46	38	15	19	1119
Cumulative Plus Project (2.8M s.f.) (with loop)	27	349	6	7	12	13	5	594	46	38	16	18	1131
Cumulative Plus Project (3.35M s.f.) (no loop)	27	339	6	7	12	13	5	595	46	38	14	19	1121
Cumulative Plus Project (3.35M s.f.) (with loop)	27	350	6	7	12	13	5	605	46	38	15	19	1143

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: **39**
 Software Node Number: 1094
 Intersection Name: University Ave & 4 Corners Dwy (Future)
 Peak Hour: AM
 Count Date: 01/00/00
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 01/00/00

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	5	1493	69	12	0	5	69	913	11	10	0	10	2597
Existing Plus Project (2.8M s.f.) (with loop)	5	1207	74	17	0	4	69	883	11	10	0	10	2290
Existing Plus Project (3.35M s.f.) (no loop)	9	1497	85	13	0	4	79	900	19	9	0	9	2624
Existing Plus Project (3.35M s.f.) (with loop)	9	1268	85	13	0	4	79	870	19	9	0	9	2365
Cumulative No Project (1.4M s.f.) (with loop)	5	1223	21	8	0	5	14	1049	9	6	0	6	2346
Cumulative Plus Project (2.8M s.f.) (no loop)	5	1382	72	18	0	5	70	978	11	10	0	10	2561
Cumulative Plus Project (2.8M s.f.) (with loop)	5	1176	74	17	0	4	69	973	11	10	0	10	2349
Cumulative Plus Project (3.35M s.f.) (no loop)	9	1396	85	13	0	8	79	954	19	9	0	9	2581
Cumulative Plus Project (3.35M s.f.) (with loop)	9	1224	85	17	0	4	79	933	19	9	0	9	2388

Intersection Number: **40**
 Software Node Number: 1159
 Intersection Name: 4 Corners Dwy & Bay Rd (Future)
 Peak Hour: AM
 Count Date: 01/00/00
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 01/00/00

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	52	0	17	69	891	0	0	0	0	0	1476	69	2574
Existing Plus Project (2.8M s.f.) (with loop)	50	0	18	63	774	0	0	0	0	0	1217	69	2191
Existing Plus Project (3.35M s.f.) (no loop)	57	0	19	72	913	0	0	0	0	0	1533	79	2673
Existing Plus Project (3.35M s.f.) (with loop)	57	0	19	72	803	0	0	0	0	0	1316	79	2346
Cumulative No Project (1.4M s.f.) (with loop)	32	0	11	32	770	0	0	0	0	0	904	73	1822
Cumulative Plus Project (2.8M s.f.) (no loop)	53	0	12	63	895	0	0	0	0	0	1293	69	2385
Cumulative Plus Project (2.8M s.f.) (with loop)	50	0	18	63	765	0	0	0	0	0	1074	69	2039
Cumulative Plus Project (3.35M s.f.) (no loop)	54	0	19	73	905	0	0	0	0	0	1357	79	2487
Cumulative Plus Project (3.35M s.f.) (with loop)	54	0	19	72	753	0	0	0	0	0	1164	79	2141

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 41
Software Node Number: 1083
Intersection Name: Demeter St & Emmerson St (Future)
Peak Hour: AM
Count Date: 01/00/00
Date of Analysis: 01/00/00
Scenario: Ravenswood Specific Plan Update

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	0	10	0	0	0	74	351	46	0	0	0	0	481
Existing Plus Project (2.8M s.f.) (with loop)	0	115	260	30	0	71	245	59	0	0	0	0	780
Existing Plus Project (3.35M s.f.) (no loop)	0	0	0	0	0	94	424	59	0	0	0	0	577
Existing Plus Project (3.35M s.f.) (with loop)	0	178	260	14	0	59	333	72	0	0	0	0	916
Cumulative No Project (1.4M s.f.) (with loop)	0	75	192	40	0	29	141	69	0	0	0	0	546
Cumulative Plus Project (2.8M s.f.) (no loop)	0	10	0	0	0	75	344	47	0	0	0	0	476
Cumulative Plus Project (2.8M s.f.) (with loop)	0	108	260	30	0	71	245	52	0	0	0	0	765
Cumulative Plus Project (3.35M s.f.) (no loop)	0	11	0	0	0	83	401	54	0	0	0	0	549
Cumulative Plus Project (3.35M s.f.) (with loop)	0	181	255	35	0	41	316	121	0	0	0	0	948

Intersection Number: 42
Software Node Number: 1084
Intersection Name: Pulgas Ave & Emmerson St (Future)
Peak Hour: AM
Count Date: 01/00/00
Date of Analysis: 01/00/00
Scenario: Ravenswood Specific Plan Update

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	0	19	0	0	14	30	121	59	327	102	55	0	727
Existing Plus Project (2.8M s.f.) (with loop)	0	15	0	0	28	23	85	45	327	115	159	0	797
Existing Plus Project (3.35M s.f.) (no loop)	0	21	0	0	17	34	134	63	358	112	62	0	801
Existing Plus Project (3.35M s.f.) (with loop)	0	18	0	0	17	32	109	53	340	128	211	0	908
Cumulative No Project (1.4M s.f.) (with loop)	0	6	0	0	36	10	26	18	257	53	141	0	547
Cumulative Plus Project (2.8M s.f.) (no loop)	0	19	0	0	15	31	107	58	310	102	42	0	684
Cumulative Plus Project (2.8M s.f.) (with loop)	0	15	0	0	28	23	85	45	283	86	159	0	724
Cumulative Plus Project (3.35M s.f.) (no loop)	0	21	0	0	17	34	139	69	373	113	62	0	828
Cumulative Plus Project (3.35M s.f.) (with loop)	0	16	0	0	21	29	106	52	293	111	209	0	837

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: **43**
 Software Node Number: 1097
 Intersection Name: Pulgas Ave & Montage St (Future)
 Peak Hour: AM
 Count Date: 01/00/00
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 01/00/00

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	0	247	71	17	0	12	141	507	0	0	0	0	995
Existing Plus Project (2.8M s.f.) (with loop)	0	327	107	15	0	34	122	464	0	0	0	0	1069
Existing Plus Project (3.35M s.f.) (no loop)	0	266	63	19	0	14	188	537	0	0	0	0	1087
Existing Plus Project (3.35M s.f.) (with loop)	0	327	94	22	0	24	141	479	0	0	0	0	1087
Cumulative No Project (1.4M s.f.) (with loop)	0	392	21	13	0	14	40	506	0	0	0	0	986
Cumulative Plus Project (2.8M s.f.) (no loop)	0	222	49	12	0	19	149	509	0	0	0	0	961
Cumulative Plus Project (2.8M s.f.) (with loop)	0	342	141	15	0	34	122	473	0	0	0	0	1127
Cumulative Plus Project (3.35M s.f.) (no loop)	0	238	63	19	0	14	157	533	0	0	0	0	1025
Cumulative Plus Project (3.35M s.f.) (with loop)	0	313	129	11	0	31	113	502	0	0	0	0	1099

Intersection Number: **44**
 Software Node Number: 1091
 Intersection Name: Tara Rd & Emerson St (Future)
 Peak Hour: AM
 Count Date: 01/00/00
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 01/00/00

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	12	64	0	0	0	0	0	266	14	68	0	49	473
Existing Plus Project (2.8M s.f.) (with loop)	8	60	0	0	0	0	0	229	27	161	0	38	523
Existing Plus Project (3.35M s.f.) (no loop)	13	71	0	0	0	0	0	309	17	77	0	55	542
Existing Plus Project (3.35M s.f.) (with loop)	13	71	0	0	0	0	0	254	17	216	0	52	623
Cumulative No Project (1.4M s.f.) (with loop)	5	36	0	0	0	0	0	153	35	135	0	15	379
Cumulative Plus Project (2.8M s.f.) (no loop)	12	64	0	0	0	0	0	278	16	55	0	36	461
Cumulative Plus Project (2.8M s.f.) (with loop)	8	60	0	0	0	0	0	229	27	161	0	38	523
Cumulative Plus Project (3.35M s.f.) (no loop)	13	71	0	0	0	0	0	308	17	77	0	55	541
Cumulative Plus Project (3.35M s.f.) (with loop)	13	71	0	0	0	0	0	257	21	210	0	53	625

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 45
 Software Node Number: 1081
 Intersection Name: Tara Rd & Bay Rd
 Peak Hour: AM
 Count Date: 01/00/00
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 01/00/00

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	130	0	0	0	17	0	0	0	53	183	70	551	1004
Existing Plus Project (2.8M s.f.) (with loop)	121	0	0	0	15	0	0	0	38	186	70	467	897
Existing Plus Project (3.35M s.f.) (no loop)	147	0	0	0	19	0	0	0	58	182	81	640	1127
Existing Plus Project (3.35M s.f.) (with loop)	147	14	0	0	19	0	0	0	63	218	68	532	1061
Cumulative No Project (1.4M s.f.) (with loop)	72	3	0	0	9	0	0	0	37	133	50	305	609
Cumulative Plus Project (2.8M s.f.) (no loop)	132	0	0	0	17	0	0	0	36	187	70	575	1017
Cumulative Plus Project (2.8M s.f.) (with loop)	121	0	0	0	15	0	0	0	38	151	70	467	862
Cumulative Plus Project (3.35M s.f.) (no loop)	147	0	0	0	19	0	0	0	58	245	81	639	1189
Cumulative Plus Project (3.35M s.f.) (with loop)	147	15	0	0	19	0	0	4	58	197	81	524	1045

Intersection Number: 46
 Software Node Number: 1163
 Intersection Name: Tara Rd & Montage St (Future)
 Peak Hour: AM
 Count Date: 01/00/00
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 01/00/00

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	12	42	0	0	0	0	0	12	17	71	0	141	295
Existing Plus Project (2.8M s.f.) (with loop)	34	16	0	0	0	0	0	12	15	107	0	122	306
Existing Plus Project (3.35M s.f.) (no loop)	14	39	0	0	0	0	0	14	19	63	0	188	337
Existing Plus Project (3.35M s.f.) (with loop)	24	74	0	0	0	0	0	73	22	131	0	105	429
Cumulative No Project (1.4M s.f.) (with loop)	14	51	0	0	0	0	0	37	13	21	0	40	176
Cumulative Plus Project (2.8M s.f.) (no loop)	19	35	0	0	0	0	0	10	12	49	0	149	274
Cumulative Plus Project (2.8M s.f.) (with loop)	34	16	0	0	0	0	0	12	15	141	0	122	340
Cumulative Plus Project (3.35M s.f.) (no loop)	14	39	0	0	0	0	0	14	19	63	0	157	306
Cumulative Plus Project (3.35M s.f.) (with loop)	31	36	0	0	0	0	0	38	11	129	0	113	358

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 47
 Software Node Number: 1101
 Intersection Name: Tara Rd & Weeks St (Future)
 Peak Hour: AM
 Count Date: 01/00/00
 Date of Analysis: 01/00/00
 Scenario: Ravenswood Specific Plan Update

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	38	0	0	0	0	0	0	0	0	0	0	0	146
Existing Plus Project (2.8M s.f.) (with loop)	35	0	0	0	0	0	0	0	0	0	0	0	127
Existing Plus Project (3.35M s.f.) (no loop)	42	0	0	0	0	0	0	0	0	0	0	0	195
Existing Plus Project (3.35M s.f.) (with loop)	25	0	0	0	0	0	0	0	0	0	0	0	161
Cumulative No Project (1.4M s.f.) (with loop)	15	0	0	0	0	0	0	0	0	0	0	0	99
Cumulative Plus Project (2.8M s.f.) (no loop)	57	0	0	0	0	0	0	0	0	0	0	0	157
Cumulative Plus Project (2.8M s.f.) (with loop)	35	0	0	0	0	0	0	0	0	0	0	0	127
Cumulative Plus Project (3.35M s.f.) (no loop)	42	0	0	0	0	0	0	0	0	0	0	0	163
Cumulative Plus Project (3.35M s.f.) (with loop)	31	0	0	0	0	0	0	0	0	0	0	0	173

Intersection Number: 48
 Software Node Number: 1128
 Intersection Name: 2020 Bay Dwy & Bay Rd (Future)
 Peak Hour: AM
 Count Date: 01/00/00
 Date of Analysis: 01/00/00
 Scenario: Ravenswood Specific Plan Update

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	17	0	0	0	0	0	0	0	0	0	0	0	70
Existing Plus Project (2.8M s.f.) (with loop)	15	0	0	0	0	0	0	0	0	0	0	0	70
Existing Plus Project (3.35M s.f.) (no loop)	19	0	0	0	0	0	0	0	0	0	0	0	81
Existing Plus Project (3.35M s.f.) (with loop)	19	0	0	0	0	0	0	0	0	0	0	0	68
Cumulative No Project (1.4M s.f.) (with loop)	9	0	0	0	0	0	0	0	0	0	0	0	50
Cumulative Plus Project (2.8M s.f.) (no loop)	17	0	0	0	0	0	0	0	0	0	0	0	70
Cumulative Plus Project (2.8M s.f.) (with loop)	15	0	0	0	0	0	0	0	0	0	0	0	70
Cumulative Plus Project (3.35M s.f.) (no loop)	19	0	0	0	0	0	0	0	0	0	0	0	81
Cumulative Plus Project (3.35M s.f.) (with loop)	19	0	0	0	0	0	0	0	0	0	0	0	81

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 1
 Software Node Number: 1
 Intersection Name: Willow Road (SR 114) & Bayfront Expressway (SR 84)
 Peak Hour: PM
 Count Date: 04/23/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	133	204	159	34	704	559	1112	95	88	118	1899	76	5181
Existing Plus Project (2.8M s.f.) (no loop)	133	204	161	34	717	646	1112	95	160	118	2114	89	5583
Existing Plus Project (2.8M s.f.) (with loop)	134	205	161	34	704	645	1112	95	177	118	2040	84	5509
Existing Plus Project (3.35M s.f.) (no loop)	133	204	161	34	719	648	1112	95	186	118	2145	90	5645
Existing Plus Project (3.35M s.f.) (with loop)	133	204	160	34	709	647	1112	95	211	118	2065	90	5578
Cumulative No Project (1.4M s.f.) (with loop)	135	212	159	34	837	615	1112	95	401	174	2442	98	6313
Cumulative Plus Project (2.8M s.f.) (no loop)	139	207	159	34	871	653	1112	95	455	166	2558	96	6544
Cumulative Plus Project (2.8M s.f.) (with loop)	138	209	159	34	863	660	1112	95	485	167	2504	97	6522
Cumulative Plus Project (3.35M s.f.) (no loop)	140	206	159	34	857	643	1112	95	493	165	2575	98	6576
Cumulative Plus Project (3.35M s.f.) (with loop)	139	207	159	34	876	646	1112	95	501	167	2519	97	6551

Intersection Number: 2
 Software Node Number: 2
 Intersection Name: Willow Road (SR 114) & Newbridge Street
 Peak Hour: PM
 Count Date: 03/21/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	26	1171	78	56	255	160	138	1310	268	206	170	27	3865
Existing Plus Project (2.8M s.f.) (no loop)	26	1171	96	77	258	420	179	1310	268	206	177	33	4221
Existing Plus Project (2.8M s.f.) (with loop)	26	1171	97	56	255	428	180	1310	276	206	175	34	4214
Existing Plus Project (3.35M s.f.) (no loop)	28	1171	99	70	255	465	171	1310	275	206	174	32	4256
Existing Plus Project (3.35M s.f.) (with loop)	26	1171	101	56	255	477	178	1310	275	206	172	34	4261
Cumulative No Project (1.4M s.f.) (with loop)	27	1294	109	130	325	266	320	1310	302	370	187	44	4683
Cumulative Plus Project (2.8M s.f.) (no loop)	41	1353	84	168	311	355	318	1310	338	352	181	51	4861
Cumulative Plus Project (2.8M s.f.) (with loop)	34	1318	91	121	299	395	308	1310	330	353	182	48	4788
Cumulative Plus Project (3.35M s.f.) (no loop)	49	1401	78	164	304	370	322	1310	340	343	172	51	4903
Cumulative Plus Project (3.35M s.f.) (with loop)	42	1380	78	136	301	389	311	1310	330	342	173	53	4844

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 3
Software Node Number: 3
Intersection Name: University Ave (SR 109) & Bayfront Expressway (SR 84)
Peak Hour: PM
Count Date: 04/25/19
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	0	0	0	0	970	359	1803	0	68	20	3307	0	6527
Existing Plus Project (2.8M s.f.) (no loop)	0	0	0	0	1050	359	1878	0	91	54	3486	0	6918
Existing Plus Project (2.8M s.f.) (with loop)	0	0	0	0	1049	359	2033	0	81	91	3348	0	6961
Existing Plus Project (3.35M s.f.) (no loop)	0	0	0	0	1050	359	1888	0	97	51	3517	0	6962
Existing Plus Project (3.35M s.f.) (with loop)	0	0	0	0	1047	359	2057	0	90	88	3368	0	7009
Cumulative No Project (1.4M s.f.) (with loop)	0	0	0	0	1179	510	2163	0	68	20	3746	0	7687
Cumulative Plus Project (2.8M s.f.) (no loop)	0	0	0	0	1242	411	2089	0	72	20	3881	0	7716
Cumulative Plus Project (2.8M s.f.) (with loop)	0	0	0	0	1238	414	2212	0	77	20	3773	0	7735
Cumulative Plus Project (3.35M s.f.) (no loop)	0	0	0	0	1233	400	2123	0	68	20	3876	0	7721
Cumulative Plus Project (3.35M s.f.) (with loop)	0	0	0	0	1230	403	2225	0	84	20	3788	0	7751

Intersection Number: 4
Software Node Number: 4
Intersection Name: Ralmar Ave/Newbridge St & Bay Rd
Peak Hour: PM
Count Date: 02/14/17
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	13	7	66	62	267	47	59	23	6	13	242	14	819
Existing Plus Project (2.8M s.f.) (no loop)	13	13	66	80	486	47	59	23	6	13	305	14	1125
Existing Plus Project (2.8M s.f.) (with loop)	13	16	66	77	489	47	59	23	6	13	305	14	1128
Existing Plus Project (3.35M s.f.) (no loop)	13	10	66	101	523	47	59	23	6	13	299	14	1174
Existing Plus Project (3.35M s.f.) (with loop)	13	10	66	81	535	47	59	23	6	13	304	14	1171
Cumulative No Project (1.4M s.f.) (with loop)	13	15	131	84	377	47	59	23	6	13	382	14	1164
Cumulative Plus Project (2.8M s.f.) (no loop)	13	15	122	161	456	47	59	23	6	13	384	14	1313
Cumulative Plus Project (2.8M s.f.) (with loop)	13	15	120	122	490	47	59	23	6	13	377	14	1299
Cumulative Plus Project (3.35M s.f.) (no loop)	13	13	123	215	467	47	59	23	6	13	388	14	1381
Cumulative Plus Project (3.35M s.f.) (with loop)	13	13	122	187	482	47	59	23	6	13	377	14	1356

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: **5**
 Software Node Number: 5
 Intersection Name: Euclid Ave & East Bayshore Rd/Donohoe St
 Peak Hour: PM
 Count Date: 05/21/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	20	0	74	142	547	0	0	0	0	0	226	13	1022
Existing Plus Project (2.8M s.f.) (no loop)	20	0	445	142	571	0	0	0	0	0	226	13	1417
Existing Plus Project (2.8M s.f.) (with loop)	20	0	442	159	547	0	0	0	0	0	226	13	1407
Existing Plus Project (3.35M s.f.) (no loop)	20	0	461	142	560	0	0	0	0	0	226	13	1422
Existing Plus Project (3.35M s.f.) (with loop)	20	0	456	158	547	0	0	0	0	0	226	13	1420
Cumulative No Project (1.4M s.f.) (with loop)	20	0	428	146	633	0	0	0	0	0	295	17	1539
Cumulative Plus Project (2.8M s.f.) (no loop)	20	0	431	142	656	0	0	0	0	0	251	24	1524
Cumulative Plus Project (2.8M s.f.) (with loop)	22	0	428	142	608	0	0	0	0	0	257	24	1481
Cumulative Plus Project (3.35M s.f.) (no loop)	20	0	442	142	650	0	0	0	0	0	226	24	1504
Cumulative Plus Project (3.35M s.f.) (with loop)	25	0	442	142	622	0	0	0	0	0	227	24	1482

Intersection Number: **6**
 Software Node Number: 6
 Intersection Name: US 101 NB On-Ramp & Donohoe St
 Peak Hour: PM
 Count Date: 05/21/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	2	1	1	0	674	406	0	0	0	79	227	0	1390
Existing Plus Project (2.8M s.f.) (no loop)	2	1	1	0	698	434	0	0	0	450	227	0	1813
Existing Plus Project (2.8M s.f.) (with loop)	2	1	1	0	691	417	0	0	0	447	227	0	1786
Existing Plus Project (3.35M s.f.) (no loop)	2	1	1	0	687	444	0	0	0	466	227	0	1828
Existing Plus Project (3.35M s.f.) (with loop)	2	1	1	0	690	409	0	0	0	461	227	0	1791
Cumulative No Project (1.4M s.f.) (with loop)	28	34	39	30	751	407	0	0	0	390	329	3	2011
Cumulative Plus Project (2.8M s.f.) (no loop)	28	34	39	30	770	380	0	0	0	398	280	3	1962
Cumulative Plus Project (2.8M s.f.) (with loop)	28	34	39	30	722	415	0	0	0	391	290	3	1953
Cumulative Plus Project (3.35M s.f.) (no loop)	28	34	39	30	764	419	0	0	0	418	246	3	1981
Cumulative Plus Project (3.35M s.f.) (with loop)	28	34	39	30	736	414	0	0	0	409	256	3	1949

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 7
 Software Node Number: 7
 Intersection Name: University Ave (SR 109) & Loop Rd (Future)
 Peak Hour: PM
 Count Date: 01/00/00
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	0	362	0	0	0	0	0	2024	0	0	0	0	2386
Existing Plus Project (2.8M s.f.) (no loop)	0	362	0	0	0	0	0	2122	0	0	0	0	2484
Existing Plus Project (2.8M s.f.) (with loop)	0	362	82	399	0	9	0	2024	0	0	0	0	2876
Existing Plus Project (3.35M s.f.) (no loop)	0	362	0	0	0	0	0	2138	0	0	0	0	2500
Existing Plus Project (3.35M s.f.) (with loop)	0	362	85	459	0	11	0	2024	0	0	0	0	2941
Cumulative No Project (1.4M s.f.) (with loop)	0	409	67	464	0	7	14	2024	0	0	0	0	2985
Cumulative Plus Project (2.8M s.f.) (no loop)	0	369	0	0	0	0	0	2314	0	0	0	0	2683
Cumulative Plus Project (2.8M s.f.) (with loop)	0	362	91	516	0	16	22	2024	0	0	0	0	3031
Cumulative Plus Project (3.35M s.f.) (no loop)	0	362	0	0	0	0	0	2334	0	0	0	0	2696
Cumulative Plus Project (3.35M s.f.) (with loop)	0	362	98	544	0	17	22	2024	0	0	0	0	3067

Intersection Number: 8
 Software Node Number: 8
 Intersection Name: University Ave (SR 109) & Purdue Ave
 Peak Hour: PM
 Count Date: 05/21/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	0	330	32	61	0	20	34	1962	0	0	0	0	2439
Existing Plus Project (2.8M s.f.) (no loop)	0	330	32	61	0	35	34	2060	0	0	0	0	2552
Existing Plus Project (2.8M s.f.) (with loop)	0	330	32	61	0	20	35	1962	0	0	0	0	2440
Existing Plus Project (3.35M s.f.) (no loop)	0	330	32	61	0	44	34	2076	0	0	0	0	2577
Existing Plus Project (3.35M s.f.) (with loop)	0	330	32	61	0	22	34	1962	0	0	0	0	2441
Cumulative No Project (1.4M s.f.) (with loop)	0	422	32	61	0	20	66	1962	0	0	0	0	2563
Cumulative Plus Project (2.8M s.f.) (no loop)	0	376	32	61	0	141	51	2252	0	0	0	0	2913
Cumulative Plus Project (2.8M s.f.) (with loop)	0	330	32	61	0	20	60	1962	0	0	0	0	2465
Cumulative Plus Project (3.35M s.f.) (no loop)	0	368	32	61	0	184	49	2272	0	0	0	0	2966
Cumulative Plus Project (3.35M s.f.) (with loop)	0	330	32	61	0	20	60	1962	0	0	0	0	2465

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 9
Software Node Number: 9
Intersection Name: University Ave (SR 109) & O'Brien Dr
Peak Hour: PM
Count Date: 04/23/19
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	9	465	0	0	0	0	0	1522	6	141	0	185	2328
Existing Plus Project (2.8M s.f.) (no loop)	25	465	0	0	0	0	0	1584	6	141	0	186	2407
Existing Plus Project (2.8M s.f.) (with loop)	18	465	0	0	0	0	0	1522	36	141	0	185	2368
Existing Plus Project (3.35M s.f.) (no loop)	38	465	0	0	0	0	0	1588	6	141	0	185	2423
Existing Plus Project (3.35M s.f.) (with loop)	31	465	0	0	0	0	0	1522	40	141	0	185	2385
Cumulative No Project (1.4M s.f.) (with loop)	26	541	0	0	0	0	0	1522	75	364	0	196	2724
Cumulative Plus Project (2.8M s.f.) (no loop)	115	465	0	0	0	0	0	1608	6	392	0	197	2783
Cumulative Plus Project (2.8M s.f.) (with loop)	35	492	0	0	0	0	0	1522	82	307	0	197	2635
Cumulative Plus Project (3.35M s.f.) (no loop)	160	465	0	0	0	0	0	1604	6	407	0	198	2840
Cumulative Plus Project (3.35M s.f.) (with loop)	44	465	0	0	0	0	0	1522	84	311	0	197	2623

Intersection Number: 10
Software Node Number: 10
Intersection Name: University Ave & Notre Dame Ave
Peak Hour: PM
Count Date: 03/04/20
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	0	581	18	34	0	79	29	1445	0	0	0	0	2186
Existing Plus Project (2.8M s.f.) (no loop)	0	581	19	34	0	88	29	1505	0	0	0	0	2256
Existing Plus Project (2.8M s.f.) (with loop)	0	581	18	34	0	79	29	1445	0	0	0	0	2186
Existing Plus Project (3.35M s.f.) (no loop)	0	581	20	34	0	106	29	1508	0	0	0	0	2278
Existing Plus Project (3.35M s.f.) (with loop)	0	581	18	34	0	84	29	1445	0	0	0	0	2191
Cumulative No Project (1.4M s.f.) (with loop)	0	873	24	34	0	79	29	1445	0	0	0	0	2484
Cumulative Plus Project (2.8M s.f.) (no loop)	0	796	34	34	0	96	29	1528	0	0	0	0	2518
Cumulative Plus Project (2.8M s.f.) (with loop)	0	763	28	34	0	79	29	1445	0	0	0	0	2378
Cumulative Plus Project (3.35M s.f.) (no loop)	0	784	35	34	0	163	29	1526	0	0	0	0	2572
Cumulative Plus Project (3.35M s.f.) (with loop)	0	735	28	34	0	97	29	1445	0	0	0	0	2368

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 11
 Software Node Number: 11
 Intersection Name: University Ave & Bay Rd
 Peak Hour: PM
 Count Date: 04/17/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	24	439	105	463	214	156	40	938	40	88	252	149	2908
Existing Plus Project (2.8M s.f.) (no loop)	31	446	163	796	477	659	263	938	40	88	356	150	4407
Existing Plus Project (2.8M s.f.) (with loop)	31	446	133	483	491	799	95	938	40	88	350	152	4046
Existing Plus Project (3.35M s.f.) (no loop)	41	447	164	856	498	614	299	938	40	88	350	151	4486
Existing Plus Project (3.35M s.f.) (with loop)	32	447	120	510	526	803	131	938	40	88	346	152	4133
Cumulative No Project (1.4M s.f.) (with loop)	24	568	211	463	395	557	62	984	40	88	446	151	3989
Cumulative Plus Project (2.8M s.f.) (no loop)	31	520	206	723	531	623	135	938	49	88	444	150	4438
Cumulative Plus Project (2.8M s.f.) (with loop)	24	517	182	463	527	663	98	938	40	88	435	151	4126
Cumulative Plus Project (3.35M s.f.) (no loop)	32	520	221	767	548	641	172	938	45	88	446	151	4569
Cumulative Plus Project (3.35M s.f.) (with loop)	32	512	179	463	571	701	109	938	40	88	434	151	4218

Intersection Number: 12
 Software Node Number: 12
 Intersection Name: University Ave & Runnymede St
 Peak Hour: PM
 Count Date: 01/15/20
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	24	612	47	133	83	49	44	766	22	21	52	3	1856
Existing Plus Project (2.8M s.f.) (no loop)	232	807	47	133	274	230	81	766	31	21	52	15	2687
Existing Plus Project (2.8M s.f.) (with loop)	267	870	47	133	232	156	105	766	22	21	52	16	2685
Existing Plus Project (3.35M s.f.) (no loop)	236	799	47	133	294	279	73	766	50	21	52	13	2761
Existing Plus Project (3.35M s.f.) (with loop)	246	887	47	133	281	194	114	766	22	21	52	17	2778
Cumulative No Project (1.4M s.f.) (with loop)	229	944	47	133	195	77	44	826	22	21	109	3	2649
Cumulative Plus Project (2.8M s.f.) (no loop)	197	958	47	133	335	201	127	766	22	21	65	24	2894
Cumulative Plus Project (2.8M s.f.) (with loop)	224	989	47	133	297	159	57	766	22	21	82	9	2804
Cumulative Plus Project (3.35M s.f.) (no loop)	198	976	47	133	352	244	127	766	22	21	66	26	2976
Cumulative Plus Project (3.35M s.f.) (with loop)	222	1016	47	133	320	196	76	766	22	21	70	22	2909

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: **13**
 Software Node Number: 13
 Intersection Name: University Ave & Bell St
 Peak Hour: PM
 Count Date: 04/25/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	24	649	48	23	168	75	141	1181	75	43	74	14	2515
Existing Plus Project (2.8M s.f.) (no loop)	38	992	48	23	168	75	141	1181	98	43	74	14	2896
Existing Plus Project (2.8M s.f.) (with loop)	33	986	48	23	168	75	189	1181	75	43	74	14	2909
Existing Plus Project (3.35M s.f.) (no loop)	29	1039	48	24	168	75	141	1181	82	43	74	14	2918
Existing Plus Project (3.35M s.f.) (with loop)	29	1042	48	23	168	75	175	1182	75	43	74	14	2948
Cumulative No Project (1.4M s.f.) (with loop)	24	999	48	23	218	75	215	1190	82	43	84	14	3015
Cumulative Plus Project (2.8M s.f.) (no loop)	24	1136	48	23	170	75	141	1181	160	43	90	14	3105
Cumulative Plus Project (2.8M s.f.) (with loop)	24	1126	48	23	172	75	164	1187	105	43	90	14	3071
Cumulative Plus Project (3.35M s.f.) (no loop)	24	1195	48	23	171	75	141	1181	157	43	89	14	3161
Cumulative Plus Project (3.35M s.f.) (with loop)	24	1188	48	23	174	75	141	1183	122	43	89	14	3124

Intersection Number: **14**
 Software Node Number: 14
 Intersection Name: University Ave & Donohoe St
 Peak Hour: PM
 Count Date: 04/17/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	153	518	31	503	616	314	743	584	346	144	76	16	4044
Existing Plus Project (2.8M s.f.) (no loop)	153	854	31	548	616	314	774	584	398	144	76	16	4508
Existing Plus Project (2.8M s.f.) (with loop)	153	851	31	547	616	314	749	584	374	144	76	16	4455
Existing Plus Project (3.35M s.f.) (no loop)	153	908	31	535	616	331	781	584	397	144	76	16	4572
Existing Plus Project (3.35M s.f.) (with loop)	153	911	31	534	616	314	755	584	365	144	76	16	4499
Cumulative No Project (1.4M s.f.) (with loop)	165	963	33	563	616	314	743	613	407	276	76	16	4785
Cumulative Plus Project (2.8M s.f.) (no loop)	166	1099	34	506	616	320	743	591	398	226	77	16	4791
Cumulative Plus Project (2.8M s.f.) (with loop)	165	1090	33	505	621	314	743	638	381	236	77	16	4819
Cumulative Plus Project (3.35M s.f.) (no loop)	165	1158	34	527	616	333	743	576	431	192	77	16	4868
Cumulative Plus Project (3.35M s.f.) (with loop)	165	1151	34	509	616	327	743	613	398	202	77	16	4851

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 15
Software Node Number: 15
Intersection Name: University Ave & US 101 SB Off-Ramp
Peak Hour: PM
Count Date: 05/21/19
Scenario: Ravenswood Specific Plan Update
Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	0	849	607	706	0	321	244	1102	0	0	0	0	3829
Existing Plus Project (2.8M s.f.) (no loop)	0	1039	753	789	0	321	244	1102	0	0	0	0	4248
Existing Plus Project (2.8M s.f.) (with loop)	0	1034	755	740	0	321	244	1102	0	0	0	0	4196
Existing Plus Project (3.35M s.f.) (no loop)	0	1090	773	795	0	321	244	1102	0	0	0	0	4325
Existing Plus Project (3.35M s.f.) (with loop)	0	1075	774	737	0	321	244	1102	0	0	0	0	4253
Cumulative No Project (1.4M s.f.) (with loop)	0	1054	775	777	0	306	236	1169	0	0	0	0	4316
Cumulative Plus Project (2.8M s.f.) (no loop)	0	1106	832	777	0	271	230	1104	0	0	0	0	4320
Cumulative Plus Project (2.8M s.f.) (with loop)	0	1089	844	777	0	278	226	1121	0	0	0	0	4335
Cumulative Plus Project (3.35M s.f.) (no loop)	0	1080	878	791	0	288	224	1081	0	0	0	0	4342
Cumulative Plus Project (3.35M s.f.) (with loop)	0	1075	881	812	0	293	221	1095	0	0	0	0	4377

Intersection Number: 16
Software Node Number: 16
Intersection Name: University Ave & Woodland Ave
Peak Hour: PM
Count Date: 04/17/19
Scenario: Ravenswood Specific Plan Update
Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	360	545	223	247	57	12	13	615	25	45	70	396	2608
Existing Plus Project (2.8M s.f.) (no loop)	360	658	300	247	129	12	13	615	25	45	119	396	2919
Existing Plus Project (2.8M s.f.) (with loop)	360	658	295	247	124	12	13	615	25	45	119	396	2909
Existing Plus Project (3.35M s.f.) (no loop)	360	669	340	247	159	12	13	615	25	45	124	396	3005
Existing Plus Project (3.35M s.f.) (with loop)	360	666	328	247	151	12	13	615	25	45	125	396	2983
Cumulative No Project (1.4M s.f.) (with loop)	360	645	355	247	253	12	13	634	32	50	243	524	3368
Cumulative Plus Project (2.8M s.f.) (no loop)	360	652	365	247	255	12	13	623	35	51	293	464	3370
Cumulative Plus Project (2.8M s.f.) (with loop)	360	653	354	247	252	12	13	636	30	50	303	464	3374
Cumulative Plus Project (3.35M s.f.) (no loop)	360	657	351	247	254	12	13	624	33	49	325	434	3359
Cumulative Plus Project (3.35M s.f.) (with loop)	360	659	349	247	253	12	13	634	31	49	330	435	3372

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 17
Software Node Number: 17
Intersection Name: University Circle & Woodland Ave
Peak Hour: PM
Count Date: 05/21/19
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	12	0	218	68	332	0	0	0	0	0	405	8	1043
Existing Plus Project (2.8M s.f.) (no loop)	12	0	218	75	397	0	0	0	0	0	454	8	1164
Existing Plus Project (2.8M s.f.) (with loop)	12	0	218	73	394	0	0	0	0	0	454	8	1159
Existing Plus Project (3.35M s.f.) (no loop)	12	0	218	76	426	0	0	0	0	0	459	8	1199
Existing Plus Project (3.35M s.f.) (with loop)	12	0	218	76	418	0	0	0	0	0	460	8	1192
Cumulative No Project (1.4M s.f.) (with loop)	20	0	339	92	553	0	0	0	0	0	478	10	1492
Cumulative Plus Project (2.8M s.f.) (no loop)	20	0	339	92	558	0	0	0	0	0	469	10	1488
Cumulative Plus Project (2.8M s.f.) (with loop)	20	0	339	92	550	0	0	0	0	0	478	10	1489
Cumulative Plus Project (3.35M s.f.) (no loop)	20	0	339	92	555	0	0	0	0	0	469	10	1485
Cumulative Plus Project (3.35M s.f.) (with loop)	20	0	339	92	552	0	0	0	0	0	475	10	1488

Intersection Number: 18
Software Node Number: 18
Intersection Name: US 101 NB Off Ramp/Univer & Donohoe St
Peak Hour: PM
Count Date: 05/21/19
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	64	0	8	17	652	0	573	18	729	0	880	0	2941
Existing Plus Project (2.8M s.f.) (no loop)	64	0	8	17	693	0	573	18	733	0	911	0	3017
Existing Plus Project (2.8M s.f.) (with loop)	64	0	8	17	656	0	580	18	769	0	886	0	2998
Existing Plus Project (3.35M s.f.) (no loop)	64	0	8	17	667	0	573	18	763	0	918	0	3028
Existing Plus Project (3.35M s.f.) (with loop)	64	0	8	17	656	0	580	18	769	0	886	0	2998
Cumulative No Project (1.4M s.f.) (with loop)	64	0	8	17	652	0	690	18	777	0	852	0	3078
Cumulative Plus Project (2.8M s.f.) (no loop)	88	0	8	17	652	0	635	18	702	0	854	0	2974
Cumulative Plus Project (2.8M s.f.) (with loop)	81	0	8	17	652	0	685	18	707	0	853	0	3021
Cumulative Plus Project (3.35M s.f.) (no loop)	90	0	8	17	652	0	626	18	734	0	854	0	2999
Cumulative Plus Project (3.35M s.f.) (with loop)	89	0	8	17	652	0	675	18	711	0	854	0	3024

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 19
Software Node Number: 19
Intersection Name: Cooley Ave & Donohoe St
Peak Hour: PM
Count Date: 05/21/19
Scenario: Ravenswood Specific Plan Update
Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	99	0	66	120	527	0	20	11	74	0	1014	401	2332
Existing Plus Project (2.8M s.f.) (no loop)	99	0	66	121	568	0	20	11	74	0	1039	407	2405
Existing Plus Project (2.8M s.f.) (with loop)	99	0	66	121	531	0	20	11	74	0	1016	412	2350
Existing Plus Project (3.35M s.f.) (no loop)	99	0	66	122	542	0	20	11	74	0	1043	410	2387
Existing Plus Project (3.35M s.f.) (with loop)	99	0	66	121	536	0	20	12	74	0	1020	407	2355
Cumulative No Project (1.4M s.f.) (with loop)	99	0	77	120	496	0	20	26	74	0	1058	492	2462
Cumulative Plus Project (2.8M s.f.) (no loop)	99	0	77	132	494	0	20	18	76	0	1053	444	2413
Cumulative Plus Project (2.8M s.f.) (with loop)	99	0	77	132	494	0	20	18	76	0	1053	493	2462
Cumulative Plus Project (3.35M s.f.) (no loop)	99	0	76	132	493	0	20	18	77	0	1054	434	2403
Cumulative Plus Project (3.35M s.f.) (with loop)	99	0	77	134	494	0	20	19	76	0	1053	484	2456

Intersection Number: 20
Software Node Number: 20
Intersection Name: East Bayshore Rd & Donohoe St
Peak Hour: PM
Count Date: 05/21/19
Scenario: Ravenswood Specific Plan Update
Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	0	754	396	149	0	7	26	463	0	0	0	0	1795
Existing Plus Project (2.8M s.f.) (no loop)	0	754	421	191	0	27	30	463	0	0	0	0	1886
Existing Plus Project (2.8M s.f.) (with loop)	0	754	398	154	0	40	30	463	0	0	0	0	1839
Existing Plus Project (3.35M s.f.) (no loop)	0	754	425	166	0	37	31	463	0	0	0	0	1876
Existing Plus Project (3.35M s.f.) (with loop)	0	754	402	159	0	41	31	463	0	0	0	0	1850
Cumulative No Project (1.4M s.f.) (with loop)	0	759	396	153	0	12	74	463	0	0	0	0	1857
Cumulative Plus Project (2.8M s.f.) (no loop)	0	754	396	163	0	25	29	463	0	0	0	0	1830
Cumulative Plus Project (2.8M s.f.) (with loop)	0	754	396	163	0	24	29	463	0	0	0	0	1829
Cumulative Plus Project (3.35M s.f.) (no loop)	0	754	396	162	0	34	28	463	0	0	0	0	1837
Cumulative Plus Project (3.35M s.f.) (with loop)	0	754	396	165	0	29	27	463	0	0	0	0	1834

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: **21**
 Software Node Number: 21
 Intersection Name: Clarke Ave & Bay Rd
 Peak Hour: PM
 Count Date: 05/09/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	22	78	29	94	511	43	40	125	256	146	199	18	1561
Existing Plus Project (2.8M s.f.) (no loop)	22	83	32	111	1433	215	113	125	328	207	431	27	3127
Existing Plus Project (2.8M s.f.) (with loop)	22	83	31	104	1308	109	225	125	256	260	246	18	2787
Existing Plus Project (3.35M s.f.) (no loop)	22	88	29	106	1484	267	102	125	393	244	425	29	3314
Existing Plus Project (3.35M s.f.) (with loop)	22	88	29	106	1363	161	214	125	256	291	234	18	2907
Cumulative No Project (1.4M s.f.) (with loop)	22	82	29	99	816	116	192	125	298	333	337	18	2467
Cumulative Plus Project (2.8M s.f.) (no loop)	22	91	29	185	1344	217	213	125	314	375	297	18	3230
Cumulative Plus Project (2.8M s.f.) (with loop)	22	87	29	102	1133	147	233	125	256	437	201	18	2789
Cumulative Plus Project (3.35M s.f.) (no loop)	22	91	29	208	1410	250	222	126	368	401	317	18	3462
Cumulative Plus Project (3.35M s.f.) (with loop)	22	88	29	103	1260	184	251	125	256	458	199	18	2992

Intersection Number: **22**
 Software Node Number: 220
 Intersection Name: Clarke Ave & Weeks St
 Peak Hour: PM
 Count Date: 05/09/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	23	238	21	14	6	7	16	406	18	9	2	26	786
Existing Plus Project (2.8M s.f.) (no loop)	40	460	21	14	9	31	16	511	22	13	2	28	1167
Existing Plus Project (2.8M s.f.) (with loop)	41	407	21	14	9	29	16	537	22	13	2	28	1139
Existing Plus Project (3.35M s.f.) (no loop)	41	554	21	14	9	35	16	572	22	13	2	28	1327
Existing Plus Project (3.35M s.f.) (with loop)	42	492	21	14	9	34	16	519	22	13	2	28	1212
Cumulative No Project (1.4M s.f.) (with loop)	31	466	21	14	6	19	16	604	19	10	2	26	1234
Cumulative Plus Project (2.8M s.f.) (no loop)	40	637	21	14	8	31	16	643	22	13	2	28	1475
Cumulative Plus Project (2.8M s.f.) (with loop)	40	625	21	14	8	29	16	564	22	13	2	28	1382
Cumulative Plus Project (3.35M s.f.) (no loop)	42	696	21	14	9	36	16	701	22	13	2	28	1600
Cumulative Plus Project (3.35M s.f.) (with loop)	42	683	21	14	9	33	16	570	22	13	2	28	1453

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 23
Software Node Number: 23
Intersection Name: Clarke Ave & Runnymede St
Peak Hour: PM
Count Date: 05/09/19
Scenario: Ravenswood Specific Plan Update
Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	34	189	23	18	70	16	33	324	40	30	112	119	1008
Existing Plus Project (2.8M s.f.) (no loop)	205	209	82	122	271	23	51	329	44	30	152	119	1638
Existing Plus Project (2.8M s.f.) (with loop)	116	220	105	19	262	23	53	361	43	30	148	212	1593
Existing Plus Project (3.35M s.f.) (no loop)	258	237	101	198	295	23	62	324	42	33	137	119	1830
Existing Plus Project (3.35M s.f.) (with loop)	155	251	126	20	298	23	52	358	43	32	147	197	1704
Cumulative No Project (1.4M s.f.) (with loop)	68	356	65	18	173	19	64	463	41	33	118	177	1597
Cumulative Plus Project (2.8M s.f.) (no loop)	213	323	137	117	271	22	60	380	48	35	132	201	1941
Cumulative Plus Project (2.8M s.f.) (with loop)	156	379	125	18	259	22	71	413	52	35	124	189	1845
Cumulative Plus Project (3.35M s.f.) (no loop)	248	318	172	186	300	23	58	383	49	34	137	187	2097
Cumulative Plus Project (3.35M s.f.) (with loop)	189	362	171	18	289	23	70	406	53	34	129	201	1947

Intersection Number: 24
Software Node Number: 24
Intersection Name: Clarke Ave & Donohoe St
Peak Hour: PM
Count Date: 05/09/19
Scenario: Ravenswood Specific Plan Update
Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	124	178	0	0	0	0	0	227	151	124	0	345	1149
Existing Plus Project (2.8M s.f.) (no loop)	161	185	0	0	0	0	0	231	159	155	0	348	1239
Existing Plus Project (2.8M s.f.) (with loop)	160	193	0	0	0	0	0	229	157	130	0	349	1218
Existing Plus Project (3.35M s.f.) (no loop)	165	215	0	0	0	0	0	231	161	161	0	347	1280
Existing Plus Project (3.35M s.f.) (with loop)	164	224	0	0	0	0	0	230	160	135	0	348	1261
Cumulative No Project (1.4M s.f.) (with loop)	124	336	0	0	0	0	0	239	164	124	0	392	1379
Cumulative Plus Project (2.8M s.f.) (no loop)	132	301	0	0	0	0	0	237	177	124	0	345	1316
Cumulative Plus Project (2.8M s.f.) (with loop)	132	357	0	0	0	0	0	241	176	124	0	356	1386
Cumulative Plus Project (3.35M s.f.) (no loop)	140	294	0	0	0	0	0	242	178	124	0	345	1323
Cumulative Plus Project (3.35M s.f.) (with loop)	139	337	0	0	0	0	0	242	177	124	0	354	1373

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 25
 Software Node Number: 25
 Intersection Name: Clarke Ave & East Bayshore Rd
 Peak Hour: PM
 Count Date: 09/25/18
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	26	0	81	152	198	0	0	0	0	0	302	81	840
Existing Plus Project (2.8M s.f.) (no loop)	26	0	84	156	209	0	0	0	0	0	328	81	884
Existing Plus Project (2.8M s.f.) (with loop)	26	0	92	154	201	0	0	0	0	0	332	81	886
Existing Plus Project (3.35M s.f.) (no loop)	26	0	115	157	213	0	0	0	0	0	313	81	905
Existing Plus Project (3.35M s.f.) (with loop)	26	0	124	155	204	0	0	0	0	0	320	81	910
Cumulative No Project (1.4M s.f.) (with loop)	26	0	162	158	198	0	0	0	0	0	337	81	961
Cumulative Plus Project (2.8M s.f.) (no loop)	26	0	168	157	206	0	0	0	0	0	333	81	971
Cumulative Plus Project (2.8M s.f.) (with loop)	26	0	182	160	198	0	0	0	0	0	335	81	982
Cumulative Plus Project (3.35M s.f.) (no loop)	26	0	158	162	207	0	0	0	0	0	326	81	960
Cumulative Plus Project (3.35M s.f.) (with loop)	26	0	163	161	200	0	0	0	0	0	330	81	961

Intersection Number: 26
 Software Node Number: 26
 Intersection Name: Demeter St & Bay Rd
 Peak Hour: PM
 Count Date: 05/09/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	38	0	12	12	602	20	0	0	5	2	247	21	959
Existing Plus Project (2.8M s.f.) (no loop)	457	0	19	15	1293	20	0	0	5	2	461	113	2385
Existing Plus Project (2.8M s.f.) (with loop)	286	0	18	60	1225	20	0	0	5	2	397	103	2116
Existing Plus Project (3.35M s.f.) (no loop)	583	0	21	15	1265	20	0	0	5	2	416	138	2465
Existing Plus Project (3.35M s.f.) (with loop)	329	0	20	46	1293	20	0	0	5	2	357	120	2192
Cumulative No Project (1.4M s.f.) (with loop)	182	0	17	164	838	20	0	0	5	2	477	81	1786
Cumulative Plus Project (2.8M s.f.) (no loop)	418	0	20	14	1319	20	0	0	5	2	399	137	2335
Cumulative Plus Project (2.8M s.f.) (with loop)	231	0	19	45	1141	20	0	0	5	2	357	102	1923
Cumulative Plus Project (3.35M s.f.) (no loop)	556	0	22	15	1303	20	0	0	5	2	407	156	2487
Cumulative Plus Project (3.35M s.f.) (with loop)	294	0	30	82	1243	20	0	0	5	2	327	131	2135

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 27
Software Node Number: 27
Intersection Name: Pulgas Ave & Bay Rd
Peak Hour: PM
Count Date: 02/28/19
Scenario: Ravenswood Specific Plan Update
Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	66	23	3	3	38	11	15	22	525	174	14	45	939
Existing Plus Project (2.8M s.f.) (no loop)	390	130	3	3	608	116	51	57	445	191	217	201	2412
Existing Plus Project (2.8M s.f.) (with loop)	272	128	3	16	563	111	49	57	547	191	212	141	2290
Existing Plus Project (3.35M s.f.) (no loop)	372	166	3	3	667	133	56	58	445	192	231	208	2534
Existing Plus Project (3.35M s.f.) (with loop)	239	157	3	18	664	125	55	57	522	191	228	152	2411
Cumulative No Project (1.4M s.f.) (with loop)	180	87	3	3	277	119	47	41	557	184	144	108	1750
Cumulative Plus Project (2.8M s.f.) (no loop)	389	156	3	3	567	152	34	65	438	188	222	154	2370
Cumulative Plus Project (2.8M s.f.) (with loop)	271	150	3	23	388	183	47	44	560	189	178	138	2173
Cumulative Plus Project (3.35M s.f.) (no loop)	352	180	3	3	660	153	54	49	437	191	247	165	2493
Cumulative Plus Project (3.35M s.f.) (with loop)	272	163	8	20	571	159	52	46	530	200	189	137	2346

Intersection Number: 28
Software Node Number: 280
Intersection Name: Pulgas Ave & Weeks St
Peak Hour: PM
Count Date: 05/09/19
Scenario: Ravenswood Specific Plan Update
Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	16	224	3	4	2	2	8	474	14	14	3	14	778
Existing Plus Project (2.8M s.f.) (no loop)	18	327	2	4	6	276	72	510	20	17	4	16	1272
Existing Plus Project (2.8M s.f.) (with loop)	19	317	3	2	6	274	70	510	20	17	4	16	1258
Existing Plus Project (3.35M s.f.) (no loop)	19	323	3	23	7	314	76	514	23	18	4	16	1340
Existing Plus Project (3.35M s.f.) (with loop)	19	320	3	3	7	314	89	498	22	18	4	16	1313
Cumulative No Project (1.4M s.f.) (with loop)	18	432	5	4	3	150	57	558	18	17	4	15	1281
Cumulative Plus Project (2.8M s.f.) (no loop)	18	372	2	3	5	285	74	510	19	17	4	15	1324
Cumulative Plus Project (2.8M s.f.) (with loop)	18	399	2	4	5	252	95	526	19	17	4	15	1356
Cumulative Plus Project (3.35M s.f.) (no loop)	19	370	3	15	6	324	78	514	21	18	4	15	1387
Cumulative Plus Project (3.35M s.f.) (with loop)	19	343	16	1	6	341	93	523	21	18	4	15	1400

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: **29**
 Software Node Number: 29
 Intersection Name: Pulgas Ave & Runnymede St
 Peak Hour: PM
 Count Date: 05/09/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	21	176	36	23	30	27	46	451	55	44	74	47	1030
Existing Plus Project (2.8M s.f.) (no loop)	229	350	36	23	32	27	46	451	160	94	77	116	1641
Existing Plus Project (2.8M s.f.) (with loop)	226	344	36	25	30	27	46	472	56	113	79	115	1569
Existing Plus Project (3.35M s.f.) (no loop)	260	354	36	23	34	27	46	451	227	100	82	120	1760
Existing Plus Project (3.35M s.f.) (with loop)	258	337	36	23	30	27	46	461	60	124	84	120	1606
Cumulative No Project (1.4M s.f.) (with loop)	143	406	36	23	30	27	46	534	55	77	74	99	1550
Cumulative Plus Project (2.8M s.f.) (no loop)	233	404	36	23	30	27	46	451	155	137	75	118	1734
Cumulative Plus Project (2.8M s.f.) (with loop)	231	399	36	23	30	27	46	522	55	127	75	119	1689
Cumulative Plus Project (3.35M s.f.) (no loop)	265	412	36	23	30	27	46	451	225	170	77	121	1882
Cumulative Plus Project (3.35M s.f.) (with loop)	265	404	36	23	30	27	46	516	55	169	78	124	1773

Intersection Number: **30**
 Software Node Number: 30
 Intersection Name: Pulgas Ave & O'Connor St
 Peak Hour: PM
 Count Date: 05/09/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	65	143	55	64	92	33	27	401	17	32	132	59	1120
Existing Plus Project (2.8M s.f.) (no loop)	77	379	18	73	98	33	27	401	18	32	177	64	1397
Existing Plus Project (2.8M s.f.) (with loop)	79	360	18	73	97	33	27	401	17	32	152	64	1353
Existing Plus Project (3.35M s.f.) (no loop)	78	393	18	75	98	33	27	401	19	32	184	65	1423
Existing Plus Project (3.35M s.f.) (with loop)	81	372	18	75	98	33	27	401	17	32	159	65	1378
Cumulative No Project (1.4M s.f.) (with loop)	73	346	78	81	92	33	27	447	17	32	132	62	1421
Cumulative Plus Project (2.8M s.f.) (no loop)	74	396	80	75	98	33	27	416	17	32	132	64	1444
Cumulative Plus Project (2.8M s.f.) (with loop)	76	378	81	75	97	33	27	434	17	32	132	64	1446
Cumulative Plus Project (3.35M s.f.) (no loop)	76	435	77	76	98	33	27	406	17	32	132	65	1474
Cumulative Plus Project (3.35M s.f.) (with loop)	76	422	81	76	98	33	27	428	17	32	132	64	1486

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: **31**
 Software Node Number: 31
 Intersection Name: Pulgas Ave & East Bayshore Rd
 Peak Hour: PM
 Count Date: 09/25/18
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	62	0	207	567	294	0	0	0	0	0	237	117	1484
Existing Plus Project (2.8M s.f.) (no loop)	62	0	423	567	309	0	0	0	0	0	266	117	1744
Existing Plus Project (2.8M s.f.) (with loop)	62	0	406	567	299	0	0	0	0	0	277	117	1728
Existing Plus Project (3.35M s.f.) (no loop)	62	0	433	567	313	0	0	0	0	0	282	117	1774
Existing Plus Project (3.35M s.f.) (with loop)	62	0	413	567	303	0	0	0	0	0	297	117	1759
Cumulative No Project (1.4M s.f.) (with loop)	62	0	379	580	299	0	0	0	0	0	353	117	1791
Cumulative Plus Project (2.8M s.f.) (no loop)	62	0	421	567	307	0	0	0	0	0	356	117	1830
Cumulative Plus Project (2.8M s.f.) (with loop)	62	0	403	567	302	0	0	0	0	0	372	117	1823
Cumulative Plus Project (3.35M s.f.) (no loop)	62	0	457	567	313	0	0	0	0	0	339	117	1855
Cumulative Plus Project (3.35M s.f.) (with loop)	62	0	445	567	305	0	0	0	0	0	348	117	1844

Intersection Number: **32**
 Software Node Number: 32
 Intersection Name: East Bayshore Rd & Embarcadero Rd
 Peak Hour: PM
 Count Date: 04/17/19
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	472	98	26	35	377	61	21	142	197	135	140	625	2329
Existing Plus Project (2.8M s.f.) (no loop)	628	186	27	38	377	71	21	145	197	138	141	625	2593
Existing Plus Project (2.8M s.f.) (with loop)	625	183	27	38	377	70	21	142	197	138	141	625	2583
Existing Plus Project (3.35M s.f.) (no loop)	635	206	27	39	377	72	21	144	197	143	141	625	2626
Existing Plus Project (3.35M s.f.) (with loop)	631	205	27	38	377	72	21	142	197	141	141	625	2616
Cumulative No Project (1.4M s.f.) (with loop)	567	286	32	41	377	96	35	142	297	204	157	654	2886
Cumulative Plus Project (2.8M s.f.) (no loop)	575	324	31	40	377	94	35	142	292	205	158	629	2900
Cumulative Plus Project (2.8M s.f.) (with loop)	569	328	31	40	377	93	35	142	300	204	158	644	2919
Cumulative Plus Project (3.35M s.f.) (no loop)	578	340	31	40	377	93	35	142	292	204	158	625	2913
Cumulative Plus Project (3.35M s.f.) (with loop)	573	341	31	40	377	96	35	142	301	202	158	638	2932

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 33
Software Node Number: 33
Intersection Name: University Ave & Kavanaugh Dr
Peak Hour: PM
Count Date: 04/25/19
Scenario: Ravenswood Specific Plan Update
Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	47	530	0	0	0	0	0	1627	11	63	0	89	2367
Existing Plus Project (2.8M s.f.) (no loop)	47	530	0	0	0	0	0	1696	11	63	0	89	2436
Existing Plus Project (2.8M s.f.) (with loop)	47	530	0	0	0	0	0	1627	16	63	0	89	2372
Existing Plus Project (3.35M s.f.) (no loop)	70	530	0	0	0	0	0	1713	11	63	0	89	2476
Existing Plus Project (3.35M s.f.) (with loop)	47	530	0	0	0	0	0	1627	33	63	0	89	2389
Cumulative No Project (1.4M s.f.) (with loop)	50	792	0	0	0	0	0	1627	15	63	0	89	2636
Cumulative Plus Project (2.8M s.f.) (no loop)	78	732	0	0	0	0	0	1741	11	63	0	89	2714
Cumulative Plus Project (2.8M s.f.) (with loop)	51	706	0	0	0	0	0	1627	22	63	0	89	2558
Cumulative Plus Project (3.35M s.f.) (no loop)	147	718	0	0	0	0	0	1739	11	63	0	89	2767
Cumulative Plus Project (3.35M s.f.) (with loop)	68	682	0	0	0	0	0	1627	24	63	0	89	2553

Intersection Number: 34
Software Node Number: 300
Intersection Name: University Ave (SR 109) & Adams Dr
Peak Hour: PM
Count Date: 04/25/19
Scenario: Ravenswood Specific Plan Update
Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	13	374	0	0	0	0	0	1802	7	44	0	201	2441
Existing Plus Project (2.8M s.f.) (no loop)	18	384	0	0	0	0	0	1865	7	44	0	234	2552
Existing Plus Project (2.8M s.f.) (with loop)	13	374	0	0	0	0	0	1802	7	44	0	201	2441
Existing Plus Project (3.35M s.f.) (no loop)	18	387	0	0	0	0	0	1868	7	44	0	247	2571
Existing Plus Project (3.35M s.f.) (with loop)	13	374	0	0	0	0	0	1802	7	44	0	201	2441
Cumulative No Project (1.4M s.f.) (with loop)	27	434	0	0	0	0	0	1802	7	76	0	244	2590
Cumulative Plus Project (2.8M s.f.) (no loop)	59	495	0	0	0	0	0	1900	7	44	0	409	2914
Cumulative Plus Project (2.8M s.f.) (with loop)	26	374	0	0	0	0	0	1802	7	131	0	244	2584
Cumulative Plus Project (3.35M s.f.) (no loop)	64	524	0	0	0	0	0	1897	7	44	0	432	2968
Cumulative Plus Project (3.35M s.f.) (with loop)	26	374	0	0	0	0	0	1802	7	126	0	243	2578

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: **35**
Software Node Number: 206
Intersection Name: Clarke Ave & Schembri Ln/Garden St
Peak Hour: PM
Count Date: 05/21/19
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	15	213	20	9	18	12	38	389	12	9	9	26	770
Existing Plus Project (2.8M s.f.) (no loop)	15	245	20	9	18	12	41	417	12	9	9	26	832
Existing Plus Project (2.8M s.f.) (with loop)	15	253	20	9	18	12	38	450	12	9	9	26	870
Existing Plus Project (3.35M s.f.) (no loop)	15	278	20	9	18	12	42	414	13	9	9	26	864
Existing Plus Project (3.35M s.f.) (with loop)	15	288	20	9	18	12	39	447	12	9	9	26	903
Cumulative No Project (1.4M s.f.) (with loop)	15	384	22	9	18	12	38	561	12	9	9	26	1115
Cumulative Plus Project (2.8M s.f.) (no loop)	15	357	21	9	18	12	38	481	12	9	9	26	1007
Cumulative Plus Project (2.8M s.f.) (with loop)	15	413	21	9	18	12	38	529	12	9	9	26	1111
Cumulative Plus Project (3.35M s.f.) (no loop)	15	352	21	9	18	12	38	483	12	9	9	26	1004
Cumulative Plus Project (3.35M s.f.) (with loop)	15	395	21	9	18	12	38	522	12	9	9	26	1086

Intersection Number: **36**
Software Node Number: 203
Intersection Name: Clarke Ave & O'Connor St
Peak Hour: PM
Count Date: 05/17/17
Scenario: Ravenswood Specific Plan Update

Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	0	95	233	173	0	28	39	114	0	0	0	0	682
Existing Plus Project (2.8M s.f.) (no loop)	0	98	268	182	0	28	39	118	0	0	0	0	732
Existing Plus Project (2.8M s.f.) (with loop)	0	106	243	180	0	28	39	116	0	0	0	0	711
Existing Plus Project (3.35M s.f.) (no loop)	0	129	272	183	0	28	39	119	0	0	0	0	769
Existing Plus Project (3.35M s.f.) (with loop)	0	138	248	183	0	28	39	117	0	0	0	0	752
Cumulative No Project (1.4M s.f.) (with loop)	0	176	253	193	0	28	39	120	0	0	0	0	808
Cumulative Plus Project (2.8M s.f.) (no loop)	0	182	247	205	0	28	39	119	0	0	0	0	819
Cumulative Plus Project (2.8M s.f.) (with loop)	0	196	250	205	0	28	39	122	0	0	0	0	839
Cumulative Plus Project (3.35M s.f.) (no loop)	0	172	250	206	0	28	39	124	0	0	0	0	818
Cumulative Plus Project (3.35M s.f.) (with loop)	0	177	251	206	0	28	39	123	0	0	0	0	823

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 37
Software Node Number: 210
Intersection Name: Pulgas Ave & Garden St
Peak Hour: PM
Count Date: 01/22/19
Scenario: Ravenswood Specific Plan Update
Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	17	211	6	7	5	6	14	520	29	20	6	18	859
Existing Plus Project (2.8M s.f.) (no loop)	19	431	7	9	5	6	14	520	29	20	6	19	1085
Existing Plus Project (2.8M s.f.) (with loop)	20	443	8	9	5	6	14	536	29	20	6	19	1115
Existing Plus Project (3.35M s.f.) (no loop)	20	440	7	7	5	6	14	520	29	20	6	20	1094
Existing Plus Project (3.35M s.f.) (with loop)	20	446	8	9	5	6	14	529	29	20	6	20	1112
Cumulative No Project (1.4M s.f.) (with loop)	18	468	8	10	5	6	14	587	29	20	6	19	1190
Cumulative Plus Project (2.8M s.f.) (no loop)	19	524	8	7	5	6	14	556	29	20	6	19	1213
Cumulative Plus Project (2.8M s.f.) (with loop)	19	509	9	7	5	6	14	580	29	20	6	19	1223
Cumulative Plus Project (3.35M s.f.) (no loop)	19	565	9	7	5	6	14	546	29	20	6	19	1245
Cumulative Plus Project (3.35M s.f.) (with loop)	19	555	9	7	5	6	14	574	29	20	6	19	1263

Intersection Number: 38
Software Node Number: 201
Intersection Name: Pulgas Ave & Beech St
Peak Hour: PM
Count Date: 05/17/17
Scenario: Ravenswood Specific Plan Update
Date of Analysis: 04/27/22

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	15	199	10	1	8	5	13	414	29	29	13	31	767
Existing Plus Project (2.8M s.f.) (no loop)	16	417	10	1	8	5	21	414	29	29	13	32	994
Existing Plus Project (2.8M s.f.) (with loop)	16	430	10	1	8	5	16	429	29	29	13	32	1018
Existing Plus Project (3.35M s.f.) (no loop)	16	426	10	1	16	5	21	414	29	29	13	32	1011
Existing Plus Project (3.35M s.f.) (with loop)	17	433	10	1	8	5	15	421	29	29	13	32	1013
Cumulative No Project (1.4M s.f.) (with loop)	16	455	10	1	8	5	13	480	29	29	13	32	1091
Cumulative Plus Project (2.8M s.f.) (no loop)	16	511	10	1	15	5	14	448	29	29	13	32	1123
Cumulative Plus Project (2.8M s.f.) (with loop)	16	495	10	1	14	5	20	472	29	29	13	32	1136
Cumulative Plus Project (3.35M s.f.) (no loop)	16	552	10	1	15	5	16	439	29	29	13	32	1157
Cumulative Plus Project (3.35M s.f.) (with loop)	16	542	10	1	15	5	21	466	29	29	13	32	1179

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: **39**
 Software Node Number: 1094
 Intersection Name: University Ave & 4 Corners Dwy (Future)
 Peak Hour: PM
 Count Date: 01/00/00
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 01/00/00

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	8	592	2	83	0	35	25	1842	17	13	0	7	2624
Existing Plus Project (2.8M s.f.) (with loop)	8	576	11	47	0	21	34	1522	17	13	0	7	2256
Existing Plus Project (3.35M s.f.) (no loop)	10	567	2	135	0	69	26	1898	21	16	0	8	2752
Existing Plus Project (3.35M s.f.) (with loop)	10	557	12	54	0	26	35	1544	21	16	0	8	2283
Cumulative No Project (1.4M s.f.) (with loop)	7	788	11	28	0	4	19	1566	13	11	0	6	2453
Cumulative Plus Project (2.8M s.f.) (no loop)	8	729	5	42	0	16	38	1756	17	13	0	7	2631
Cumulative Plus Project (2.8M s.f.) (with loop)	7	694	17	49	0	19	28	1511	13	11	0	6	2355
Cumulative Plus Project (3.35M s.f.) (no loop)	10	741	9	51	0	17	36	1799	21	16	0	8	2708
Cumulative Plus Project (3.35M s.f.) (with loop)	10	690	12	58	0	18	36	1495	21	16	0	8	2364

Intersection Number: **40**
 Software Node Number: 1159
 Intersection Name: 4 Corners Dwy & Bay Rd (Future)
 Peak Hour: PM
 Count Date: 01/00/00
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 01/00/00

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	118	0	26	27	1814	0	0	0	0	0	727	55	2767
Existing Plus Project (2.8M s.f.) (with loop)	160	0	34	33	1613	0	0	0	0	0	547	31	2418
Existing Plus Project (3.35M s.f.) (no loop)	66	0	30	29	1902	0	0	0	0	0	755	58	2840
Existing Plus Project (3.35M s.f.) (with loop)	181	0	39	35	1658	0	0	0	0	0	562	35	2510
Cumulative No Project (1.4M s.f.) (with loop)	94	0	14	23	1321	0	0	0	0	0	697	22	2171
Cumulative Plus Project (2.8M s.f.) (no loop)	178	0	26	27	1698	0	0	0	0	0	747	39	2715
Cumulative Plus Project (2.8M s.f.) (with loop)	160	0	34	33	1492	0	0	0	0	0	684	32	2435
Cumulative Plus Project (3.35M s.f.) (no loop)	202	0	30	29	1753	0	0	0	0	0	798	42	2854
Cumulative Plus Project (3.35M s.f.) (with loop)	193	0	30	35	1541	0	0	0	0	0	690	33	2522

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 41
Software Node Number: 1083
Intersection Name: Demeter St & Emmerson St (Future)
Peak Hour: PM
Count Date: 01/00/00
Date of Analysis: 01/00/00
Scenario: Ravenswood Specific Plan Update

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	0	44	0	0	0	354	111	16	0	0	0	0	525
Existing Plus Project (2.8M s.f.) (with loop)	0	42	38	113	0	262	76	87	0	0	0	0	618
Existing Plus Project (3.35M s.f.) (no loop)	0	52	0	0	0	409	118	16	0	0	0	0	595
Existing Plus Project (3.35M s.f.) (with loop)	0	37	46	154	0	312	89	77	0	0	0	0	715
Cumulative No Project (1.4M s.f.) (with loop)	0	60	53	117	0	139	39	206	0	0	0	0	614
Cumulative Plus Project (2.8M s.f.) (no loop)	0	39	0	0	0	335	114	17	0	0	0	0	505
Cumulative Plus Project (2.8M s.f.) (with loop)	0	25	65	159	0	225	71	76	0	0	0	0	621
Cumulative Plus Project (3.35M s.f.) (no loop)	0	52	0	0	0	409	112	16	0	0	0	0	589
Cumulative Plus Project (3.35M s.f.) (with loop)	0	76	55	202	0	248	81	132	0	0	0	0	794

Intersection Number: 42
Software Node Number: 1084
Intersection Name: Pulgas Ave & Emmerson St (Future)
Peak Hour: PM
Count Date: 01/00/00
Date of Analysis: 01/00/00
Scenario: Ravenswood Specific Plan Update

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	0	53	0	0	57	100	34	18	103	279	11	0	655
Existing Plus Project (2.8M s.f.) (with loop)	0	26	0	0	124	67	26	16	172	212	4	0	647
Existing Plus Project (3.35M s.f.) (no loop)	0	62	0	0	67	119	44	22	118	321	15	0	768
Existing Plus Project (3.35M s.f.) (with loop)	0	33	0	0	163	79	33	19	175	157	7	0	666
Cumulative No Project (1.4M s.f.) (with loop)	0	9	0	0	118	22	8	8	136	130	17	0	448
Cumulative Plus Project (2.8M s.f.) (no loop)	0	58	0	0	59	109	40	17	81	295	8	0	667
Cumulative Plus Project (2.8M s.f.) (with loop)	0	22	0	0	147	49	24	16	164	229	22	0	673
Cumulative Plus Project (3.35M s.f.) (no loop)	0	62	0	0	67	119	38	22	118	321	9	0	756
Cumulative Plus Project (3.35M s.f.) (with loop)	0	37	0	0	196	73	32	17	153	175	10	0	693

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 43
Software Node Number: 1097
Intersection Name: Pulgas Ave & Montage St (Future)
Peak Hour: PM
Count Date: 01/00/00
Date of Analysis: 01/00/00
Scenario: Ravenswood Specific Plan Update

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	0	410	27	35	0	86	36	518	0	0	0	0	1112
Existing Plus Project (2.8M s.f.) (with loop)	0	403	27	29	0	83	36	624	0	0	0	0	1202
Existing Plus Project (3.35M s.f.) (no loop)	0	461	30	41	0	99	40	518	0	0	0	0	1189
Existing Plus Project (3.35M s.f.) (with loop)	0	444	29	28	0	96	24	606	0	0	0	0	1227
Cumulative No Project (1.4M s.f.) (with loop)	0	374	16	11	0	42	12	634	0	0	0	0	1089
Cumulative Plus Project (2.8M s.f.) (no loop)	0	469	27	35	0	86	36	502	0	0	0	0	1155
Cumulative Plus Project (2.8M s.f.) (with loop)	0	498	24	35	0	76	16	616	0	0	0	0	1265
Cumulative Plus Project (3.35M s.f.) (no loop)	0	494	30	41	0	99	40	499	0	0	0	0	1203
Cumulative Plus Project (3.35M s.f.) (with loop)	0	498	24	14	0	80	24	614	0	0	0	0	1254

Intersection Number: 44
Software Node Number: 1091
Intersection Name: Tara Rd & Emmerson St (Future)
Peak Hour: PM
Count Date: 01/00/00
Date of Analysis: 01/00/00
Scenario: Ravenswood Specific Plan Update

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	44	241	0	0	0	0	0	74	60	16	0	10	445
Existing Plus Project (2.8M s.f.) (with loop)	38	218	0	0	0	0	0	80	127	9	0	4	476
Existing Plus Project (3.35M s.f.) (no loop)	51	278	0	0	0	0	0	79	73	22	0	14	517
Existing Plus Project (3.35M s.f.) (with loop)	39	237	0	0	0	0	0	87	168	14	0	6	551
Cumulative No Project (1.4M s.f.) (with loop)	17	137	0	0	0	0	0	57	115	16	0	1	343
Cumulative Plus Project (2.8M s.f.) (no loop)	44	240	0	0	0	0	0	74	66	20	0	11	455
Cumulative Plus Project (2.8M s.f.) (with loop)	22	194	0	0	0	0	0	74	152	28	0	2	472
Cumulative Plus Project (3.35M s.f.) (no loop)	51	278	0	0	0	0	0	84	73	17	0	9	512
Cumulative Plus Project (3.35M s.f.) (with loop)	29	198	0	0	0	0	0	87	203	18	0	6	541

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 45
Software Node Number: 1081
Intersection Name: Tara Rd & Bay Rd
Peak Hour: PM
Count Date: 01/00/00
Date of Analysis: 01/00/00
Scenario: Ravenswood Specific Plan Update

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	497	0	0	0	63	0	0	0	111	62	19	153	905
Existing Plus Project (2.8M s.f.) (with loop)	456	0	0	0	57	0	0	13	115	62	19	166	888
Existing Plus Project (3.35M s.f.) (no loop)	577	0	0	0	73	0	0	0	128	69	21	165	1033
Existing Plus Project (3.35M s.f.) (with loop)	538	0	0	0	66	0	0	37	115	70	21	182	1029
Cumulative No Project (1.4M s.f.) (with loop)	279	0	0	0	35	0	0	0	63	56	13	114	560
Cumulative Plus Project (2.8M s.f.) (no loop)	502	0	0	0	63	0	0	0	111	62	19	157	914
Cumulative Plus Project (2.8M s.f.) (with loop)	443	0	0	0	52	0	0	0	148	85	17	155	900
Cumulative Plus Project (3.35M s.f.) (no loop)	577	0	0	0	73	0	0	0	128	69	21	177	1045
Cumulative Plus Project (3.35M s.f.) (with loop)	454	4	0	0	69	0	0	17	133	67	21	182	947

Intersection Number: 46
Software Node Number: 1163
Intersection Name: Tara Rd & Montage St (Future)
Peak Hour: PM
Count Date: 01/00/00
Date of Analysis: 01/00/00
Scenario: Ravenswood Specific Plan Update

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	--
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	86	99	0	0	0	0	0	25	35	27	0	36	308
Existing Plus Project (2.8M s.f.) (with loop)	83	96	0	0	0	0	0	10	29	27	0	36	281
Existing Plus Project (3.35M s.f.) (no loop)	99	113	0	0	0	0	0	29	41	30	0	40	352
Existing Plus Project (3.35M s.f.) (with loop)	96	92	0	0	0	0	0	59	28	29	0	24	328
Cumulative No Project (1.4M s.f.) (with loop)	42	51	0	0	0	0	0	11	11	16	0	12	143
Cumulative Plus Project (2.8M s.f.) (no loop)	86	99	0	0	0	0	0	25	35	27	0	36	308
Cumulative Plus Project (2.8M s.f.) (with loop)	76	91	0	0	0	0	0	16	35	24	0	16	258
Cumulative Plus Project (3.35M s.f.) (no loop)	99	113	0	0	0	0	0	29	41	30	0	40	352
Cumulative Plus Project (3.35M s.f.) (with loop)	80	122	0	0	0	0	0	65	14	24	0	24	329

Ravenswood Specific Plan Update
Volume Spreadsheet
PM Peak Hour

Intersection Number: 47
 Software Node Number: 1101
 Intersection Name: Tara Rd & Weeks St (Future)
 Peak Hour: PM
 Count Date: 01/00/00
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 01/00/00

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	260	0	0	0	0	0	0	0	0	0	0	0	37
Existing Plus Project (2.8M s.f.) (with loop)	253	0	0	0	0	0	0	0	0	0	0	0	37
Existing Plus Project (3.35M s.f.) (no loop)	300	0	0	0	0	0	0	0	0	0	0	0	40
Existing Plus Project (3.35M s.f.) (with loop)	291	0	0	0	0	0	0	0	0	0	0	0	56
Cumulative No Project (1.4M s.f.) (with loop)	129	0	0	0	0	0	0	0	0	0	0	0	29
Cumulative Plus Project (2.8M s.f.) (no loop)	260	0	0	0	0	0	0	0	0	0	0	0	37
Cumulative Plus Project (2.8M s.f.) (with loop)	232	0	0	0	0	0	0	0	0	0	0	0	38
Cumulative Plus Project (3.35M s.f.) (no loop)	300	0	0	0	0	0	0	0	0	0	0	0	40
Cumulative Plus Project (3.35M s.f.) (with loop)	322	0	0	0	0	0	0	0	0	0	0	0	61

Intersection Number: 48
 Software Node Number: 1128
 Intersection Name: 2020 Bay Dwy & Bay Rd (Future)
 Peak Hour: PM
 Count Date: 01/00/00
 Scenario: Ravenswood Specific Plan Update
 Date of Analysis: 01/00/00

Scenario:	Movements												Tot
	Southbound			Westbound			Northbound			Eastbound			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
INDEX	9	8	7	15	14	13	6	5	4	12	11	10	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Volume 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	1.00
RTOR Adjustment	0	--	--	0	--	--	0	--	--	0	--	--	
Existing Conditions	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Plus Project (2.8M s.f.) (no loop)	63	0	0	0	0	0	0	0	0	0	0	0	19
Existing Plus Project (2.8M s.f.) (with loop)	57	0	0	0	0	0	0	0	0	0	0	0	19
Existing Plus Project (3.35M s.f.) (no loop)	73	0	0	0	0	0	0	0	0	0	0	0	21
Existing Plus Project (3.35M s.f.) (with loop)	66	0	0	0	0	0	0	0	0	0	0	0	21
Cumulative No Project (1.4M s.f.) (with loop)	35	0	0	0	0	0	0	0	0	0	0	0	13
Cumulative Plus Project (2.8M s.f.) (no loop)	63	0	0	0	0	0	0	0	0	0	0	0	19
Cumulative Plus Project (2.8M s.f.) (with loop)	52	0	0	0	0	0	0	0	0	0	0	0	17
Cumulative Plus Project (3.35M s.f.) (no loop)	73	0	0	0	0	0	0	0	0	0	0	0	21
Cumulative Plus Project (3.35M s.f.) (with loop)	69	0	0	0	0	0	0	0	0	0	0	0	21

Appendix C
Intersection Level of Service Calculations

Vistro File: P:\...\Vistro_AllScenarios_AM.vistro

Scenario 16 Existing AM (2019 vols)

Report File: P:\...\EXAM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Left	0.727	11.4	B
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	WB Left	1.108	175.5	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	SB Right	1.128	93.4	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.727

Intersection Setup

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↗		↖		↖↗↖↗↖↗	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	829	67	1148	2695	205	416
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.40	3.50	1.60	3.10	2.20	3.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	829	67	1148	2695	205	416
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	214	17	296	695	53	107
Total Analysis Volume [veh/h]	855	69	1184	2778	211	429
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	6		0		7	
v_ci, Inbound Pedestrian Volume crossing mi	7		0		6	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	35	110	75	110	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	3.9	1.5	3.9	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	63	63	63	63	63	63
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	5.90	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	3.90	2.00	0.00
g_i, Effective Green Time [s]	18	18	25	46	7	36
g / C, Green / Cycle	0.29	0.29	0.39	0.74	0.11	0.56
(v / s)_i Volume / Saturation Flow Rate	0.17	0.04	0.34	0.55	0.06	0.10
s, saturation flow rate [veh/h]	4955	1549	3470	5049	3453	4166
c, Capacity [veh/h]	1415	442	1365	3716	370	2349
d1, Uniform Delay [s]	19.46	16.85	17.62	4.89	26.79	6.69
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.51	0.20	0.68	0.37	0.52	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	0.16	0.87	0.75	0.57	0.18
d, Delay for Lane Group [s/veh]	19.97	17.04	18.30	5.26	27.31	6.70
Lane Group LOS	B	B	B	A	C	A
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.99	0.64	6.06	1.37	1.43	0.72
50th-Percentile Queue Length [ft/ln]	74.72	15.91	151.47	34.24	35.83	18.10
95th-Percentile Queue Length [veh/ln]	5.38	1.15	10.10	2.47	2.58	1.30
95th-Percentile Queue Length [ft/ln]	134.50	28.64	252.38	61.64	64.49	32.58

Movement, Approach, & Intersection Results

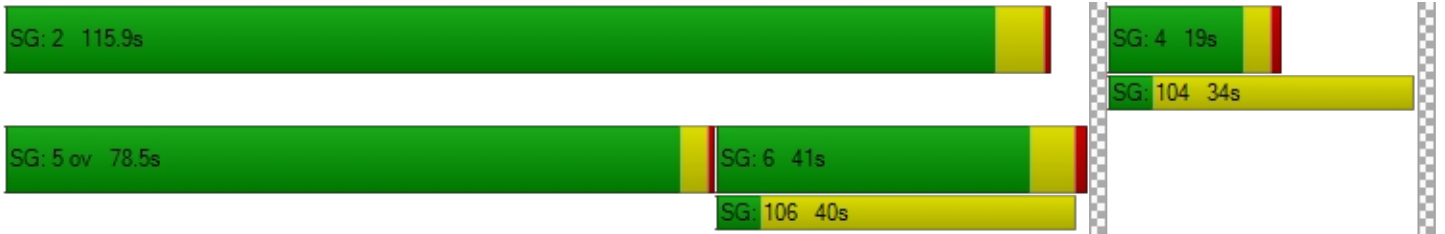
d_M, Delay for Movement [s/veh]	19.97	17.04	18.30	5.26	27.31	6.70
Movement LOS	B	B	B	A	C	A
d_A, Approach Delay [s/veh]	19.75		9.16		13.49	
Approach LOS	B		A		B	
d_I, Intersection Delay [s/veh]	11.43					
Intersection LOS	B					
Intersection V/C	0.727					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	23.14	0.00	23.14
I_p,int, Pedestrian LOS Score for Intersection	3.576	0.000	2.885
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1111	444	476
d_b, Bicycle Delay [s]	6.22	19.07	18.29
I_b,int, Bicycle LOS Score for Intersection	2.068	3.739	1.670
Bicycle LOS	B	D	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	175.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.108

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	2	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Base Volume Input [veh/h]	195	425	277	35	67	72	341	410	172	1021	2217	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.90	4.20	10.20	37.50	30.50	40.50	4.60	6.20	12.30	6.70	3.80	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	16	0	0	106	0	0	0
Total Hourly Volume [veh/h]	195	425	277	35	67	56	341	410	66	1021	2217	72
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	108	71	9	17	14	87	105	17	260	566	18
Total Analysis Volume [veh/h]	199	434	283	36	68	57	348	418	67	1042	2262	73
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			2			3			0	
v_di, Inbound Pedestrian Volume crossing in		0			3			2			0	
v_co, Outbound Pedestrian Volume crossing		4			0			3			0	
v_ci, Inbound Pedestrian Volume crossing mi		3			0			4			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	6	8	8	15	15	8	6	10	10	6	10	10
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.6	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	15	25	25	20	20	25	25	55	70	40	70	55
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	7	7	0	5	7	0	5	0	0	0	5
Pedestrian Clearance [s]	0	10	10	0	29	10	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	3.1	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		No	Yes		No	Yes	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	126	126	126	126	126	126	126	126	126	126	126	126
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	5.10	5.10	4.60	6.00	6.00	4.60	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	3.10	3.10	2.60	4.00	4.00	2.60	4.00	4.00
g_i, Effective Green Time [s]	22	21	51	9	9	9	26	51	51	25	50	50
g / C, Green / Cycle	0.17	0.17	0.40	0.07	0.07	0.07	0.21	0.40	0.40	0.20	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.27	0.20	0.07	0.05	0.02	0.05	0.23	0.08	0.05	0.38	0.45	0.05
s, saturation flow rate [veh/h]	740	2209	3942	670	2746	1075	1515	4922	1458	2715	5020	1615
c, Capacity [veh/h]	128	369	1577	48	196	77	312	1989	589	538	1990	640
d1, Uniform Delay [s]	52.15	52.54	24.45	57.49	55.76	57.36	50.09	24.48	23.48	50.58	38.08	24.07
k, delay calibration	0.50	0.27	0.11	0.16	0.11	0.15	0.11	0.11	0.11	0.40	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	283.13	94.19	0.05	28.34	1.05	17.46	62.52	0.05	0.08	427.00	63.16	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.55	1.18	0.18	0.75	0.35	0.74	1.12	0.21	0.11	1.94	1.14	0.11
d, Delay for Lane Group [s/veh]	335.27	146.72	24.51	85.83	56.81	74.82	112.61	24.53	23.56	477.58	101.23	24.15
Lane Group LOS	F	F	C	F	E	E	F	C	C	F	F	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	14.06	10.56	1.81	1.52	1.08	2.18	7.61	2.75	1.28	40.38	31.73	1.41
50th-Percentile Queue Length [ft/ln]	351.45	263.90	45.13	38.07	26.97	54.60	190.28	68.82	31.98	1009.39	793.28	35.31
95th-Percentile Queue Length [veh/ln]	23.77	17.06	3.25	2.74	1.94	3.93	12.77	4.95	2.30	64.33	44.75	2.54
95th-Percentile Queue Length [ft/ln]	594.29	426.44	81.24	68.52	48.55	98.28	319.14	123.87	57.56	1608.20	1118.76	63.55

Movement, Approach, & Intersection Results

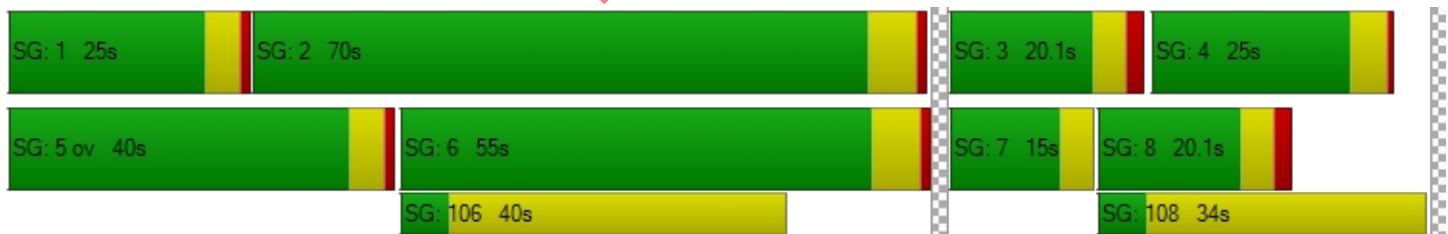
d_M, Delay for Movement [s/veh]	335.27	146.72	24.51	85.83	56.81	74.82	112.61	24.53	23.56	477.58	101.23	24.15
Movement LOS	F	F	C	F	E	E	F	C	C	F	F	C
d_A, Approach Delay [s/veh]	149.93			69.68			61.25			215.69		
Approach LOS	F			E			E			F		
d_I, Intersection Delay [s/veh]	175.52											
Intersection LOS	F											
Intersection V/C	1.108											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	54.43	0.00	54.43	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.109	0.000	3.328	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	326	238	776	1014
d_b, Bicycle Delay [s]	44.19	49.00	23.62	15.34
I_b,int, Bicycle LOS Score for Intersection	2.315	1.706	2.076	3.417
Bicycle LOS	B	A	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	93.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.128

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	143	1589	130	40	1202	7	17	93	281	260	79	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	143	1589	130	40	1202	7	17	93	237	260	79	2
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	423	35	11	320	2	5	25	63	69	21	1
Total Analysis Volume [veh/h]	152	1690	138	43	1279	7	18	99	252	277	84	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			2			3			3		
v_di, Inbound Pedestrian Volume crossing in	3			3			2			2		
v_co, Outbound Pedestrian Volume crossing	8			12			7			11		
v_ci, Inbound Pedestrian Volume crossing mi	7			11			8			12		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			1			5			14		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	65	65	4	56	56	26	26	26	20	20	20
g / C, Green / Cycle	0.10	0.50	0.50	0.03	0.43	0.43	0.20	0.20	0.20	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.09	0.35	0.36	0.02	0.57	0.57	0.01	0.06	0.19	0.18	0.11	0.00
s, saturation flow rate [veh/h]	1781	3455	1733	1781	1491	780	1420	1577	1312	1536	800	668
c, Capacity [veh/h]	176	1728	867	55	644	337	285	317	264	234	122	102
d1, Uniform Delay [s]	57.68	25.02	25.18	62.52	36.90	36.90	42.04	44.29	50.90	55.09	52.17	46.82
k, delay calibration	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.14	0.07	0.15	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.16	2.41	4.90	8.31	150.45	159.54	0.03	0.21	20.15	88.70	9.27	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.70	0.71	0.78	1.31	1.31	0.06	0.31	0.96	1.18	0.69	0.02
d, Delay for Lane Group [s/veh]	62.85	27.43	30.08	70.83	187.35	196.44	42.07	44.49	71.05	143.78	61.43	46.85
Lane Group LOS	E	C	C	E	F	F	D	D	E	F	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.10	14.34	15.24	1.55	23.60	25.56	0.48	2.76	9.50	6.71	2.91	0.06
50th-Percentile Queue Length [ft/ln]	127.62	358.40	380.97	38.81	589.92	638.92	11.90	69.04	237.52	167.82	72.85	1.41
95th-Percentile Queue Length [veh/ln]	8.81	20.55	21.64	2.79	37.15	39.90	0.86	4.97	14.56	11.71	5.24	0.10
95th-Percentile Queue Length [ft/ln]	220.26	513.64	541.02	69.86	928.65	997.60	21.43	124.27	363.90	292.72	131.12	2.54

Movement, Approach, & Intersection Results

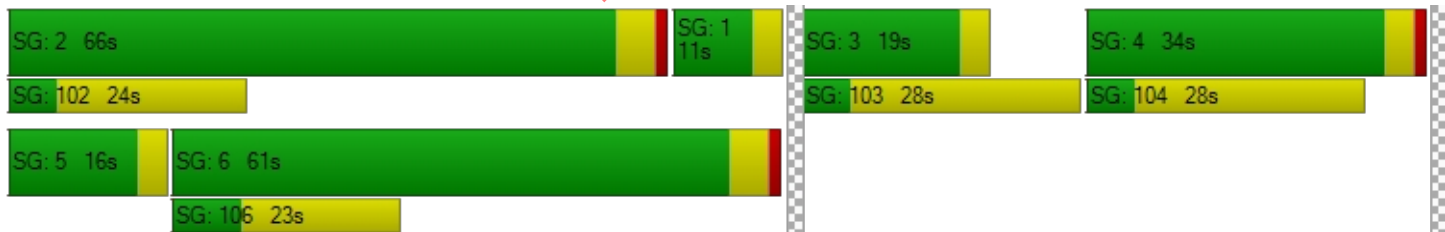
d_M, Delay for Movement [s/veh]	62.85	28.18	30.08	70.83	190.44	196.44	42.07	44.49	71.05	143.78	61.43	46.85
Movement LOS	E	C	C	E	F	F	D	D	E	F	E	D
d_A, Approach Delay [s/veh]	30.97			186.60			62.51			124.19		
Approach LOS	C			F			E			F		
d_I, Intersection Delay [s/veh]	93.41											
Intersection LOS	F											
Intersection V/C	1.128											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.325	2.970	2.371	2.499
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	938	862	462	246
d_b, Bicycle Delay [s]	18.33	21.07	38.56	50.34
I_b,int, Bicycle LOS Score for Intersection	2.649	2.291	2.241	2.215
Bicycle LOS	B	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_PM.vistro

Scenario 16 Existing PM (2019 vols)

Report File: P:\...\EXPM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Right	1.043	94.1	F
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	EB Thru	0.948	142.1	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.222	133.7	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	94.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.043

Intersection Setup

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↗		↖		↖↖↖↖	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	3307	20	359	970	68	1803
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	16.10	4.90	3.80	9.00	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3307	20	359	970	68	1803
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	844	5	92	247	17	460
Total Analysis Volume [veh/h]	3374	20	366	990	69	1840
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	7		0		8	
v_ci, Inbound Pedestrian Volume crossing mi	8		0		7	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	90	140	50	140	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	5.8	1.5	5.8	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	152	152	152	152	152	152
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	7.80	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	5.80	2.00	0.00
g_i, Effective Green Time [s]	90	90	34	125	15	53
g / C, Green / Cycle	0.59	0.59	0.22	0.82	0.10	0.35
(v / s)_i Volume / Saturation Flow Rate	0.66	0.01	0.11	0.20	0.02	0.43
s, saturation flow rate [veh/h]	5077	1399	3378	5020	3264	4237
c, Capacity [veh/h]	2999	826	751	4137	321	1470
d1, Uniform Delay [s]	31.18	12.94	51.69	2.94	63.25	49.75
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	57.57	0.01	0.18	0.04	0.12	113.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.12	0.02	0.49	0.24	0.21	1.25
d, Delay for Lane Group [s/veh]	88.74	12.96	51.87	2.97	63.37	163.57
Lane Group LOS	F	B	D	A	E	F
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	48.44	0.27	5.95	1.42	1.24	33.89
50th-Percentile Queue Length [ft/ln]	1211.03	6.82	148.74	35.53	31.00	847.26
95th-Percentile Queue Length [veh/ln]	65.94	0.49	9.95	2.56	2.23	49.83
95th-Percentile Queue Length [ft/ln]	1648.39	12.27	248.75	63.95	55.80	1245.64

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	88.74	12.96	51.87	2.97	63.37	163.57
Movement LOS	F	B	D	A	E	F
d_A, Approach Delay [s/veh]	88.29		16.17		159.95	
Approach LOS	F		B		F	
d_I, Intersection Delay [s/veh]	94.15					
Intersection LOS	F					
Intersection V/C	1.043					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	67.42	0.00	67.42
I_p,int, Pedestrian LOS Score for Intersection	3.757	0.000	3.078
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	552	578	197
d_b, Bicycle Delay [s]	39.94	38.52	61.89
I_b,int, Bicycle LOS Score for Intersection	3.426	2.305	1.670
Bicycle LOS	C	B	A

Sequence

Ring 1	5	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	142.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.948

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
	88	95	1112	159	204	133	76	1899	118	559	704	34
Base Volume Input [veh/h]	88	95	1112	159	204	133	76	1899	118	559	704	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.20	10.90	3.30	4.30	1.00	1.70	37.10	2.50	12.00	6.40	5.30	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	70	0	0	45	0	0	1
Total Hourly Volume [veh/h]	88	95	1112	159	204	63	76	1899	73	559	704	33
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	23	24	287	41	53	16	20	489	19	144	181	9
Total Analysis Volume [veh/h]	91	98	1146	164	210	65	78	1958	75	576	726	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			11			11			0	
v_di, Inbound Pedestrian Volume crossing in		0			11			11			0	
v_co, Outbound Pedestrian Volume crossing		8			0			8			0	
v_ci, Inbound Pedestrian Volume crossing mi		8			0			8			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		1			3			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	155
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	5	5	4	5	5	5	4
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.0	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	25	47	47	20	42	47	21	38	64	47	64	38
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	5	5	0	5	5	0	5	0	0	0	5
Pedestrian Clearance [s]	0	0	0	0	29	0	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	2.5	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		Yes	No		Yes	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	104	104	104	104	104	104	104	104	104	104	104	104
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	4.50	4.50	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	2.50	2.50	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	7	13	39	9	16	16	67	40	40	67	57	57
g / C, Green / Cycle	0.07	0.13	0.38	0.09	0.16	0.16	0.64	0.38	0.38	0.64	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.05	0.07	0.28	0.09	0.13	0.04	0.07	0.63	0.08	0.39	0.15	0.02
s, saturation flow rate [veh/h]	1749	1479	4142	1748	1606	1503	1041	3084	889	1476	4959	1615
c, Capacity [veh/h]	119	186	1566	151	253	237	684	1186	342	925	2728	889
d1, Uniform Delay [s]	47.76	42.65	27.74	47.62	42.55	38.56	7.53	32.08	21.57	23.84	12.36	10.77
k, delay calibration	0.11	0.11	0.15	0.35	0.18	0.11	0.11	0.11	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	9.72	2.30	0.93	86.28	10.97	0.62	0.07	293.84	0.32	0.69	0.05	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.53	0.73	1.09	0.83	0.27	0.11	1.65	0.22	0.62	0.27	0.04
d, Delay for Lane Group [s/veh]	57.48	44.95	28.67	133.90	53.52	39.18	7.61	325.92	21.88	24.53	12.41	10.79
Lane Group LOS	E	D	C	F	D	D	A	F	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	No	No	No
50th-Percentile Queue Length [veh/ln]	2.59	1.21	7.85	7.58	3.03	1.53	0.32	41.84	1.25	2.72	2.88	0.36
50th-Percentile Queue Length [ft/ln]	64.75	30.27	196.14	189.47	75.78	38.13	7.95	1046.02	31.29	68.02	71.98	8.89
95th-Percentile Queue Length [veh/ln]	4.66	2.18	12.44	12.46	5.46	2.75	0.57	67.46	2.25	4.90	5.18	0.64
95th-Percentile Queue Length [ft/ln]	116.56	54.48	310.98	311.43	136.41	68.63	14.31	1686.62	56.33	122.44	129.57	15.99

Movement, Approach, & Intersection Results

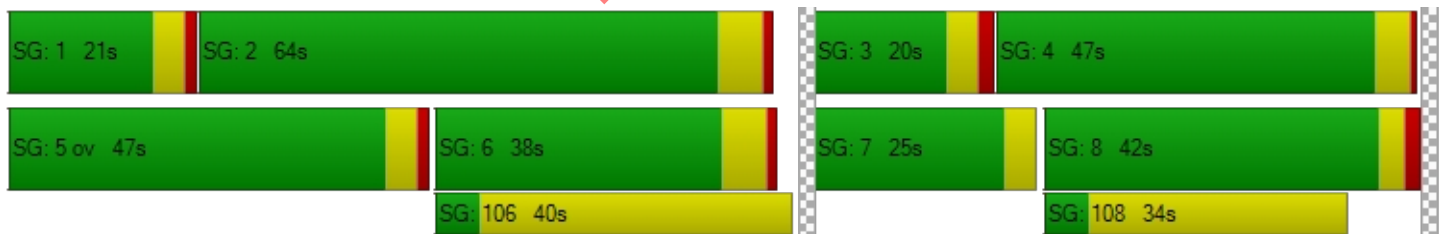
d_M, Delay for Movement [s/veh]	57.48	44.95	28.67	133.90	53.52	39.18	7.61	325.92	21.88	24.53	12.41	10.79
Movement LOS	E	D	C	F	D	D	A	F	C	C	B	B
d_A, Approach Delay [s/veh]	31.83			81.43			303.35			17.59		
Approach LOS	C			F			F			B		
d_I, Intersection Delay [s/veh]	142.14											
Intersection LOS	F											
Intersection V/C	0.948											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	43.44	0.00	43.44	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.435	0.000	3.220	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	818	720	615	1114
d_b, Bicycle Delay [s]	18.18	21.34	24.97	10.21
I_b,int, Bicycle LOS Score for Intersection	2.661	1.980	2.745	2.295
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	133.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.222

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	268	1310	138	78	1171	26	27	170	206	160	255	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	268	1310	138	78	1171	26	27	170	31	160	255	11
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	360	38	21	322	7	7	47	9	44	70	3
Total Analysis Volume [veh/h]	295	1440	152	86	1287	29	30	187	34	176	280	12
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	64	64	8	59	59	27	27	27	16	16	16
g / C, Green / Cycle	0.10	0.49	0.49	0.06	0.45	0.45	0.21	0.21	0.21	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.23	0.43	0.43	0.09	0.47	0.47	0.02	0.19	0.02	0.05	0.21	0.01
s, saturation flow rate [veh/h]	1273	2481	1239	952	1853	959	1810	965	1535	3409	1303	1414
c, Capacity [veh/h]	127	1223	611	59	842	436	377	201	320	414	158	172
d1, Uniform Delay [s]	58.48	29.18	29.29	60.98	35.45	35.45	41.39	50.49	41.59	52.90	57.10	50.55
k, delay calibration	0.50	0.50	0.50	0.07	0.50	0.50	0.04	0.14	0.04	0.04	0.50	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	615.74	8.40	15.70	221.06	38.54	51.50	0.03	20.14	0.05	0.26	370.87	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.32	0.87	0.87	1.46	1.03	1.03	0.08	0.93	0.11	0.43	1.77	0.07
d, Delay for Lane Group [s/veh]	674.22	37.57	44.99	282.04	73.99	86.96	41.43	70.63	41.64	53.16	427.97	50.61
Lane Group LOS	F	D	D	F	F	F	D	E	D	D	F	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	25.92	15.30	16.65	5.57	17.68	19.88	0.79	7.08	0.90	2.69	21.49	0.35
50th-Percentile Queue Length [ft/ln]	648.06	382.54	416.30	139.19	441.99	496.91	19.68	177.12	22.43	67.21	537.17	8.78
95th-Percentile Queue Length [veh/ln]	41.88	21.72	23.34	10.02	25.09	27.82	1.42	11.45	1.61	4.84	34.79	0.63
95th-Percentile Queue Length [ft/ln]	1046.89	542.92	583.61	250.54	627.17	695.61	35.42	286.25	40.37	120.98	869.67	15.81

Movement, Approach, & Intersection Results

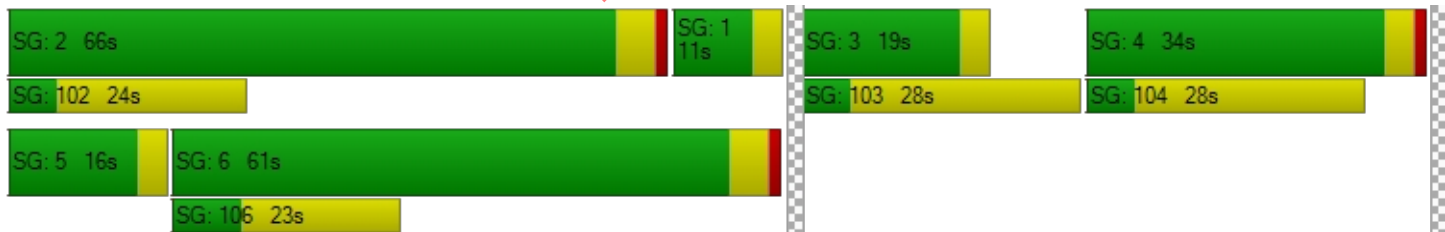
d_M, Delay for Movement [s/veh]	674.22	39.53	44.99	282.04	78.23	86.96	41.43	70.63	41.64	53.16	427.97	50.61
Movement LOS	F	D	D	F	F	F	D	E	D	D	F	D
d_A, Approach Delay [s/veh]	139.20			90.91			63.21			277.34		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	133.68											
Intersection LOS	F											
Intersection V/C	1.222											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.274	2.953	2.649	2.688
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	939	862	462	246
d_b, Bicycle Delay [s]	18.31	21.11	38.53	50.13
I_b,int, Bicycle LOS Score for Intersection	2.597	2.331	2.263	2.406
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_AM.vistro

Scenario 17 Ex + 2.8 NL AM

Report File: P:\...\EX+2.8NL AM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Left	0.775	14.3	B
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	WB Left	1.113	199.2	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	WB Left	1.190	107.4	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	14.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.775

Intersection Setup

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↗		↖		↖↗↖↗	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	867	113	1491	2785	205	416
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.40	3.50	1.60	3.10	2.20	3.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	867	113	1491	2785	205	416
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	223	29	384	718	53	107
Total Analysis Volume [veh/h]	894	116	1537	2871	211	429
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	6		0		7	
v_ci, Inbound Pedestrian Volume crossing mi	7		0		6	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	35	110	75	110	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	3.9	1.5	3.9	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	86	86	86	86	86	86
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	5.90	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	3.90	2.00	0.00
g_i, Effective Green Time [s]	23	23	41	68	8	53
g / C, Green / Cycle	0.27	0.27	0.48	0.79	0.09	0.62
(v / s)_i Volume / Saturation Flow Rate	0.18	0.07	0.44	0.57	0.06	0.10
s, saturation flow rate [veh/h]	4955	1547	3470	5049	3453	4166
c, Capacity [veh/h]	1323	413	1671	3992	325	2592
d1, Uniform Delay [s]	28.14	24.90	20.71	4.36	37.52	6.83
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.74	0.44	0.97	0.30	0.82	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.28	0.92	0.72	0.65	0.17
d, Delay for Lane Group [s/veh]	28.87	25.34	21.68	4.66	38.34	6.84
Lane Group LOS	C	C	C	A	D	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	4.98	1.73	11.72	2.26	2.11	0.94
50th-Percentile Queue Length [ft/ln]	124.41	43.35	292.96	56.60	52.80	23.54
95th-Percentile Queue Length [veh/ln]	8.63	3.12	17.33	4.07	3.80	1.69
95th-Percentile Queue Length [ft/ln]	215.87	78.03	433.32	101.87	95.05	42.37

Movement, Approach, & Intersection Results

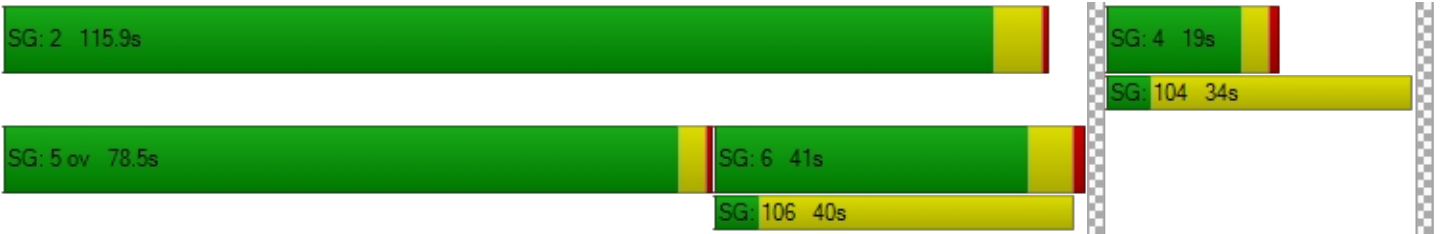
d_M, Delay for Movement [s/veh]	28.87	25.34	21.68	4.66	38.34	6.84
Movement LOS	C	C	C	A	D	A
d_A, Approach Delay [s/veh]	28.47		10.60		17.23	
Approach LOS	C		B		B	
d_I, Intersection Delay [s/veh]	14.28					
Intersection LOS	B					
Intersection V/C	0.775					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	34.35	0.00	34.35
I_p,int, Pedestrian LOS Score for Intersection	3.638	0.000	2.966
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	816	327	350
d_b, Bicycle Delay [s]	15.02	30.03	29.19
I_b,int, Bicycle LOS Score for Intersection	2.115	3.984	1.670
Bicycle LOS	B	D	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	199.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.113

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	2	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Base Volume Input [veh/h]	195	506	320	38	67	72	341	448	304	1106	2240	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.90	4.20	10.20	37.50	30.50	40.50	4.60	6.20	12.30	6.70	3.80	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	16	0	0	106	0	0	0
Total Hourly Volume [veh/h]	195	506	320	38	67	56	341	448	198	1106	2240	72
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	129	82	10	17	14	87	114	51	282	571	18
Total Analysis Volume [veh/h]	199	516	327	39	68	57	348	457	202	1129	2286	73
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			2			3			0	
v_di, Inbound Pedestrian Volume crossing in		0			3			2			0	
v_co, Outbound Pedestrian Volume crossing		4			0			3			0	
v_ci, Inbound Pedestrian Volume crossing mi		3			0			4			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	6	8	8	15	15	8	6	10	10	6	10	10
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.6	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	15	25	25	20	20	25	25	55	70	40	70	55
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	7	7	0	5	7	0	5	0	0	0	5
Pedestrian Clearance [s]	0	10	10	0	29	10	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	3.1	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		No	Yes		No	Yes	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	126	126	126	126	126	126	126	126	126	126	126	126
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	5.10	5.10	4.60	6.00	6.00	4.60	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	3.10	3.10	2.60	4.00	4.00	2.60	4.00	4.00
g_i, Effective Green Time [s]	22	21	51	9	9	9	26	51	51	25	50	50
g / C, Green / Cycle	0.17	0.17	0.40	0.07	0.07	0.07	0.21	0.40	0.40	0.20	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.27	0.23	0.08	0.06	0.02	0.05	0.23	0.09	0.14	0.42	0.46	0.05
s, saturation flow rate [veh/h]	740	2209	3942	670	2746	1075	1515	4922	1458	2715	5020	1615
c, Capacity [veh/h]	128	369	1577	48	196	77	312	1989	589	538	1990	640
d1, Uniform Delay [s]	52.15	52.54	24.75	57.76	55.76	57.36	50.09	24.69	26.00	50.58	38.08	24.07
k, delay calibration	0.50	0.38	0.11	0.19	0.11	0.15	0.11	0.11	0.11	0.46	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	283.13	191.31	0.06	42.28	1.05	17.46	62.52	0.06	0.34	500.08	68.48	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.55	1.40	0.21	0.82	0.35	0.74	1.12	0.23	0.34	2.10	1.15	0.11
d, Delay for Lane Group [s/veh]	335.27	243.85	24.81	100.04	56.81	74.82	112.61	24.75	26.35	550.66	106.55	24.15
Lane Group LOS	F	F	C	F	E	E	F	C	C	F	F	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	14.06	15.54	2.11	1.81	1.08	2.18	7.61	3.04	4.28	45.84	32.71	1.41
50th-Percentile Queue Length [ft/ln]	351.45	388.38	52.79	45.23	26.97	54.60	190.28	75.90	107.02	1145.91	817.78	35.31
95th-Percentile Queue Length [veh/ln]	23.77	25.19	3.80	3.26	1.94	3.93	12.77	5.46	7.67	73.07	46.28	2.54
95th-Percentile Queue Length [ft/ln]	594.29	629.84	95.02	81.42	48.55	98.28	319.14	136.62	191.84	1826.79	1157.11	63.55

Movement, Approach, & Intersection Results

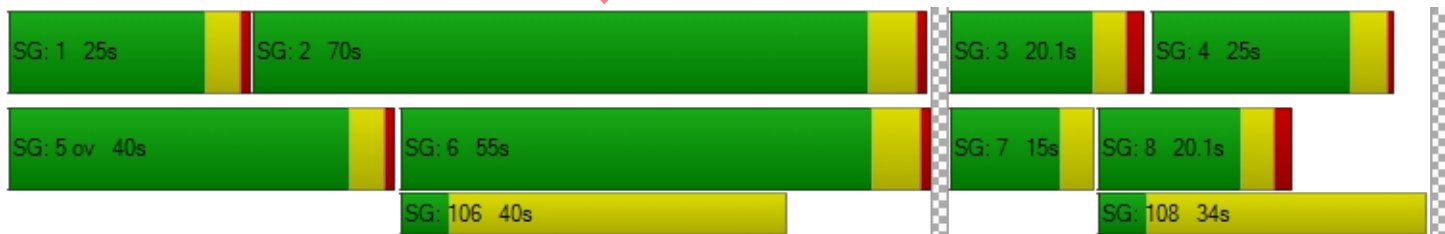
d_M, Delay for Movement [s/veh]	335.27	243.85	24.81	100.04	56.81	74.82	112.61	24.75	26.35	550.66	106.55	24.15
Movement LOS	F	F	C	F	E	E	F	C	C	F	F	C
d_A, Approach Delay [s/veh]	192.57			73.35			55.43			248.58		
Approach LOS	F			E			E			F		
d_I, Intersection Delay [s/veh]	199.18											
Intersection LOS	F											
Intersection V/C	1.113											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	54.43	0.00	54.43	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.137	0.000	3.335	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	326	238	776	1014
d_b, Bicycle Delay [s]	44.19	49.00	23.62	15.34
I_b,int, Bicycle LOS Score for Intersection	2.419	1.708	2.172	3.478
Bicycle LOS	B	A	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	107.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.190

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	143	1664	400	40	1247	7	34	112	281	310	91	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	143	1664	400	40	1247	7	34	112	237	310	91	2
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	443	106	11	332	2	9	30	63	82	24	1
Total Analysis Volume [veh/h]	152	1770	426	43	1327	7	36	119	252	330	97	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			2			3			3		
v_di, Inbound Pedestrian Volume crossing in	3			3			2			2		
v_co, Outbound Pedestrian Volume crossing	8			12			7			11		
v_ci, Inbound Pedestrian Volume crossing mi	7			11			8			12		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			1			5			14		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	65	65	4	56	56	26	26	26	20	20	20
g / C, Green / Cycle	0.10	0.50	0.50	0.03	0.43	0.43	0.20	0.20	0.20	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.09	0.43	0.45	0.02	0.59	0.59	0.03	0.08	0.19	0.21	0.12	0.00
s, saturation flow rate [veh/h]	1781	3455	1617	1781	1491	780	1420	1577	1312	1536	800	668
c, Capacity [veh/h]	176	1728	809	55	644	337	285	317	264	234	122	102
d1, Uniform Delay [s]	57.68	28.28	29.45	62.52	36.90	36.90	42.59	44.89	50.90	55.09	53.13	46.82
k, delay calibration	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.14	0.16	0.24	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.16	5.51	14.71	8.31	171.45	179.93	0.07	0.27	20.15	192.37	22.17	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.85	0.90	0.78	1.36	1.36	0.13	0.38	0.96	1.41	0.80	0.02
d, Delay for Lane Group [s/veh]	62.85	33.79	44.16	70.83	208.35	216.83	42.66	45.17	71.05	247.45	75.31	46.85
Lane Group LOS	E	C	D	E	F	F	D	D	E	F	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.10	20.19	22.67	1.55	25.48	27.47	0.97	3.37	9.50	10.08	3.81	0.06
50th-Percentile Queue Length [ft/ln]	127.62	504.63	566.86	38.81	636.89	686.76	24.13	84.17	237.52	252.12	95.22	1.41
95th-Percentile Queue Length [veh/ln]	8.81	27.55	30.48	2.79	40.43	43.28	1.74	6.06	14.56	17.34	6.86	0.10
95th-Percentile Queue Length [ft/ln]	220.26	688.84	762.09	69.86	1010.85	1081.97	43.43	151.51	363.90	433.55	171.40	2.54

Movement, Approach, & Intersection Results

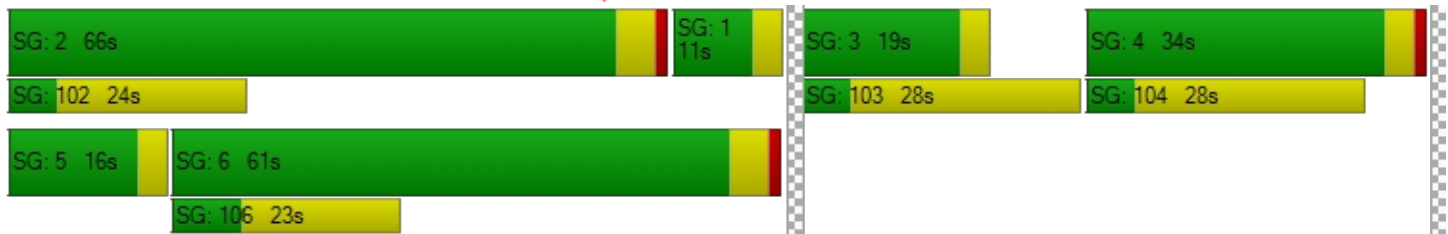
d_M, Delay for Movement [s/veh]	62.85	35.54	44.16	70.83	211.24	216.83	42.66	45.17	71.05	247.45	75.31	46.85
Movement LOS	E	D	D	E	F	F	D	D	E	F	E	D
d_A, Approach Delay [s/veh]	38.87			206.88			60.97			207.60		
Approach LOS	D			F			E			F		
d_I, Intersection Delay [s/veh]	107.44											
Intersection LOS	F											
Intersection V/C	1.190											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.412	2.986	2.384	2.572
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	938	862	462	246
d_b, Bicycle Delay [s]	18.33	21.07	38.56	50.34
I_b,int, Bicycle LOS Score for Intersection	2.851	2.317	2.304	2.324
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 17 Ex + 2.8NL PM

Report File: P:\...\EX+2.8NL PM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Right	1.101	113.6	F
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	EB Thru	1.230	182.7	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.235	141.8	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	113.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.101

Intersection Setup

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↔		↔		↔↔↔↔↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	3486	54	359	1050	91	1878
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	16.10	4.90	3.80	9.00	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3486	54	359	1050	91	1878
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	889	14	92	268	23	479
Total Analysis Volume [veh/h]	3557	55	366	1071	93	1916
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	7		0		8	
v_ci, Inbound Pedestrian Volume crossing mi	8		0		7	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	90	140	50	140	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	5.8	1.5	5.8	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	155	155	155	155	155	155
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	7.80	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	5.80	2.00	0.00
g_i, Effective Green Time [s]	90	90	37	129	15	56
g / C, Green / Cycle	0.58	0.58	0.24	0.83	0.10	0.36
(v / s)_i Volume / Saturation Flow Rate	0.70	0.04	0.11	0.21	0.03	0.45
s, saturation flow rate [veh/h]	5077	1399	3378	5020	3264	4237
c, Capacity [veh/h]	2939	810	803	4155	315	1525
d1, Uniform Delay [s]	32.73	14.34	50.65	2.94	65.32	49.75
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	95.46	0.04	0.15	0.04	0.19	115.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.21	0.07	0.46	0.26	0.30	1.26
d, Delay for Lane Group [s/veh]	128.19	14.38	50.80	2.98	65.51	165.50
Lane Group LOS	F	B	D	A	E	F
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	58.88	0.82	5.95	1.57	1.73	35.83
50th-Percentile Queue Length [ft/ln]	1472.05	20.47	148.68	39.22	43.15	895.78
95th-Percentile Queue Length [veh/ln]	82.86	1.47	9.95	2.82	3.11	52.57
95th-Percentile Queue Length [ft/ln]	2071.62	36.84	248.67	70.60	77.67	1314.36

Movement, Approach, & Intersection Results

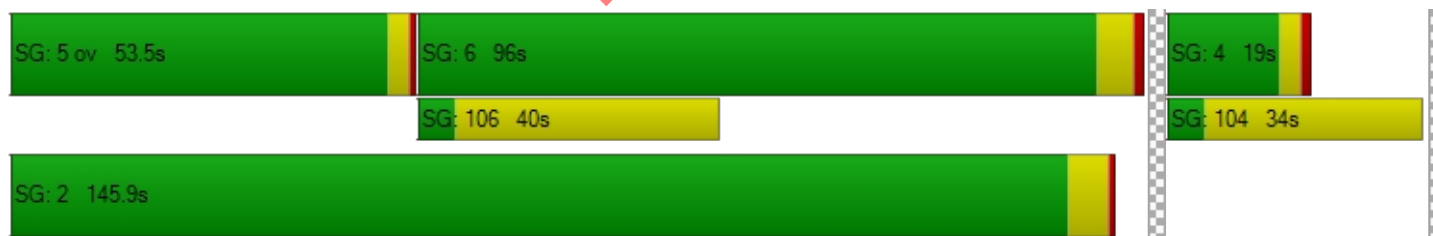
d_M, Delay for Movement [s/veh]	128.19	14.38	50.80	2.98	65.51	165.50
Movement LOS	F	B	D	A	E	F
d_A, Approach Delay [s/veh]	126.46		15.16		160.87	
Approach LOS	F		B		F	
d_I, Intersection Delay [s/veh]	113.59					
Intersection LOS	F					
Intersection V/C	1.101					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	68.95	0.00	68.95
I_p,int, Pedestrian LOS Score for Intersection	3.841	0.000	3.098
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	541	566	193
d_b, Bicycle Delay [s]	41.37	39.94	63.41
I_b,int, Bicycle LOS Score for Intersection	3.546	2.350	1.670
Bicycle LOS	D	B	A

Sequence

Ring 1	5	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	182.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.230

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Base Volume Input [veh/h]	160	95	1112	161	204	133	89	2114	118	646	717	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.20	10.90	3.30	4.30	1.00	1.70	37.10	2.50	12.00	6.40	5.30	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	70	0	0	45	0	0	1
Total Hourly Volume [veh/h]	160	95	1112	161	204	63	89	2114	73	646	717	33
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	41	24	287	41	53	16	23	545	19	166	185	9
Total Analysis Volume [veh/h]	165	98	1146	166	210	65	92	2179	75	666	739	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			11			11			0	
v_di, Inbound Pedestrian Volume crossing in		0			11			11			0	
v_co, Outbound Pedestrian Volume crossing		8			0			8			0	
v_ci, Inbound Pedestrian Volume crossing mi		8			0			8			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		1			3			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	155
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	5	5	4	5	5	5	4
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.0	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	25	47	47	20	42	47	21	38	64	47	64	38
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	5	5	0	5	5	0	5	0	0	0	5
Pedestrian Clearance [s]	0	0	0	0	29	0	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	2.5	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		Yes	No		Yes	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	104	104	104	104	104	104	104	104	104	104	104	104
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	4.50	4.50	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	2.50	2.50	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	12	13	40	9	12	12	67	40	40	67	57	57
g / C, Green / Cycle	0.11	0.13	0.38	0.09	0.11	0.11	0.64	0.38	0.38	0.64	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.09	0.07	0.28	0.09	0.13	0.04	0.09	0.71	0.08	0.47	0.15	0.02
s, saturation flow rate [veh/h]	1749	1479	4142	1748	1606	1473	1032	3084	889	1432	4959	1615
c, Capacity [veh/h]	200	186	1570	151	178	163	677	1184	341	928	2723	887
d1, Uniform Delay [s]	45.22	42.74	27.70	47.71	46.42	43.02	7.62	32.17	21.64	26.22	12.47	10.84
k, delay calibration	0.11	0.11	0.15	0.36	0.18	0.11	0.11	0.15	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.29	2.31	0.92	91.97	99.98	1.56	0.09	379.21	0.32	1.06	0.05	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.53	0.73	1.10	1.18	0.40	0.14	1.84	0.22	0.72	0.27	0.04
d, Delay for Lane Group [s/veh]	53.51	45.05	28.62	139.68	146.40	44.59	7.71	411.38	21.97	27.28	12.52	10.86
Lane Group LOS	D	D	C	F	F	D	A	F	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.53	1.21	7.84	7.81	4.81	1.65	0.38	51.15	1.26	3.28	2.95	0.36
50th-Percentile Queue Length [ft/ln]	113.24	30.33	196.12	195.29	120.18	41.24	9.47	1278.83	31.39	82.06	73.86	8.93
95th-Percentile Queue Length [veh/ln]	8.02	2.18	12.44	12.83	8.65	2.97	0.68	83.39	2.26	5.91	5.32	0.64
95th-Percentile Queue Length [ft/ln]	200.49	54.60	310.96	320.70	216.33	74.23	17.05	2084.78	56.50	147.71	132.94	16.07

Movement, Approach, & Intersection Results

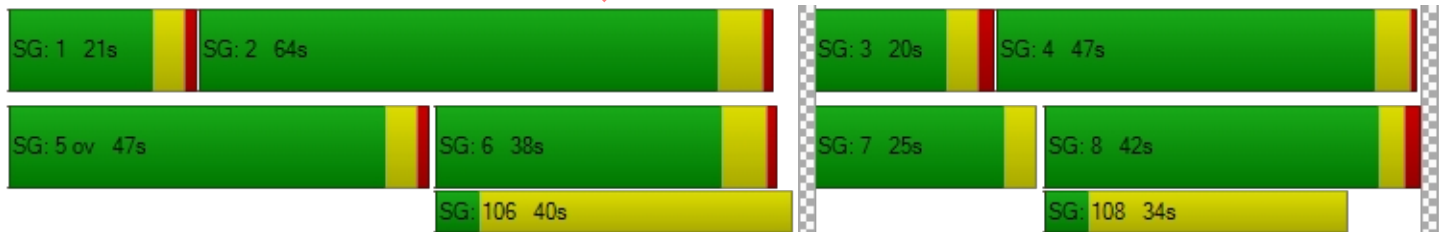
d_M, Delay for Movement [s/veh]	53.51	45.05	28.62	139.68	146.40	44.59	7.71	411.38	21.97	27.28	12.52	10.86
Movement LOS	D	D	C	F	F	D	A	F	C	C	B	B
d_A, Approach Delay [s/veh]	32.68			128.86			383.10			19.31		
Approach LOS	C			F			F			B		
d_I, Intersection Delay [s/veh]	182.68											
Intersection LOS	F											
Intersection V/C	1.230											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	43.52	0.00	43.52	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.499	0.000	3.231	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	817	719	614	1112
d_b, Bicycle Delay [s]	18.25	21.41	25.05	10.27
I_b,int, Bicycle LOS Score for Intersection	2.722	1.981	2.875	2.352
Bicycle LOS	B	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	141.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.235

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	268	1310	179	96	1171	26	33	177	206	420	258	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	268	1310	179	96	1171	26	33	177	31	420	258	32
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	360	49	26	322	7	9	49	9	115	71	9
Total Analysis Volume [veh/h]	295	1440	197	105	1287	29	36	195	34	462	284	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	63	63	8	58	58	28	28	28	16	16	16
g / C, Green / Cycle	0.10	0.49	0.49	0.06	0.45	0.45	0.21	0.21	0.21	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.23	0.44	0.44	0.11	0.47	0.47	0.02	0.20	0.02	0.14	0.22	0.02
s, saturation flow rate [veh/h]	1273	2481	1223	952	1853	959	1810	965	1537	3409	1303	1414
c, Capacity [veh/h]	127	1208	596	59	831	430	388	207	330	414	158	172
d1, Uniform Delay [s]	58.48	30.59	30.78	60.98	35.84	35.84	40.92	50.26	40.97	57.10	57.10	51.29
k, delay calibration	0.50	0.50	0.50	0.18	0.50	0.50	0.04	0.16	0.04	0.04	0.50	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	615.74	11.25	20.64	376.95	42.70	55.70	0.04	24.15	0.05	55.52	381.88	0.21
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.32	0.91	0.91	1.79	1.04	1.05	0.09	0.94	0.10	1.12	1.80	0.20
d, Delay for Lane Group [s/veh]	674.22	41.84	51.41	437.93	78.54	91.53	40.96	74.41	41.02	112.62	438.98	51.51
Lane Group LOS	F	D	D	F	F	F	D	E	D	F	F	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	25.92	16.76	18.29	8.11	17.95	20.14	0.94	7.61	0.89	9.98	21.97	1.04
50th-Percentile Queue Length [ft/ln]	648.06	419.11	457.14	202.85	448.85	503.58	23.50	190.37	22.24	249.43	549.26	26.03
95th-Percentile Queue Length [veh/ln]	41.88	23.48	25.30	14.52	25.65	28.41	1.69	12.14	1.60	15.86	35.56	1.87
95th-Percentile Queue Length [ft/ln]	1046.89	586.98	632.46	362.93	641.35	710.18	42.30	303.50	40.03	396.43	889.06	46.86

Movement, Approach, & Intersection Results

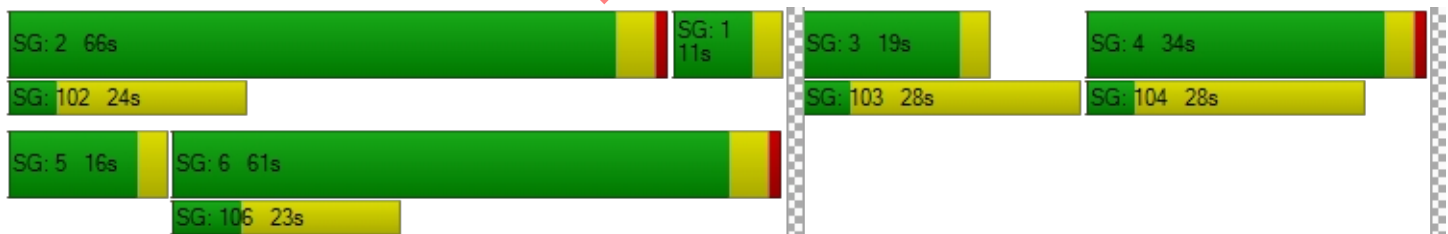
d_M, Delay for Movement [s/veh]	674.22	44.14	51.41	437.93	82.79	91.53	40.96	74.41	41.02	112.62	438.98	51.51
Movement LOS	F	D	D	F	F	F	D	E	D	F	F	D
d_A, Approach Delay [s/veh]	141.09			109.21			65.58			228.56		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	141.77											
Intersection LOS	F											
Intersection V/C	1.235											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.335	2.958	2.653	2.751
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	939	862	462	246
d_b, Bicycle Delay [s]	18.31	21.11	38.53	50.13
I_b,int, Bicycle LOS Score for Intersection	2.622	2.341	2.286	2.923
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_AM.vistro

Scenario 18 Ex + 2.8 Loop AM

Report File: P:\...\EX+2.8Loop AM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Left	0.787	15.1	B
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	WB Left	1.108	190.8	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	WB Left	1.189	106.5	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.787

Intersection Setup

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↔		↔		↔↔↔↔↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	856	180	1554	2739	205	416
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.40	3.50	1.60	3.10	2.20	3.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	856	180	1554	2739	205	416
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	221	46	401	706	53	107
Total Analysis Volume [veh/h]	882	186	1602	2824	211	429
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	6		0		7	
v_ci, Inbound Pedestrian Volume crossing mi	7		0		6	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	35	110	75	110	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	3.9	1.5	3.9	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	91	91	91	91	91	91
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	5.90	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	3.90	2.00	0.00
g_i, Effective Green Time [s]	24	24	45	73	8	58
g / C, Green / Cycle	0.26	0.26	0.50	0.80	0.09	0.63
(v / s)_i Volume / Saturation Flow Rate	0.18	0.12	0.46	0.56	0.06	0.10
s, saturation flow rate [veh/h]	4955	1547	3470	5049	3453	4166
c, Capacity [veh/h]	1297	405	1728	4035	318	2641
d1, Uniform Delay [s]	30.19	28.15	21.32	4.16	39.99	6.80
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.77	0.98	1.03	0.27	0.89	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.68	0.46	0.93	0.70	0.66	0.16
d, Delay for Lane Group [s/veh]	30.96	29.13	22.35	4.43	40.88	6.81
Lane Group LOS	C	C	C	A	D	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	5.33	3.20	13.14	2.35	2.27	0.98
50th-Percentile Queue Length [ft/ln]	133.15	79.95	328.60	58.80	56.70	24.54
95th-Percentile Queue Length [veh/ln]	9.11	5.76	19.09	4.23	4.08	1.77
95th-Percentile Queue Length [ft/ln]	227.78	143.91	477.24	105.84	102.06	44.17

Movement, Approach, & Intersection Results

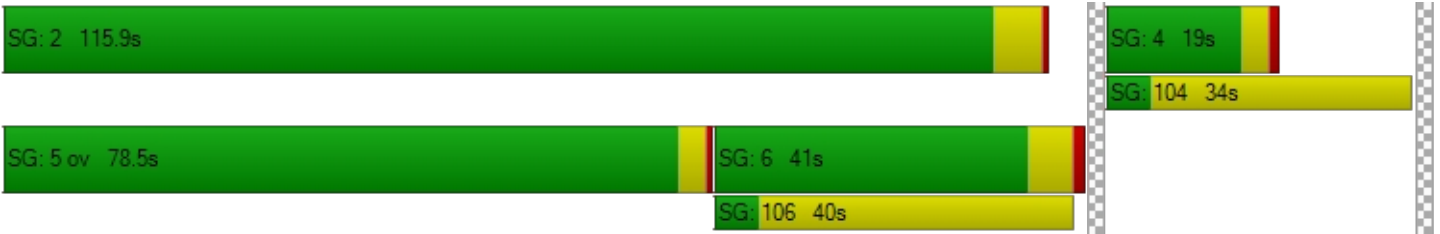
d_M, Delay for Movement [s/veh]	30.96	29.13	22.35	4.43	40.88	6.81
Movement LOS	C	C	C	A	D	A
d_A, Approach Delay [s/veh]	30.64		10.92		18.04	
Approach LOS	C		B		B	
d_I, Intersection Delay [s/veh]	15.10					
Intersection LOS	B					
Intersection V/C	0.787					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	36.93	0.00	36.93
I_p,int, Pedestrian LOS Score for Intersection	3.644	0.000	2.990
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	770	308	330
d_b, Bicycle Delay [s]	17.22	32.58	31.72
I_b,int, Bicycle LOS Score for Intersection	2.147	3.994	1.670
Bicycle LOS	B	D	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	190.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.108

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	2	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Base Volume Input [veh/h]	195	500	315	37	67	72	341	509	303	1088	2217	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.90	4.20	10.20	37.50	30.50	40.50	4.60	6.20	12.30	6.70	3.80	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	16	0	0	106	0	0	0
Total Hourly Volume [veh/h]	195	500	315	37	67	56	341	509	197	1088	2217	72
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	50	128	80	9	17	14	87	130	50	278	566	18
Total Analysis Volume [veh/h]	199	510	321	38	68	57	348	519	201	1110	2262	73
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			2			3			0	
v_di, Inbound Pedestrian Volume crossing in		0			3			2			0	
v_co, Outbound Pedestrian Volume crossing		4			0			3			0	
v_ci, Inbound Pedestrian Volume crossing mi		3			0			4			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	6	8	8	15	15	8	6	10	10	6	10	10
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.6	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	15	25	25	20	20	25	25	55	70	40	70	55
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	7	7	0	5	7	0	5	0	0	0	5
Pedestrian Clearance [s]	0	10	10	0	29	10	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	3.1	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		No	Yes		No	Yes	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	126	126	126	126	126	126	126	126	126	126	126	126
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	5.10	5.10	4.60	6.00	6.00	4.60	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	3.10	3.10	2.60	4.00	4.00	2.60	4.00	4.00
g_i, Effective Green Time [s]	22	21	51	9	9	9	26	51	51	25	50	50
g / C, Green / Cycle	0.17	0.17	0.40	0.07	0.07	0.07	0.21	0.40	0.40	0.20	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.27	0.23	0.08	0.06	0.02	0.05	0.23	0.11	0.14	0.41	0.45	0.05
s, saturation flow rate [veh/h]	740	2209	3942	670	2746	1075	1515	4922	1458	2715	5020	1615
c, Capacity [veh/h]	128	369	1577	48	196	77	312	1989	589	538	1990	640
d1, Uniform Delay [s]	52.15	52.54	24.71	57.67	55.76	57.36	50.09	25.04	25.98	50.58	38.08	24.07
k, delay calibration	0.50	0.37	0.11	0.18	0.11	0.15	0.11	0.11	0.11	0.45	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	283.13	184.07	0.06	37.27	1.05	17.46	62.52	0.07	0.34	484.12	63.16	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.55	1.38	0.20	0.79	0.35	0.74	1.12	0.26	0.34	2.06	1.14	0.11
d, Delay for Lane Group [s/veh]	335.27	236.61	24.77	94.93	56.81	74.82	112.61	25.11	26.32	534.70	101.23	24.15
Lane Group LOS	F	F	C	F	E	E	F	C	C	F	F	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	14.06	15.16	2.07	1.71	1.08	2.18	7.61	3.50	4.26	44.64	31.73	1.41
50th-Percentile Queue Length [ft/ln]	351.45	379.10	51.74	42.72	26.97	54.60	190.28	87.42	106.40	1116.09	793.28	35.31
95th-Percentile Queue Length [veh/ln]	23.77	24.58	3.72	3.08	1.94	3.93	12.77	6.29	7.64	71.17	44.75	2.54
95th-Percentile Queue Length [ft/ln]	594.29	614.60	93.12	76.89	48.55	98.28	319.14	157.35	190.98	1779.25	1118.76	63.55

Movement, Approach, & Intersection Results

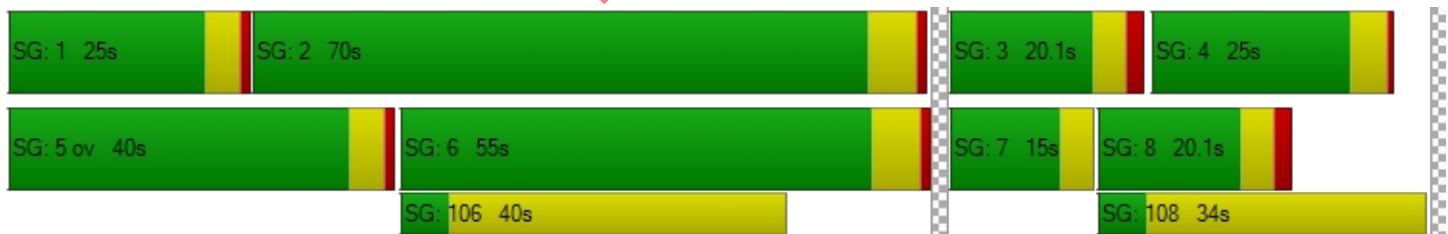
d_M, Delay for Movement [s/veh]	335.27	236.61	24.77	94.93	56.81	74.82	112.61	25.11	26.32	534.70	101.23	24.15
Movement LOS	F	F	C	F	E	E	F	C	C	F	F	C
d_A, Approach Delay [s/veh]	189.65			72.00			53.85			239.26		
Approach LOS	F			E			D			F		
d_I, Intersection Delay [s/veh]	190.83											
Intersection LOS	F											
Intersection V/C	1.108											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	54.43	0.00	54.43	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.134	0.000	3.336	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	326	238	776	1014
d_b, Bicycle Delay [s]	44.19	49.00	23.62	15.34
I_b,int, Bicycle LOS Score for Intersection	2.409	1.707	2.205	3.454
Bicycle LOS	B	A	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	106.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.189

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	143	1698	359	40	1231	7	42	108	281	320	93	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	143	1698	359	40	1231	7	42	108	237	320	93	2
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	452	95	11	327	2	11	29	63	85	25	1
Total Analysis Volume [veh/h]	152	1806	382	43	1310	7	45	115	252	340	99	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		2			2			3			3	
v_di, Inbound Pedestrian Volume crossing in		3			3			2			2	
v_co, Outbound Pedestrian Volume crossing		8			12			7			11	
v_ci, Inbound Pedestrian Volume crossing mi		7			11			8			12	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		2			1			5			14	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	65	65	4	56	56	26	26	26	20	20	20
g / C, Green / Cycle	0.10	0.50	0.50	0.03	0.43	0.43	0.20	0.20	0.20	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.09	0.42	0.44	0.02	0.58	0.58	0.03	0.07	0.19	0.22	0.12	0.00
s, saturation flow rate [veh/h]	1781	3455	1635	1781	1491	780	1420	1577	1312	1536	800	668
c, Capacity [veh/h]	176	1728	818	55	644	337	285	317	264	234	122	102
d1, Uniform Delay [s]	57.68	28.16	29.19	62.52	36.90	36.90	42.87	44.77	50.90	55.09	53.28	46.82
k, delay calibration	0.04	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.14	0.18	0.25	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.16	5.33	13.62	8.31	163.98	172.67	0.09	0.26	20.15	211.88	24.93	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.85	0.89	0.78	1.34	1.34	0.16	0.36	0.96	1.45	0.81	0.02
d, Delay for Lane Group [s/veh]	62.85	33.50	42.81	70.83	200.88	209.57	42.96	45.03	71.05	266.97	78.21	46.85
Lane Group LOS	E	C	D	E	F	F	D	D	E	F	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.10	19.96	22.30	1.55	24.81	26.79	1.21	3.24	9.50	10.72	3.97	0.06
50th-Percentile Queue Length [ft/ln]	127.62	499.06	557.44	38.81	620.20	669.72	30.36	81.11	237.52	267.99	99.35	1.41
95th-Percentile Queue Length [veh/ln]	8.81	27.29	30.04	2.79	39.26	42.08	2.19	5.84	14.56	18.41	7.15	0.10
95th-Percentile Queue Length [ft/ln]	220.26	682.24	751.04	69.86	981.59	1051.90	54.65	146.00	363.90	460.20	178.84	2.54

Movement, Approach, & Intersection Results

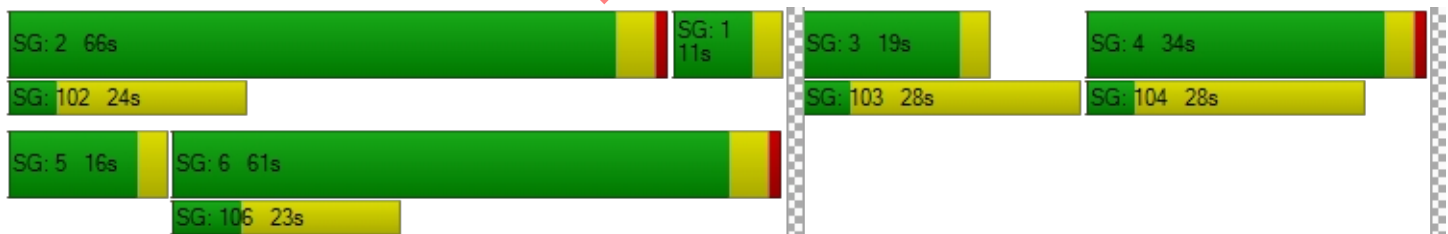
d_M, Delay for Movement [s/veh]	62.85	35.27	42.81	70.83	203.84	209.57	42.96	45.03	71.05	266.97	78.21	46.85
Movement LOS	E	D	D	E	F	F	D	D	E	F	E	D
d_A, Approach Delay [s/veh]	38.29			199.66			60.72			223.60		
Approach LOS	D			F			E			F		
d_I, Intersection Delay [s/veh]	106.47											
Intersection LOS	F											
Intersection V/C	1.189											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.409	2.990	2.385	2.565
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	938	862	462	246
d_b, Bicycle Delay [s]	18.33	21.07	38.56	50.34
I_b,int, Bicycle LOS Score for Intersection	2.847	2.308	2.312	2.343
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_PM.vistro

Scenario 18 Ex + 2.8Loop PM

Report File: P:\...\EX+2.8Loop PM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Right	1.114	117.7	F
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	EB Thru	1.202	170.8	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.235	144.7	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	117.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.114

Intersection Setup

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↗		↖		↖↗↖↗	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	3348	91	359	1049	81	2033
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	16.10	4.90	3.80	9.00	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3348	91	359	1049	81	2033
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	854	23	92	268	21	519
Total Analysis Volume [veh/h]	3416	93	366	1070	83	2074
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0
v_di, Inbound Pedestrian Volume crossing in	0			0		0
v_co, Outbound Pedestrian Volume crossing	7			0		8
v_ci, Inbound Pedestrian Volume crossing mi	8			0		7
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0
Bicycle Volume [bicycles/h]	0			1		0

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	90	140	50	140	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	5.8	1.5	5.8	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	163	163	163	163	163	163
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	7.80	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	5.80	2.00	0.00
g_i, Effective Green Time [s]	90	90	45	136	15	64
g / C, Green / Cycle	0.55	0.55	0.27	0.84	0.09	0.39
(v / s)_i Volume / Saturation Flow Rate	0.67	0.07	0.11	0.21	0.03	0.49
s, saturation flow rate [veh/h]	5077	1398	3378	5020	3264	4237
c, Capacity [veh/h]	2799	771	926	4196	300	1655
d1, Uniform Delay [s]	36.62	17.59	48.24	2.80	69.07	49.75
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.06
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	100.06	0.08	0.10	0.04	0.18	114.69
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.22	0.12	0.40	0.26	0.28	1.25
d, Delay for Lane Group [s/veh]	136.68	17.68	48.34	2.83	69.25	164.44
Lane Group LOS	F	B	D	A	E	F
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	59.84	1.64	5.94	1.57	1.63	39.76
50th-Percentile Queue Length [ft/ln]	1496.10	41.03	148.59	39.17	40.70	994.11
95th-Percentile Queue Length [veh/ln]	84.37	2.95	9.94	2.82	2.93	57.94
95th-Percentile Queue Length [ft/ln]	2109.27	73.86	248.55	70.50	73.26	1448.48

Movement, Approach, & Intersection Results

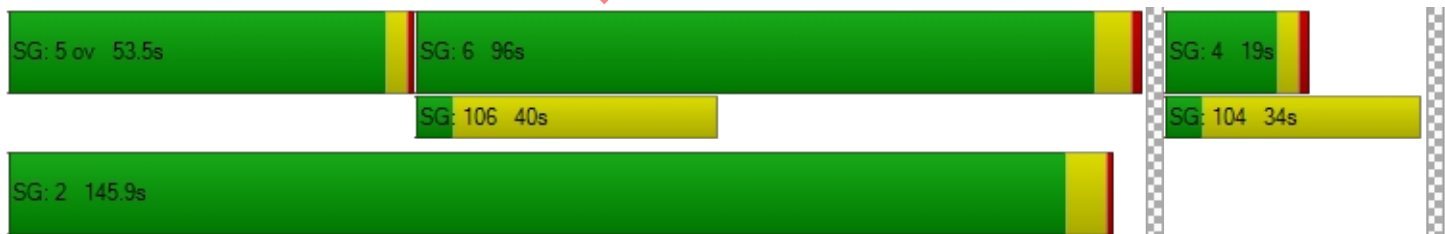
d_M, Delay for Movement [s/veh]	136.68	17.68	48.34	2.83	69.25	164.44
Movement LOS	F	B	D	A	E	F
d_A, Approach Delay [s/veh]	133.53		14.43		160.78	
Approach LOS	F		B		F	
d_I, Intersection Delay [s/veh]	117.72					
Intersection LOS	F					
Intersection V/C	1.114					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	72.84	0.00	72.84
I_p,int, Pedestrian LOS Score for Intersection	3.814	0.000	3.127
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	515	539	184
d_b, Bicycle Delay [s]	44.99	43.54	67.28
I_b,int, Bicycle LOS Score for Intersection	3.490	2.349	1.670
Bicycle LOS	C	B	A

Sequence

Ring 1	5	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	170.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.202

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Base Volume Input [veh/h]	177	95	1112	161	205	134	84	2040	118	645	704	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.20	10.90	3.30	4.30	1.00	1.70	37.10	2.50	12.00	6.40	5.30	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	70	0	0	45	0	0	1
Total Hourly Volume [veh/h]	177	95	1112	161	205	64	84	2040	73	645	704	33
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	46	24	287	41	53	16	22	526	19	166	181	9
Total Analysis Volume [veh/h]	182	98	1146	166	211	66	87	2103	75	665	726	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			11			11			0	
v_di, Inbound Pedestrian Volume crossing in		0			11			11			0	
v_co, Outbound Pedestrian Volume crossing		8			0			8			0	
v_ci, Inbound Pedestrian Volume crossing mi		8			0			8			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		1			3			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	155
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	5	5	4	5	5	5	4
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.0	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	25	47	47	20	42	47	21	38	64	47	64	38
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	5	5	0	5	5	0	5	0	0	0	5
Pedestrian Clearance [s]	0	0	0	0	29	0	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	2.5	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		Yes	No		Yes	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	104	104	104	104	104	104	104	104	104	104	104	104
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	4.50	4.50	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	2.50	2.50	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	13	13	40	9	11	11	67	40	40	67	57	57
g / C, Green / Cycle	0.12	0.13	0.38	0.09	0.10	0.10	0.64	0.38	0.38	0.64	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.10	0.07	0.28	0.09	0.13	0.05	0.08	0.68	0.08	0.46	0.15	0.02
s, saturation flow rate [veh/h]	1749	1479	4142	1748	1606	1463	1042	3084	889	1448	4959	1615
c, Capacity [veh/h]	218	186	1571	151	162	148	685	1184	341	929	2726	888
d1, Uniform Delay [s]	44.69	42.75	27.69	47.72	46.95	44.04	7.57	32.17	21.65	26.16	12.40	10.81
k, delay calibration	0.11	0.11	0.15	0.36	0.18	0.11	0.11	0.14	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.23	2.31	0.92	92.04	152.00	2.12	0.08	350.40	0.32	1.05	0.05	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.84	0.53	0.73	1.10	1.30	0.45	0.13	1.78	0.22	0.72	0.27	0.04
d, Delay for Lane Group [s/veh]	52.91	45.06	28.62	139.76	198.95	46.15	7.65	382.58	21.97	27.21	12.45	10.83
Lane Group LOS	D	D	C	F	F	D	A	F	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.98	1.21	7.84	7.81	5.54	1.71	0.36	47.99	1.26	3.28	2.89	0.36
50th-Percentile Queue Length [ft/ln]	124.39	30.34	196.12	195.34	138.59	42.77	8.92	1199.68	31.39	81.88	72.23	8.92
95th-Percentile Queue Length [veh/ln]	8.63	2.18	12.44	12.83	9.98	3.08	0.64	77.99	2.26	5.90	5.20	0.64
95th-Percentile Queue Length [ft/ln]	215.84	54.61	310.96	320.79	249.47	76.98	16.06	1949.66	56.51	147.39	130.01	16.05

Movement, Approach, & Intersection Results

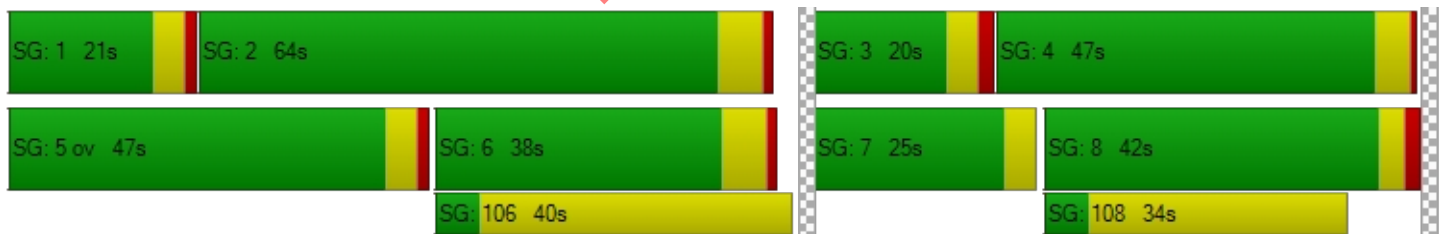
d_M, Delay for Movement [s/veh]	52.91	45.06	28.62	139.76	198.95	46.15	7.65	382.58	21.97	27.21	12.45	10.83
Movement LOS	D	D	C	F	F	D	A	F	C	C	B	B
d_A, Approach Delay [s/veh]	32.85			154.01			356.24			19.30		
Approach LOS	C			F			F			B		
d_I, Intersection Delay [s/veh]	170.79											
Intersection LOS	F											
Intersection V/C	1.202											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	43.53	0.00	43.53	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.499	0.000	3.228	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	817	719	614	1112
d_b, Bicycle Delay [s]	18.25	21.41	25.05	10.27
I_b,int, Bicycle LOS Score for Intersection	2.736	1.983	2.830	2.344
Bicycle LOS	B	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	144.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.235

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	276	1310	180	97	1171	26	34	175	206	428	255	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	276	1310	180	97	1171	26	34	175	31	428	255	11
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	360	49	27	322	7	9	48	9	118	70	3
Total Analysis Volume [veh/h]	303	1440	198	107	1287	29	37	192	34	470	280	12
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No			No
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No			No
Maximum Recall	No	No		No	No				No			No
Pedestrian Recall	No	No		No	No				No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	64	64	8	59	59	28	28	28	16	16	16
g / C, Green / Cycle	0.10	0.49	0.49	0.06	0.45	0.45	0.21	0.21	0.21	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.24	0.44	0.44	0.11	0.47	0.47	0.02	0.20	0.02	0.14	0.21	0.01
s, saturation flow rate [veh/h]	1273	2481	1223	952	1853	959	1810	965	1536	3409	1303	1414
c, Capacity [veh/h]	127	1214	598	59	835	432	384	205	326	414	158	172
d1, Uniform Delay [s]	58.48	30.34	30.54	60.98	35.69	35.69	41.17	50.35	41.20	57.10	57.10	50.55
k, delay calibration	0.50	0.50	0.50	0.19	0.50	0.50	0.04	0.16	0.04	0.04	0.50	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	643.58	10.91	20.14	393.18	41.10	54.09	0.04	22.64	0.05	63.86	370.87	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.38	0.90	0.91	1.82	1.04	1.04	0.10	0.94	0.10	1.14	1.77	0.07
d, Delay for Lane Group [s/veh]	702.06	41.25	50.68	454.16	76.80	89.78	41.21	72.98	41.25	120.96	427.97	50.61
Lane Group LOS	F	D	D	F	F	F	D	E	D	F	F	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	26.91	16.65	18.16	8.38	17.85	20.04	0.97	7.41	0.89	10.46	21.49	0.35
50th-Percentile Queue Length [ft/ln]	672.69	416.32	453.99	209.47	446.20	501.01	24.24	185.34	22.31	261.41	537.17	8.78
95th-Percentile Queue Length [veh/ln]	43.38	23.35	25.15	14.95	25.44	28.19	1.75	11.88	1.61	16.60	34.79	0.63
95th-Percentile Queue Length [ft/ln]	1084.49	583.63	628.70	373.63	635.93	704.63	43.63	296.98	40.16	414.97	869.67	15.81

Movement, Approach, & Intersection Results

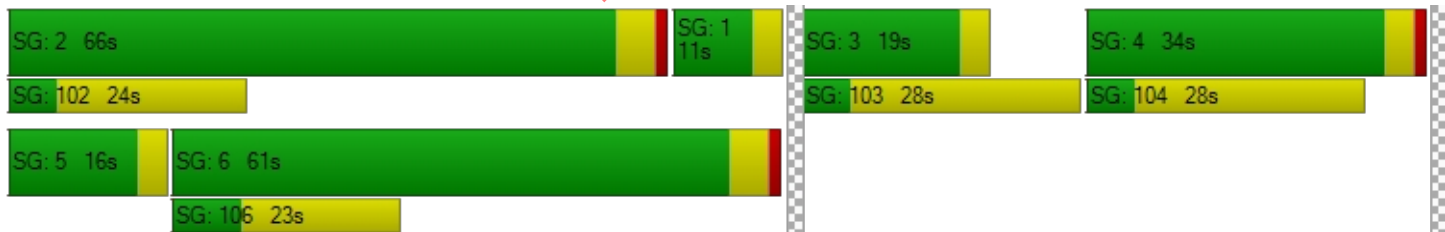
d_M, Delay for Movement [s/veh]	702.06	43.51	50.68	454.16	81.04	89.78	41.21	72.98	41.25	120.96	427.97	50.61
Movement LOS	F	D	D	F	F	F	D	E	D	F	F	D
d_A, Approach Delay [s/veh]	147.05			109.28			64.41			232.67		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	144.71											
Intersection LOS	F											
Intersection V/C	1.235											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.338	2.956	2.654	2.748
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	939	862	462	246
d_b, Bicycle Delay [s]	18.31	21.11	38.53	50.13
I_b,int, Bicycle LOS Score for Intersection	2.627	2.342	2.282	2.891
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_PM.vistro

Scenario 19 Ex + 3.35NL PM

Report File: P:\...\EX+3.35NL AM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Right	1.111	117.2	F
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	EB Thru	1.242	190.8	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.234	149.2	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	117.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.111

Intersection Setup

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↔		↔		↔↔↔↔↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	3517	51	359	1050	97	1888
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	16.10	4.90	3.80	9.00	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3517	51	359	1050	97	1888
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	897	13	92	268	25	482
Total Analysis Volume [veh/h]	3589	52	366	1071	99	1927
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	7		0		8	
v_ci, Inbound Pedestrian Volume crossing mi	8		0		7	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	90	140	50	140	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	5.8	1.5	5.8	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	156	156	156	156	156	156
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	7.80	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	5.80	2.00	0.00
g_i, Effective Green Time [s]	90	90	37	129	15	56
g / C, Green / Cycle	0.58	0.58	0.24	0.83	0.10	0.36
(v / s)_i Volume / Saturation Flow Rate	0.71	0.04	0.11	0.21	0.03	0.45
s, saturation flow rate [veh/h]	5077	1399	3378	5020	3264	4237
c, Capacity [veh/h]	2930	807	811	4157	314	1534
d1, Uniform Delay [s]	32.97	14.48	50.49	2.93	65.69	49.75
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	102.03	0.04	0.15	0.04	0.21	115.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.22	0.06	0.45	0.26	0.32	1.26
d, Delay for Lane Group [s/veh]	135.00	14.52	50.64	2.97	65.90	165.61
Lane Group LOS	F	B	D	A	E	F
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	60.65	0.78	5.95	1.57	1.85	36.11
50th-Percentile Queue Length [ft/ln]	1516.36	19.49	148.67	39.22	46.20	902.67
95th-Percentile Queue Length [veh/ln]	85.81	1.40	9.95	2.82	3.33	52.96
95th-Percentile Queue Length [ft/ln]	2145.18	35.09	248.66	70.60	83.16	1323.98

Movement, Approach, & Intersection Results

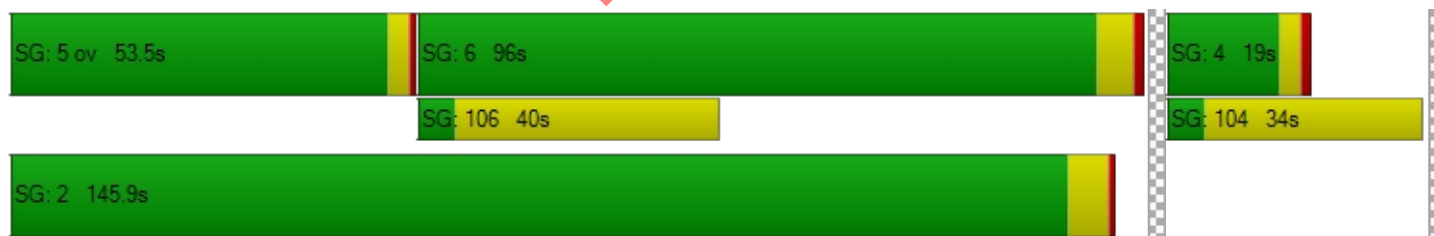
d_M, Delay for Movement [s/veh]	135.00	14.52	50.64	2.97	65.90	165.61
Movement LOS	F	B	D	A	E	F
d_A, Approach Delay [s/veh]	133.28		15.11		160.74	
Approach LOS	F		B		F	
d_I, Intersection Delay [s/veh]	117.21					
Intersection LOS	F					
Intersection V/C	1.111					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	69.19	0.00	69.19
I_p,int, Pedestrian LOS Score for Intersection	3.850	0.000	3.100
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	539	565	192
d_b, Bicycle Delay [s]	41.59	40.16	63.65
I_b,int, Bicycle LOS Score for Intersection	3.562	2.350	1.670
Bicycle LOS	D	B	A

Sequence

Ring 1	5	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	190.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.242

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

DRAFT

Volumes

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Base Volume Input [veh/h]	186	95	1112	161	204	133	90	2145	118	648	719	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.20	10.90	3.30	4.30	1.00	1.70	37.10	2.50	12.00	6.40	5.30	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	70	0	0	45	0	0	1
Total Hourly Volume [veh/h]	186	95	1112	161	204	63	90	2145	73	648	719	33
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	24	287	41	53	16	23	553	19	167	185	9
Total Analysis Volume [veh/h]	192	98	1146	166	210	65	93	2211	75	668	741	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			11			11			0	
v_di, Inbound Pedestrian Volume crossing in		0			11			11			0	
v_co, Outbound Pedestrian Volume crossing		8			0			8			0	
v_ci, Inbound Pedestrian Volume crossing mi		8			0			8			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		1			3			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	155
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	5	5	4	5	5	5	4
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.0	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	25	47	47	20	42	47	21	38	64	47	64	38
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	5	5	0	5	5	0	5	0	0	0	5
Pedestrian Clearance [s]	0	0	0	0	29	0	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	2.5	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		Yes	No		Yes	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	104	104	104	104	104	104	104	104	104	104	104	104
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	4.50	4.50	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	2.50	2.50	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	13	13	39	9	10	10	67	40	40	67	57	57
g / C, Green / Cycle	0.13	0.13	0.38	0.09	0.10	0.10	0.64	0.38	0.38	0.64	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.11	0.07	0.28	0.09	0.13	0.04	0.09	0.72	0.08	0.47	0.15	0.02
s, saturation flow rate [veh/h]	1749	1479	4142	1748	1606	1457	1030	3084	889	1425	4959	1615
c, Capacity [veh/h]	227	186	1569	151	154	140	678	1184	341	927	2726	888
d1, Uniform Delay [s]	44.39	42.70	27.69	47.65	47.15	44.45	7.60	32.13	21.62	26.25	12.43	10.80
k, delay calibration	0.11	0.11	0.15	0.36	0.18	0.11	0.11	0.16	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.47	2.31	0.92	91.47	178.79	2.40	0.09	391.36	0.32	1.07	0.05	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.53	0.73	1.10	1.36	0.47	0.14	1.87	0.22	0.72	0.27	0.04
d, Delay for Lane Group [s/veh]	52.85	45.01	28.62	139.12	225.94	46.85	7.69	423.49	21.94	27.32	12.49	10.82
Lane Group LOS	D	D	C	F	F	D	A	F	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.25	1.21	7.84	7.80	5.84	1.70	0.38	52.48	1.25	3.30	2.96	0.36
50th-Percentile Queue Length [ft/ln]	131.25	30.32	196.04	194.92	145.97	42.52	9.58	1312.01	31.37	82.38	74.00	8.92
95th-Percentile Queue Length [veh/ln]	9.01	2.18	12.43	12.80	10.51	3.06	0.69	85.65	2.26	5.93	5.33	0.64
95th-Percentile Queue Length [ft/ln]	225.20	54.57	310.86	320.10	262.75	76.54	17.24	2141.37	56.46	148.28	133.20	16.05

Movement, Approach, & Intersection Results

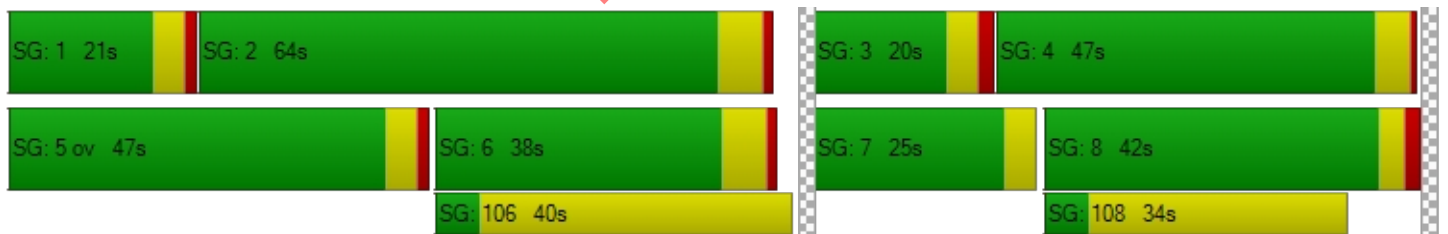
d_M, Delay for Movement [s/veh]	52.85	45.01	28.62	139.12	225.94	46.85	7.69	423.49	21.94	27.32	12.49	10.82
Movement LOS	D	D	C	F	F	D	A	F	C	C	B	B
d_A, Approach Delay [s/veh]	32.97			166.87			394.58			19.31		
Approach LOS	C			F			F			B		
d_I, Intersection Delay [s/veh]	190.83											
Intersection LOS	F											
Intersection V/C	1.242											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	43.49	0.00	43.49	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.502	0.000	3.233	0.000
Crosswalk LOS	D	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	818	720	614	1113
d_b, Bicycle Delay [s]	18.22	21.38	25.02	10.25
I_b,int, Bicycle LOS Score for Intersection	2.744	1.981	2.893	2.354
Bicycle LOS	B	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	149.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.234

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	275	1310	171	99	1171	28	32	174	206	465	255	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	275	1310	171	99	1171	28	32	174	31	465	255	25
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	360	47	27	322	8	9	48	9	128	70	7
Total Analysis Volume [veh/h]	302	1440	188	109	1287	31	35	191	34	511	280	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No			No
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No			No
Maximum Recall	No	No		No	No				No			No
Pedestrian Recall	No	No		No	No				No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	64	64	8	59	59	28	28	28	16	16	16
g / C, Green / Cycle	0.10	0.49	0.49	0.06	0.45	0.45	0.21	0.21	0.21	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.24	0.44	0.44	0.11	0.47	0.47	0.02	0.20	0.02	0.15	0.21	0.02
s, saturation flow rate [veh/h]	1273	2481	1226	952	1853	958	1810	965	1536	3409	1303	1414
c, Capacity [veh/h]	127	1216	601	59	837	433	383	204	325	414	158	172
d1, Uniform Delay [s]	58.48	30.09	30.27	60.98	35.64	35.64	41.20	50.37	41.28	57.10	57.10	51.03
k, delay calibration	0.50	0.50	0.50	0.20	0.50	0.50	0.04	0.15	0.04	0.04	0.50	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	640.10	10.29	19.07	409.38	41.12	54.18	0.04	22.13	0.05	107.46	370.87	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.37	0.89	0.90	1.85	1.04	1.04	0.09	0.94	0.10	1.23	1.77	0.16
d, Delay for Lane Group [s/veh]	698.58	40.38	49.33	470.36	76.77	89.83	41.24	72.51	41.33	164.56	427.97	51.19
Lane Group LOS	F	D	D	F	F	F	D	E	D	F	F	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	26.78	16.34	17.81	8.64	17.88	20.06	0.92	7.35	0.89	12.96	21.49	0.80
50th-Percentile Queue Length [ft/ln]	669.61	408.62	445.31	216.09	446.92	501.55	22.93	183.69	22.33	324.06	537.17	19.97
95th-Percentile Queue Length [veh/ln]	43.19	22.97	24.73	15.37	25.48	28.22	1.65	11.79	1.61	20.51	34.79	1.44
95th-Percentile Queue Length [ft/ln]	1079.79	574.37	618.35	384.28	636.89	705.48	41.27	294.82	40.20	512.67	869.67	35.95

Movement, Approach, & Intersection Results

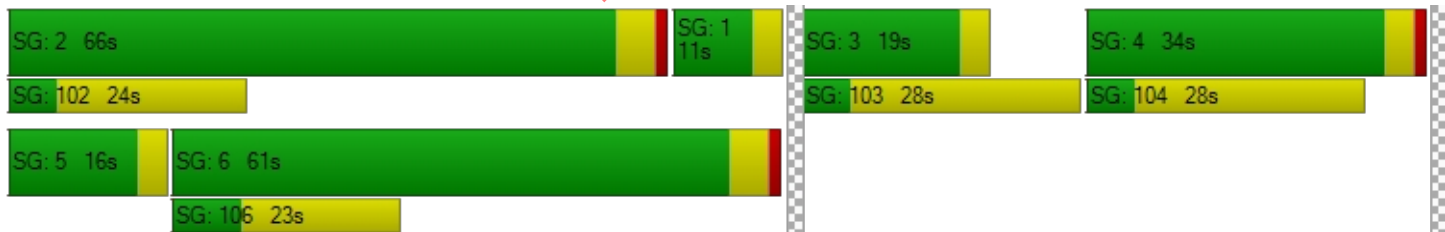
d_M, Delay for Movement [s/veh]	698.58	42.57	49.33	470.36	81.02	89.83	41.24	72.51	41.33	164.56	427.97	51.19
Movement LOS	F	D	D	F	F	F	D	E	D	F	F	D
d_A, Approach Delay [s/veh]	145.88			110.95			64.22			250.98		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	149.24											
Intersection LOS	F											
Intersection V/C	1.234											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.344	2.958	2.653	2.755
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	939	862	462	246
d_b, Bicycle Delay [s]	18.31	21.11	38.53	50.13
I_b,int, Bicycle LOS Score for Intersection	2.621	2.344	2.277	2.984
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_PM.vistro

Scenario 19 Ex + 3.35NL PM

Report File: P:\...\4_EX+3.35NL PM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Right	1.111	117.2	F
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	EB Thru	1.242	190.8	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.234	149.2	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	117.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.111

Intersection Setup

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↔		↔		↔↔↔↔↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	3517	51	359	1050	97	1888
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	16.10	4.90	3.80	9.00	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3517	51	359	1050	97	1888
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	897	13	92	268	25	482
Total Analysis Volume [veh/h]	3589	52	366	1071	99	1927
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	7		0		8	
v_ci, Inbound Pedestrian Volume crossing mi	8		0		7	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	90	140	50	140	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	5.8	1.5	5.8	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	156	156	156	156	156	156
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	7.80	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	5.80	2.00	0.00
g_i, Effective Green Time [s]	90	90	37	129	15	56
g / C, Green / Cycle	0.58	0.58	0.24	0.83	0.10	0.36
(v / s)_i Volume / Saturation Flow Rate	0.71	0.04	0.11	0.21	0.03	0.45
s, saturation flow rate [veh/h]	5077	1399	3378	5020	3264	4237
c, Capacity [veh/h]	2930	807	811	4157	314	1534
d1, Uniform Delay [s]	32.97	14.48	50.49	2.93	65.69	49.75
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	102.03	0.04	0.15	0.04	0.21	115.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.22	0.06	0.45	0.26	0.32	1.26
d, Delay for Lane Group [s/veh]	135.00	14.52	50.64	2.97	65.90	165.61
Lane Group LOS	F	B	D	A	E	F
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	60.65	0.78	5.95	1.57	1.85	36.11
50th-Percentile Queue Length [ft/ln]	1516.36	19.49	148.67	39.22	46.20	902.67
95th-Percentile Queue Length [veh/ln]	85.81	1.40	9.95	2.82	3.33	52.96
95th-Percentile Queue Length [ft/ln]	2145.18	35.09	248.66	70.60	83.16	1323.98

Movement, Approach, & Intersection Results

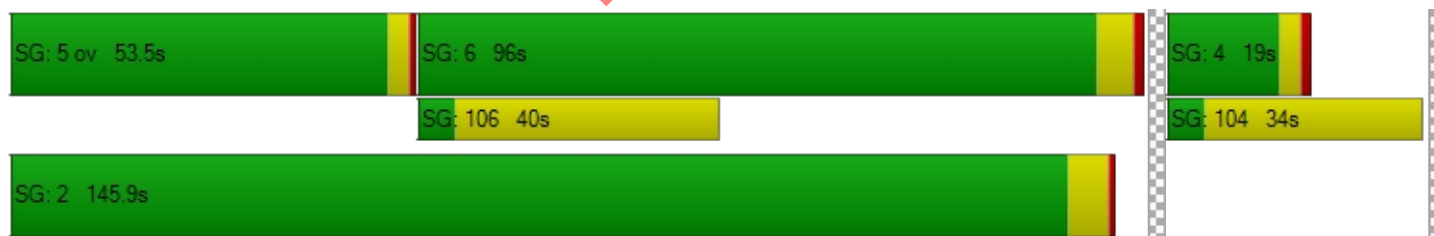
d_M, Delay for Movement [s/veh]	135.00	14.52	50.64	2.97	65.90	165.61
Movement LOS	F	B	D	A	E	F
d_A, Approach Delay [s/veh]	133.28		15.11		160.74	
Approach LOS	F		B		F	
d_I, Intersection Delay [s/veh]	117.21					
Intersection LOS	F					
Intersection V/C	1.111					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	69.19	0.00	69.19
I_p,int, Pedestrian LOS Score for Intersection	3.850	0.000	3.100
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	539	565	192
d_b, Bicycle Delay [s]	41.59	40.16	63.65
I_b,int, Bicycle LOS Score for Intersection	3.562	2.350	1.670
Bicycle LOS	D	B	A

Sequence

Ring 1	5	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	190.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.242

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Base Volume Input [veh/h]	186	95	1112	161	204	133	90	2145	118	648	719	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.20	10.90	3.30	4.30	1.00	1.70	37.10	2.50	12.00	6.40	5.30	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	70	0	0	45	0	0	1
Total Hourly Volume [veh/h]	186	95	1112	161	204	63	90	2145	73	648	719	33
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	48	24	287	41	53	16	23	553	19	167	185	9
Total Analysis Volume [veh/h]	192	98	1146	166	210	65	93	2211	75	668	741	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			11			11			0	
v_di, Inbound Pedestrian Volume crossing in		0			11			11			0	
v_co, Outbound Pedestrian Volume crossing		8			0			8			0	
v_ci, Inbound Pedestrian Volume crossing mi		8			0			8			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		1			3			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	155
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	5	5	4	5	5	5	4
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.0	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	25	47	47	20	42	47	21	38	64	47	64	38
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	5	5	0	5	5	0	5	0	0	0	5
Pedestrian Clearance [s]	0	0	0	0	29	0	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	2.5	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		Yes	No		Yes	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	104	104	104	104	104	104	104	104	104	104	104	104
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	4.50	4.50	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	2.50	2.50	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	13	13	39	9	10	10	67	40	40	67	57	57
g / C, Green / Cycle	0.13	0.13	0.38	0.09	0.10	0.10	0.64	0.38	0.38	0.64	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.11	0.07	0.28	0.09	0.13	0.04	0.09	0.72	0.08	0.47	0.15	0.02
s, saturation flow rate [veh/h]	1749	1479	4142	1748	1606	1457	1030	3084	889	1425	4959	1615
c, Capacity [veh/h]	227	186	1569	151	154	140	678	1184	341	927	2726	888
d1, Uniform Delay [s]	44.39	42.70	27.69	47.65	47.15	44.45	7.60	32.13	21.62	26.25	12.43	10.80
k, delay calibration	0.11	0.11	0.15	0.36	0.18	0.11	0.11	0.16	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	8.47	2.31	0.92	91.47	178.79	2.40	0.09	391.36	0.32	1.07	0.05	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.85	0.53	0.73	1.10	1.36	0.47	0.14	1.87	0.22	0.72	0.27	0.04
d, Delay for Lane Group [s/veh]	52.85	45.01	28.62	139.12	225.94	46.85	7.69	423.49	21.94	27.32	12.49	10.82
Lane Group LOS	D	D	C	F	F	D	A	F	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.25	1.21	7.84	7.80	5.84	1.70	0.38	52.48	1.25	3.30	2.96	0.36
50th-Percentile Queue Length [ft/ln]	131.25	30.32	196.04	194.92	145.97	42.52	9.58	1312.01	31.37	82.38	74.00	8.92
95th-Percentile Queue Length [veh/ln]	9.01	2.18	12.43	12.80	10.51	3.06	0.69	85.65	2.26	5.93	5.33	0.64
95th-Percentile Queue Length [ft/ln]	225.20	54.57	310.86	320.10	262.75	76.54	17.24	2141.37	56.46	148.28	133.20	16.05

Movement, Approach, & Intersection Results

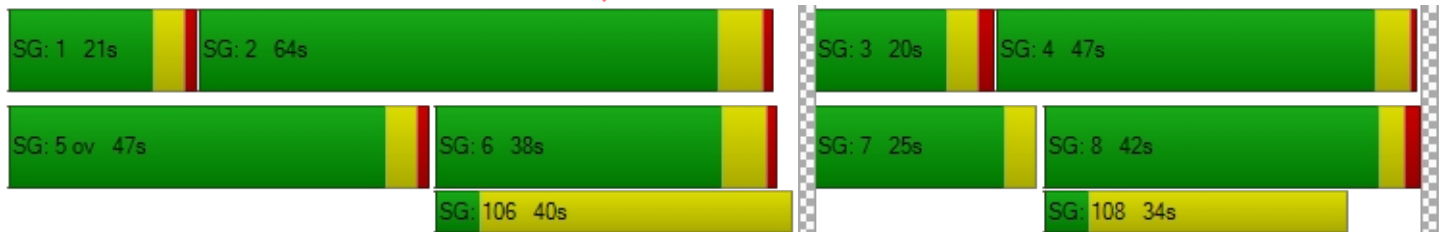
d_M, Delay for Movement [s/veh]	52.85	45.01	28.62	139.12	225.94	46.85	7.69	423.49	21.94	27.32	12.49	10.82
Movement LOS	D	D	C	F	F	D	A	F	C	C	B	B
d_A, Approach Delay [s/veh]	32.97			166.87			394.58			19.31		
Approach LOS	C			F			F			B		
d_I, Intersection Delay [s/veh]	190.83											
Intersection LOS	F											
Intersection V/C	1.242											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	43.49	0.00	43.49	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.502	0.000	3.233	0.000
Crosswalk LOS	D	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	818	720	614	1113
d_b, Bicycle Delay [s]	18.22	21.38	25.02	10.25
I_b,int, Bicycle LOS Score for Intersection	2.744	1.981	2.893	2.354
Bicycle LOS	B	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	149.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.234

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	275	1310	171	99	1171	28	32	174	206	465	255	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	275	1310	171	99	1171	28	32	174	31	465	255	25
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	360	47	27	322	8	9	48	9	128	70	7
Total Analysis Volume [veh/h]	302	1440	188	109	1287	31	35	191	34	511	280	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	64	64	8	59	59	28	28	28	16	16	16
g / C, Green / Cycle	0.10	0.49	0.49	0.06	0.45	0.45	0.21	0.21	0.21	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.24	0.44	0.44	0.11	0.47	0.47	0.02	0.20	0.02	0.15	0.21	0.02
s, saturation flow rate [veh/h]	1273	2481	1226	952	1853	958	1810	965	1536	3409	1303	1414
c, Capacity [veh/h]	127	1216	601	59	837	433	383	204	325	414	158	172
d1, Uniform Delay [s]	58.48	30.09	30.27	60.98	35.64	35.64	41.20	50.37	41.28	57.10	57.10	51.03
k, delay calibration	0.50	0.50	0.50	0.20	0.50	0.50	0.04	0.15	0.04	0.04	0.50	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	640.10	10.29	19.07	409.38	41.12	54.18	0.04	22.13	0.05	107.46	370.87	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.37	0.89	0.90	1.85	1.04	1.04	0.09	0.94	0.10	1.23	1.77	0.16
d, Delay for Lane Group [s/veh]	698.58	40.38	49.33	470.36	76.77	89.83	41.24	72.51	41.33	164.56	427.97	51.19
Lane Group LOS	F	D	D	F	F	F	D	E	D	F	F	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	26.78	16.34	17.81	8.64	17.88	20.06	0.92	7.35	0.89	12.96	21.49	0.80
50th-Percentile Queue Length [ft/ln]	669.61	408.62	445.31	216.09	446.92	501.55	22.93	183.69	22.33	324.06	537.17	19.97
95th-Percentile Queue Length [veh/ln]	43.19	22.97	24.73	15.37	25.48	28.22	1.65	11.79	1.61	20.51	34.79	1.44
95th-Percentile Queue Length [ft/ln]	1079.79	574.37	618.35	384.28	636.89	705.48	41.27	294.82	40.20	512.67	869.67	35.95

Movement, Approach, & Intersection Results

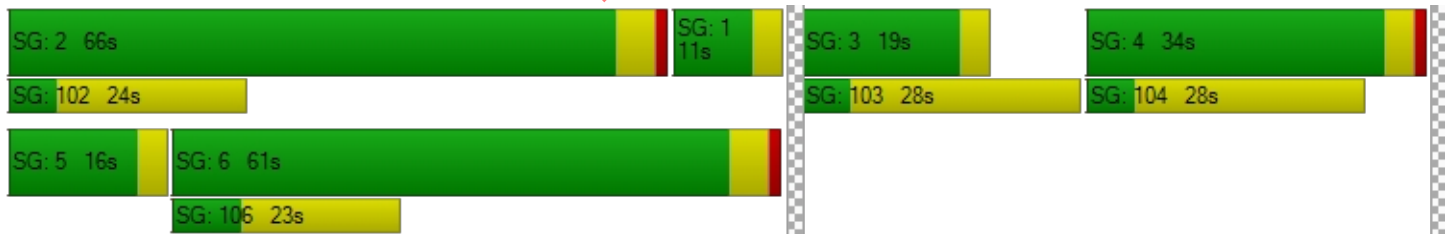
d_M, Delay for Movement [s/veh]	698.58	42.57	49.33	470.36	81.02	89.83	41.24	72.51	41.33	164.56	427.97	51.19
Movement LOS	F	D	D	F	F	F	D	E	D	F	F	D
d_A, Approach Delay [s/veh]	145.88			110.95			64.22			250.98		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	149.24											
Intersection LOS	F											
Intersection V/C	1.234											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.344	2.958	2.653	2.755
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	939	862	462	246
d_b, Bicycle Delay [s]	18.31	21.11	38.53	50.13
I_b,int, Bicycle LOS Score for Intersection	2.621	2.344	2.277	2.984
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_PM.vistro

Scenario 20 Ex + 3.35Loop PM

Report File: P:\...\EX+3.35Loop AM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Right	1.125	121.9	F
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	EB Thru	1.216	181.9	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.231	151.2	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	121.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.125

Intersection Setup

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↗		↖		↖↗↖↗	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	3368	88	359	1047	90	2057
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	16.10	4.90	3.80	9.00	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3368	88	359	1047	90	2057
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	859	22	92	267	23	525
Total Analysis Volume [veh/h]	3437	90	366	1068	92	2099
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	7		0		8	
v_ci, Inbound Pedestrian Volume crossing mi	8		0		7	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	90	140	50	140	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	5.8	1.5	5.8	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	164	164	164	164	164	164
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	7.80	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	5.80	2.00	0.00
g_i, Effective Green Time [s]	90	90	46	138	15	65
g / C, Green / Cycle	0.55	0.55	0.28	0.84	0.09	0.39
(v / s)_i Volume / Saturation Flow Rate	0.68	0.06	0.11	0.21	0.03	0.50
s, saturation flow rate [veh/h]	5077	1398	3378	5020	3264	4237
c, Capacity [veh/h]	2779	765	943	4202	298	1673
d1, Uniform Delay [s]	37.21	17.99	47.89	2.77	69.86	49.75
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.07
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	107.36	0.08	0.10	0.04	0.22	115.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.24	0.12	0.39	0.25	0.31	1.25
d, Delay for Lane Group [s/veh]	144.57	18.07	47.99	2.81	70.08	165.05
Lane Group LOS	F	B	D	A	E	F
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	61.68	1.62	5.94	1.56	1.83	40.46
50th-Percentile Queue Length [ft/ln]	1541.96	40.42	148.58	39.07	45.64	1011.54
95th-Percentile Queue Length [veh/ln]	87.44	2.91	9.94	2.81	3.29	58.92
95th-Percentile Queue Length [ft/ln]	2185.95	72.75	248.53	70.33	82.15	1473.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	144.57	18.07	47.99	2.81	70.08	165.05
Movement LOS	F	B	D	A	E	F
d_A, Approach Delay [s/veh]	141.34		14.34		161.06	
Approach LOS	F		B		F	
d_I, Intersection Delay [s/veh]	121.92					
Intersection LOS	F					
Intersection V/C	1.125					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	73.43	0.00	73.43
I_p,int, Pedestrian LOS Score for Intersection	3.820	0.000	3.131
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	511	535	183
d_b, Bicycle Delay [s]	45.55	44.09	67.87
I_b,int, Bicycle LOS Score for Intersection	3.499	2.348	1.670
Bicycle LOS	C	B	A

Sequence

Ring 1	5	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	181.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.216

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Base Volume Input [veh/h]	211	95	1112	160	204	133	90	2065	118	647	709	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.20	10.90	3.30	4.30	1.00	1.70	37.10	2.50	12.00	6.40	5.30	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	70	0	0	45	0	0	1
Total Hourly Volume [veh/h]	211	95	1112	160	204	63	90	2065	73	647	709	33
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	24	287	41	53	16	23	532	19	167	183	9
Total Analysis Volume [veh/h]	218	98	1146	165	210	65	93	2129	75	667	731	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			11			11			0	
v_di, Inbound Pedestrian Volume crossing in		0			11			11			0	
v_co, Outbound Pedestrian Volume crossing		8			0			8			0	
v_ci, Inbound Pedestrian Volume crossing mi		8			0			8			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		1			3			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	155
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	5	5	4	5	5	5	4
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.0	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	25	47	47	20	42	47	21	38	64	47	64	38
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	5	5	0	5	5	0	5	0	0	0	5
Pedestrian Clearance [s]	0	0	0	0	29	0	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	2.5	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		Yes	No		Yes	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	4.50	4.50	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	2.50	2.50	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	15	14	41	9	9	9	67	40	40	67	58	58
g / C, Green / Cycle	0.14	0.13	0.39	0.09	0.09	0.09	0.64	0.38	0.38	0.64	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.12	0.07	0.28	0.09	0.13	0.05	0.09	0.69	0.08	0.46	0.15	0.02
s, saturation flow rate [veh/h]	1749	1479	4141	1748	1606	1443	1037	3084	889	1454	4959	1615
c, Capacity [veh/h]	252	194	1597	149	137	123	680	1171	337	932	2719	885
d1, Uniform Delay [s]	44.10	42.63	27.39	48.20	48.20	45.96	7.77	32.69	22.14	26.35	12.62	10.99
k, delay calibration	0.15	0.11	0.15	0.36	0.19	0.11	0.11	0.15	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.65	2.04	0.88	93.63	252.56	3.47	0.09	369.09	0.33	1.04	0.05	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.51	0.72	1.11	1.53	0.53	0.14	1.82	0.22	0.72	0.27	0.04
d, Delay for Lane Group [s/veh]	55.75	44.68	28.27	141.82	300.76	49.43	7.86	401.77	22.47	27.40	12.67	11.01
Lane Group LOS	E	D	C	F	F	D	A	F	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.22	1.21	7.84	7.85	6.63	1.77	0.39	49.61	1.28	3.36	2.96	0.36
50th-Percentile Queue Length [ft/ln]	155.45	30.34	195.90	196.21	165.78	44.14	9.80	1240.29	31.97	84.01	74.07	9.07
95th-Percentile Queue Length [veh/ln]	10.31	2.18	12.43	12.89	11.94	3.18	0.71	80.78	2.30	6.05	5.33	0.65
95th-Percentile Queue Length [ft/ln]	257.69	54.61	310.67	322.26	298.40	79.45	17.64	2019.46	57.55	151.22	133.33	16.33

Movement, Approach, & Intersection Results

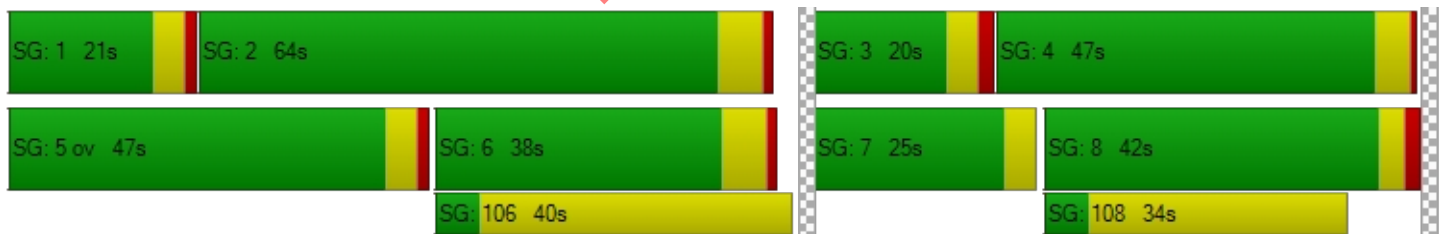
d_M, Delay for Movement [s/veh]	55.75	44.68	28.27	141.82	300.76	49.43	7.86	401.77	22.47	27.40	12.67	11.01
Movement LOS	E	D	C	F	F	D	A	F	C	C	B	B
d_A, Approach Delay [s/veh]	33.46			204.03			373.44			19.49		
Approach LOS	C			F			F			B		
d_I, Intersection Delay [s/veh]	181.92											
Intersection LOS	F											
Intersection V/C	1.216											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.01	0.00	44.01	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.500	0.000	3.231	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	810	713	608	1102
d_b, Bicycle Delay [s]	18.65	21.84	25.49	10.61
I_b,int, Bicycle LOS Score for Intersection	2.766	1.980	2.848	2.348
Bicycle LOS	C	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	151.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.231

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	275	1310	178	101	1171	26	34	172	206	477	255	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	275	1310	178	101	1171	26	34	172	31	477	255	11
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	360	49	28	322	7	9	47	9	131	70	3
Total Analysis Volume [veh/h]	302	1440	196	111	1287	29	37	189	34	524	280	12
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No			No
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No			No
Maximum Recall	No	No		No	No				No			No
Pedestrian Recall	No	No		No	No				No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	64	64	8	59	59	27	27	27	16	16	16
g / C, Green / Cycle	0.10	0.49	0.49	0.06	0.45	0.45	0.21	0.21	0.21	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.24	0.44	0.44	0.12	0.47	0.47	0.02	0.20	0.02	0.15	0.21	0.01
s, saturation flow rate [veh/h]	1273	2481	1223	952	1853	959	1810	965	1536	3409	1303	1414
c, Capacity [veh/h]	127	1219	601	59	839	435	380	203	323	414	158	172
d1, Uniform Delay [s]	58.48	30.05	30.24	60.98	35.55	35.55	41.40	50.43	41.43	57.10	57.10	50.55
k, delay calibration	0.50	0.50	0.50	0.21	0.50	0.50	0.04	0.15	0.04	0.04	0.50	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	640.10	10.44	19.38	425.57	39.55	52.52	0.04	21.13	0.05	121.43	370.87	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.37	0.90	0.90	1.89	1.03	1.04	0.10	0.93	0.11	1.27	1.77	0.07
d, Delay for Lane Group [s/veh]	698.58	40.48	49.62	486.55	75.10	88.07	41.44	71.57	41.49	178.53	427.97	50.61
Lane Group LOS	F	D	D	F	F	F	D	E	D	F	F	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	26.78	16.47	17.94	8.91	17.75	19.94	0.97	7.22	0.90	13.77	21.49	0.35
50th-Percentile Queue Length [ft/ln]	669.61	411.68	448.49	222.70	443.64	498.52	24.32	180.39	22.38	344.13	537.17	8.78
95th-Percentile Queue Length [veh/ln]	43.19	23.12	24.89	15.80	25.23	27.97	1.75	11.62	1.61	21.77	34.79	0.63
95th-Percentile Queue Length [ft/ln]	1079.79	578.06	622.15	394.90	630.63	699.18	43.77	290.52	40.29	544.21	869.67	15.81

Movement, Approach, & Intersection Results

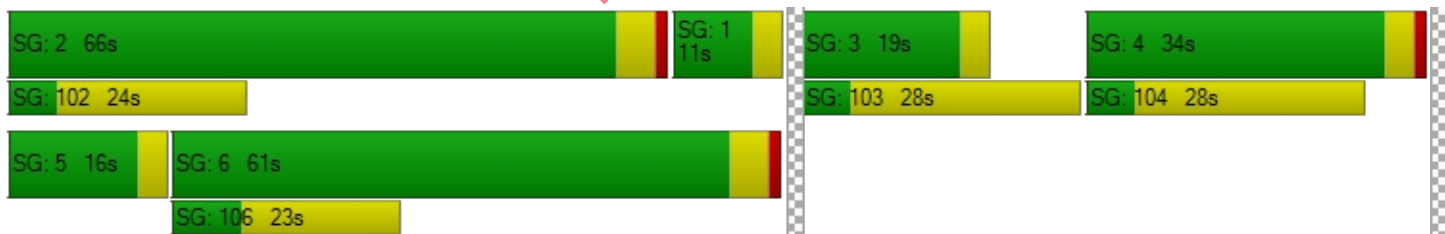
d_M, Delay for Movement [s/veh]	698.58	42.68	49.62	486.55	79.34	88.07	41.44	71.57	41.49	178.53	427.97	50.61
Movement LOS	F	D	D	F	F	F	D	E	D	F	F	D
d_A, Approach Delay [s/veh]	145.59			111.19			63.35			262.24		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	151.16											
Intersection LOS	F											
Intersection V/C	1.231											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.348	2.957	2.653	2.756
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	939	862	462	246
d_b, Bicycle Delay [s]	18.31	21.11	38.53	50.13
I_b,int, Bicycle LOS Score for Intersection	2.626	2.344	2.277	2.980
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_PM.vistro

Scenario 20 Ex + 3.35Loop PM

Report File: P:\...\EX+3.35Loop PM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Right	1.125	121.9	F
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	EB Thru	1.216	181.9	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.231	151.2	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	121.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.125

Intersection Setup

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↗		↖		↖↗↖↗	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	3368	88	359	1047	90	2057
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	16.10	4.90	3.80	9.00	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3368	88	359	1047	90	2057
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	859	22	92	267	23	525
Total Analysis Volume [veh/h]	3437	90	366	1068	92	2099
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0
v_di, Inbound Pedestrian Volume crossing in	0			0		0
v_co, Outbound Pedestrian Volume crossing	7			0		8
v_ci, Inbound Pedestrian Volume crossing mi	8			0		7
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0
Bicycle Volume [bicycles/h]	0			1		0

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	90	140	50	140	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	5.8	1.5	5.8	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	164	164	164	164	164	164
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	7.80	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	5.80	2.00	0.00
g_i, Effective Green Time [s]	90	90	46	138	15	65
g / C, Green / Cycle	0.55	0.55	0.28	0.84	0.09	0.39
(v / s)_i Volume / Saturation Flow Rate	0.68	0.06	0.11	0.21	0.03	0.50
s, saturation flow rate [veh/h]	5077	1398	3378	5020	3264	4237
c, Capacity [veh/h]	2779	765	943	4202	298	1673
d1, Uniform Delay [s]	37.21	17.99	47.89	2.77	69.86	49.75
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.07
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	107.36	0.08	0.10	0.04	0.22	115.30
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.24	0.12	0.39	0.25	0.31	1.25
d, Delay for Lane Group [s/veh]	144.57	18.07	47.99	2.81	70.08	165.05
Lane Group LOS	F	B	D	A	E	F
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	61.68	1.62	5.94	1.56	1.83	40.46
50th-Percentile Queue Length [ft/ln]	1541.96	40.42	148.58	39.07	45.64	1011.54
95th-Percentile Queue Length [veh/ln]	87.44	2.91	9.94	2.81	3.29	58.92
95th-Percentile Queue Length [ft/ln]	2185.95	72.75	248.53	70.33	82.15	1473.04

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	144.57	18.07	47.99	2.81	70.08	165.05
Movement LOS	F	B	D	A	E	F
d_A, Approach Delay [s/veh]	141.34		14.34		161.06	
Approach LOS	F		B		F	
d_I, Intersection Delay [s/veh]	121.92					
Intersection LOS	F					
Intersection V/C	1.125					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	73.43	0.00	73.43
I_p,int, Pedestrian LOS Score for Intersection	3.820	0.000	3.131
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	511	535	183
d_b, Bicycle Delay [s]	45.55	44.09	67.87
I_b,int, Bicycle LOS Score for Intersection	3.499	2.348	1.670
Bicycle LOS	C	B	A

Sequence

Ring 1	5	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	181.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.216

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Base Volume Input [veh/h]	211	95	1112	160	204	133	90	2065	118	647	709	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.20	10.90	3.30	4.30	1.00	1.70	37.10	2.50	12.00	6.40	5.30	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	70	0	0	45	0	0	1
Total Hourly Volume [veh/h]	211	95	1112	160	204	63	90	2065	73	647	709	33
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	24	287	41	53	16	23	532	19	167	183	9
Total Analysis Volume [veh/h]	218	98	1146	165	210	65	93	2129	75	667	731	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			11			11			0	
v_di, Inbound Pedestrian Volume crossing in		0			11			11			0	
v_co, Outbound Pedestrian Volume crossing		8			0			8			0	
v_ci, Inbound Pedestrian Volume crossing mi		8			0			8			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		1			3			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	155
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	5	5	4	5	5	5	4
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.0	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	25	47	47	20	42	47	21	38	64	47	64	38
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	5	5	0	5	5	0	5	0	0	0	5
Pedestrian Clearance [s]	0	0	0	0	29	0	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	2.5	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		Yes	No		Yes	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	105	105	105	105	105	105	105	105	105	105	105	105
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	4.50	4.50	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	2.50	2.50	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	15	14	41	9	9	9	67	40	40	67	58	58
g / C, Green / Cycle	0.14	0.13	0.39	0.09	0.09	0.09	0.64	0.38	0.38	0.64	0.55	0.55
(v / s)_i Volume / Saturation Flow Rate	0.12	0.07	0.28	0.09	0.13	0.05	0.09	0.69	0.08	0.46	0.15	0.02
s, saturation flow rate [veh/h]	1749	1479	4141	1748	1606	1443	1037	3084	889	1454	4959	1615
c, Capacity [veh/h]	252	194	1597	149	137	123	680	1171	337	932	2719	885
d1, Uniform Delay [s]	44.10	42.63	27.39	48.20	48.20	45.96	7.77	32.69	22.14	26.35	12.62	10.99
k, delay calibration	0.15	0.11	0.15	0.36	0.19	0.11	0.11	0.15	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	11.65	2.04	0.88	93.63	252.56	3.47	0.09	369.09	0.33	1.04	0.05	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.86	0.51	0.72	1.11	1.53	0.53	0.14	1.82	0.22	0.72	0.27	0.04
d, Delay for Lane Group [s/veh]	55.75	44.68	28.27	141.82	300.76	49.43	7.86	401.77	22.47	27.40	12.67	11.01
Lane Group LOS	E	D	C	F	F	D	A	F	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	6.22	1.21	7.84	7.85	6.63	1.77	0.39	49.61	1.28	3.36	2.96	0.36
50th-Percentile Queue Length [ft/ln]	155.45	30.34	195.90	196.21	165.78	44.14	9.80	1240.29	31.97	84.01	74.07	9.07
95th-Percentile Queue Length [veh/ln]	10.31	2.18	12.43	12.89	11.94	3.18	0.71	80.78	2.30	6.05	5.33	0.65
95th-Percentile Queue Length [ft/ln]	257.69	54.61	310.67	322.26	298.40	79.45	17.64	2019.46	57.55	151.22	133.33	16.33

Movement, Approach, & Intersection Results

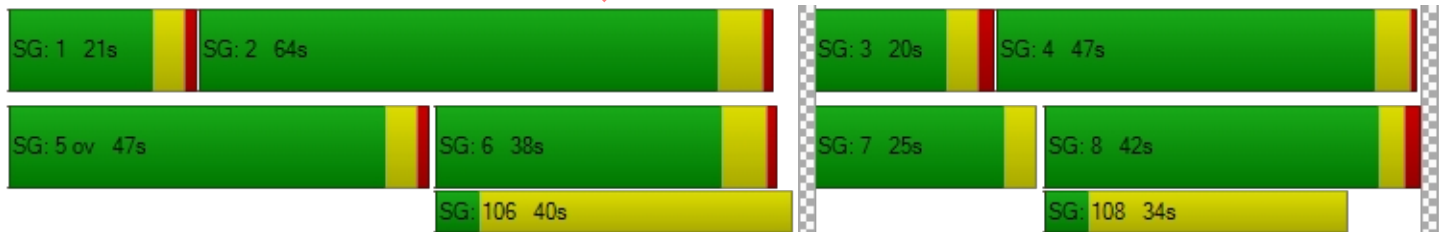
d_M, Delay for Movement [s/veh]	55.75	44.68	28.27	141.82	300.76	49.43	7.86	401.77	22.47	27.40	12.67	11.01
Movement LOS	E	D	C	F	F	D	A	F	C	C	B	B
d_A, Approach Delay [s/veh]	33.46			204.03			373.44			19.49		
Approach LOS	C			F			F			B		
d_I, Intersection Delay [s/veh]	181.92											
Intersection LOS	F											
Intersection V/C	1.216											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	44.01	0.00	44.01	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.500	0.000	3.231	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	810	713	608	1102
d_b, Bicycle Delay [s]	18.65	21.84	25.49	10.61
I_b,int, Bicycle LOS Score for Intersection	2.766	1.980	2.848	2.348
Bicycle LOS	C	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	151.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.231

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	275	1310	178	101	1171	26	34	172	206	477	255	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	275	1310	178	101	1171	26	34	172	31	477	255	11
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	360	49	28	322	7	9	47	9	131	70	3
Total Analysis Volume [veh/h]	302	1440	196	111	1287	29	37	189	34	524	280	12
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	64	64	8	59	59	27	27	27	16	16	16
g / C, Green / Cycle	0.10	0.49	0.49	0.06	0.45	0.45	0.21	0.21	0.21	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.24	0.44	0.44	0.12	0.47	0.47	0.02	0.20	0.02	0.15	0.21	0.01
s, saturation flow rate [veh/h]	1273	2481	1223	952	1853	959	1810	965	1536	3409	1303	1414
c, Capacity [veh/h]	127	1219	601	59	839	435	380	203	323	414	158	172
d1, Uniform Delay [s]	58.48	30.05	30.24	60.98	35.55	35.55	41.40	50.43	41.43	57.10	57.10	50.55
k, delay calibration	0.50	0.50	0.50	0.21	0.50	0.50	0.04	0.15	0.04	0.04	0.50	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	640.10	10.44	19.38	425.57	39.55	52.52	0.04	21.13	0.05	121.43	370.87	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.37	0.90	0.90	1.89	1.03	1.04	0.10	0.93	0.11	1.27	1.77	0.07
d, Delay for Lane Group [s/veh]	698.58	40.48	49.62	486.55	75.10	88.07	41.44	71.57	41.49	178.53	427.97	50.61
Lane Group LOS	F	D	D	F	F	F	D	E	D	F	F	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	26.78	16.47	17.94	8.91	17.75	19.94	0.97	7.22	0.90	13.77	21.49	0.35
50th-Percentile Queue Length [ft/ln]	669.61	411.68	448.49	222.70	443.64	498.52	24.32	180.39	22.38	344.13	537.17	8.78
95th-Percentile Queue Length [veh/ln]	43.19	23.12	24.89	15.80	25.23	27.97	1.75	11.62	1.61	21.77	34.79	0.63
95th-Percentile Queue Length [ft/ln]	1079.79	578.06	622.15	394.90	630.63	699.18	43.77	290.52	40.29	544.21	869.67	15.81

Movement, Approach, & Intersection Results

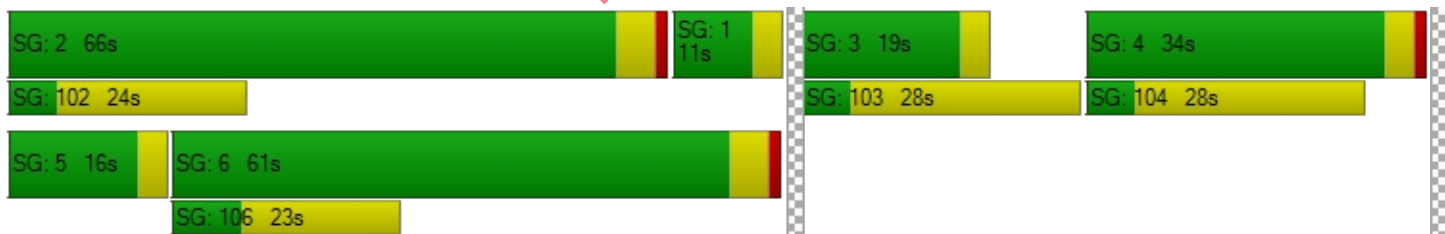
d_M, Delay for Movement [s/veh]	698.58	42.68	49.62	486.55	79.34	88.07	41.44	71.57	41.49	178.53	427.97	50.61
Movement LOS	F	D	D	F	F	F	D	E	D	F	F	D
d_A, Approach Delay [s/veh]	145.59			111.19			63.35			262.24		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	151.16											
Intersection LOS	F											
Intersection V/C	1.231											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.348	2.957	2.653	2.756
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	939	862	462	246
d_b, Bicycle Delay [s]	18.31	21.11	38.53	50.13
I_b,int, Bicycle LOS Score for Intersection	2.626	2.344	2.277	2.980
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_AM.vistro

Scenario 21 Cumu + 1.4 Loop AM

Report File: P:\...\Cum+1.4Loop AM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Left	0.872	20.6	C
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	NB Left	1.595	328.1	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	WB Right	1.431	170.5	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	20.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.872

Intersection Setup

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↗		↖		↖↗↖↗	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	909	141	1585	3318	395	511
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.40	3.50	1.60	3.10	2.20	3.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	909	141	1585	3318	395	511
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	234	36	409	855	102	132
Total Analysis Volume [veh/h]	937	145	1634	3421	407	527
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	6		0		7	
v_ci, Inbound Pedestrian Volume crossing mi	7		0		6	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	35	110	75	110	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	3.9	1.5	3.9	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	114	114	114	114	114	114
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	5.90	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	3.90	2.00	0.00
g_i, Effective Green Time [s]	29	29	57	89	15	76
g / C, Green / Cycle	0.25	0.25	0.50	0.78	0.13	0.67
(v / s)_i Volume / Saturation Flow Rate	0.19	0.09	0.47	0.68	0.12	0.13
s, saturation flow rate [veh/h]	4955	1546	3470	5049	3453	4166
c, Capacity [veh/h]	1240	387	1738	3951	453	2778
d1, Uniform Delay [s]	39.68	35.45	26.96	8.40	48.99	7.27
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.16	0.73	1.25	0.76	2.69	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.37	0.94	0.87	0.90	0.19
d, Delay for Lane Group [s/veh]	40.84	36.18	28.21	9.16	51.68	7.29
Lane Group LOS	D	D	C	A	D	A
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	7.76	3.24	18.59	10.52	5.82	1.51
50th-Percentile Queue Length [ft/ln]	194.00	81.03	464.72	262.99	145.47	37.66
95th-Percentile Queue Length [veh/ln]	12.33	5.83	25.66	15.84	9.78	2.71
95th-Percentile Queue Length [ft/ln]	308.21	145.85	641.49	395.97	244.38	67.78

Movement, Approach, & Intersection Results

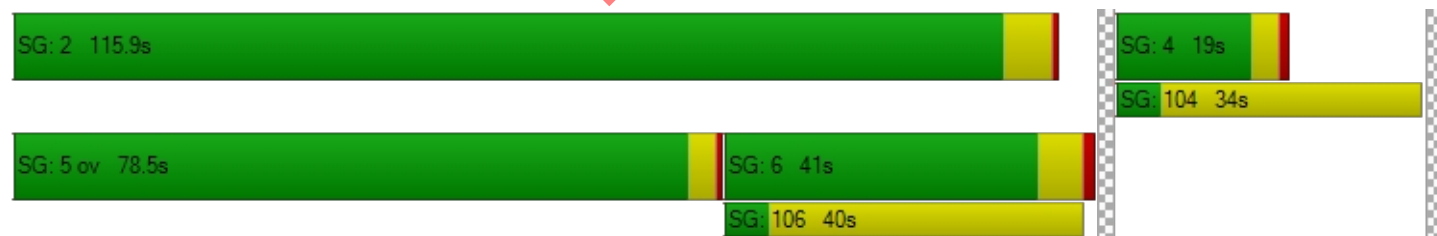
d_M, Delay for Movement [s/veh]	40.84	36.18	28.21	9.16	51.68	7.29
Movement LOS	D	D	C	A	D	A
d_A, Approach Delay [s/veh]	40.21		15.32		26.63	
Approach LOS	D		B		C	
d_I, Intersection Delay [s/veh]	20.62					
Intersection LOS	C					
Intersection V/C	0.872					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.54	0.00	48.54
I_p,int, Pedestrian LOS Score for Intersection	3.861	0.000	3.048
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	612	245	262
d_b, Bicycle Delay [s]	27.54	44.06	43.17
I_b,int, Bicycle LOS Score for Intersection	2.155	4.340	1.670
Bicycle LOS	B	E	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	328.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.595

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	2	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
	423	425	319	36	67	75	341	520	209	1230	2825	72
Base Volume Input [veh/h]	423	425	319	36	67	75	341	520	209	1230	2825	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.90	4.20	10.20	37.50	30.50	40.50	4.60	6.20	12.30	6.70	3.80	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	16	0	0	106	0	0	0
Total Hourly Volume [veh/h]	423	425	319	36	67	59	341	520	103	1230	2825	72
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	108	108	81	9	17	15	87	133	26	314	721	18
Total Analysis Volume [veh/h]	432	434	326	37	68	60	348	531	105	1255	2883	73
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			2			3			0	
v_di, Inbound Pedestrian Volume crossing in		0			3			2			0	
v_co, Outbound Pedestrian Volume crossing		4			0			3			0	
v_ci, Inbound Pedestrian Volume crossing mi		3			0			4			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	6	8	8	15	15	8	6	10	10	6	10	10
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.6	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	15	25	25	20	20	25	25	55	70	40	70	55
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	7	7	0	5	7	0	5	0	0	0	5
Pedestrian Clearance [s]	0	10	10	0	29	10	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	3.1	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		No	Yes		No	Yes	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	126	126	126	126	126	126	126	126	126	126	126	126
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	5.10	5.10	4.60	6.00	6.00	4.60	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	3.10	3.10	2.60	4.00	4.00	2.60	4.00	4.00
g_i, Effective Green Time [s]	22	21	51	9	9	9	26	51	51	25	50	50
g / C, Green / Cycle	0.17	0.17	0.40	0.07	0.07	0.07	0.21	0.40	0.40	0.20	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.58	0.20	0.08	0.06	0.02	0.06	0.23	0.11	0.07	0.46	0.57	0.05
s, saturation flow rate [veh/h]	740	2209	3942	670	2746	1075	1515	4922	1458	2715	5020	1615
c, Capacity [veh/h]	128	370	1578	48	196	77	312	1988	589	538	1989	640
d1, Uniform Delay [s]	52.14	52.54	24.74	57.59	55.78	57.54	50.10	25.12	24.15	50.59	38.09	24.09
k, delay calibration	0.50	0.27	0.11	0.17	0.11	0.17	0.11	0.11	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1083.97	93.64	0.06	32.67	1.05	23.32	62.63	0.07	0.14	605.68	202.80	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	3.37	1.17	0.21	0.77	0.35	0.78	1.12	0.27	0.18	2.33	1.45	0.11
d, Delay for Lane Group [s/veh]	1136.11	146.18	24.80	90.26	56.83	80.87	112.74	25.19	24.29	656.27	240.89	24.16
Lane Group LOS	F	F	C	F	E	F	F	C	C	F	F	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	42.63	10.54	2.10	1.61	1.08	2.41	7.61	3.59	2.06	53.72	57.45	1.41
50th-Percentile Queue Length [ft/ln]	1065.84	263.54	52.61	40.35	26.98	60.25	190.36	89.71	51.56	1342.90	1436.15	35.31
95th-Percentile Queue Length [veh/ln]	69.37	17.03	3.79	2.90	1.94	4.34	12.77	6.46	3.71	85.53	86.83	2.54
95th-Percentile Queue Length [ft/ln]	1734.25	425.76	94.71	72.62	48.56	108.45	319.29	161.47	92.80	2138.15	2170.65	63.57

Movement, Approach, & Intersection Results

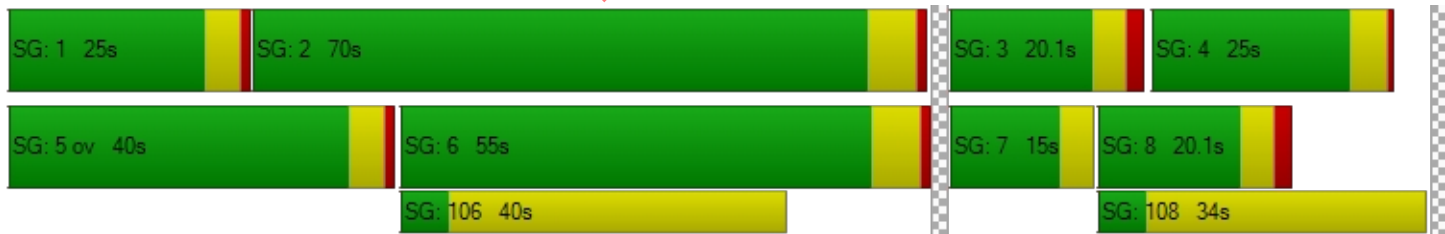
d_M, Delay for Movement [s/veh]	1136.11	146.18	24.80	90.26	56.83	80.87	112.74	25.19	24.29	656.27	240.89	24.16
Movement LOS	F	F	C	F	E	F	F	C	C	F	F	C
d_A, Approach Delay [s/veh]	471.75			73.07			56.06			360.93		
Approach LOS	F			E			E			F		
d_I, Intersection Delay [s/veh]	328.05											
Intersection LOS	F											
Intersection V/C	1.595											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	54.44	0.00	54.44	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.151	0.000	3.362	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	326	238	776	1014
d_b, Bicycle Delay [s]	44.20	49.01	23.63	15.34
I_b,int, Bicycle LOS Score for Intersection	2.543	1.709	2.159	3.876
Bicycle LOS	B	A	B	D

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	170.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.431

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	278	1804	340	40	1368	7	40	106	318	260	169	202
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	278	1804	340	40	1368	7	40	106	274	260	169	168
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	480	90	11	364	2	11	28	73	69	45	45
Total Analysis Volume [veh/h]	296	1919	362	43	1455	7	43	113	291	277	180	179
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			2			3			3		
v_di, Inbound Pedestrian Volume crossing in	3			3			2			2		
v_co, Outbound Pedestrian Volume crossing	8			12			7			11		
v_ci, Inbound Pedestrian Volume crossing mi	7			11			8			12		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			1			5			14		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	62	62	4	53	53	29	29	29	20	20	20
g / C, Green / Cycle	0.10	0.47	0.47	0.03	0.41	0.41	0.23	0.23	0.23	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.17	0.44	0.46	0.02	0.64	0.64	0.03	0.07	0.22	0.18	0.23	0.27
s, saturation flow rate [veh/h]	1781	3455	1652	1781	1491	781	1420	1577	1316	1536	800	668
c, Capacity [veh/h]	178	1642	785	55	606	317	319	355	296	236	123	103
d1, Uniform Delay [s]	58.50	31.84	33.45	62.54	38.59	38.59	40.28	42.07	49.64	55.02	55.02	54.29
k, delay calibration	0.48	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.22	0.07	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	320.69	10.01	27.27	8.42	270.67	277.74	0.07	0.19	31.28	85.31	248.82	372.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.66	0.92	0.98	0.78	1.58	1.58	0.13	0.32	0.98	1.17	1.47	1.74
d, Delay for Lane Group [s/veh]	379.19	41.85	60.72	70.96	309.26	316.33	40.35	42.26	80.92	140.33	303.84	426.35
Lane Group LOS	F	D	E	E	F	F	D	D	F	F	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	21.64	23.31	28.38	1.55	32.35	34.51	1.12	3.07	11.85	6.65	12.50	13.91
50th-Percentile Queue Length [ft/ln]	540.90	582.72	709.49	38.85	808.82	862.71	27.98	76.84	296.29	166.22	312.43	347.87
95th-Percentile Queue Length [veh/ln]	34.28	31.23	37.12	2.80	52.87	56.08	2.01	5.53	17.50	11.59	21.06	23.96
95th-Percentile Queue Length [ft/ln]	857.06	780.66	927.91	69.93	1321.69	1402.04	50.36	138.31	437.43	289.80	526.38	598.89

Movement, Approach, & Intersection Results

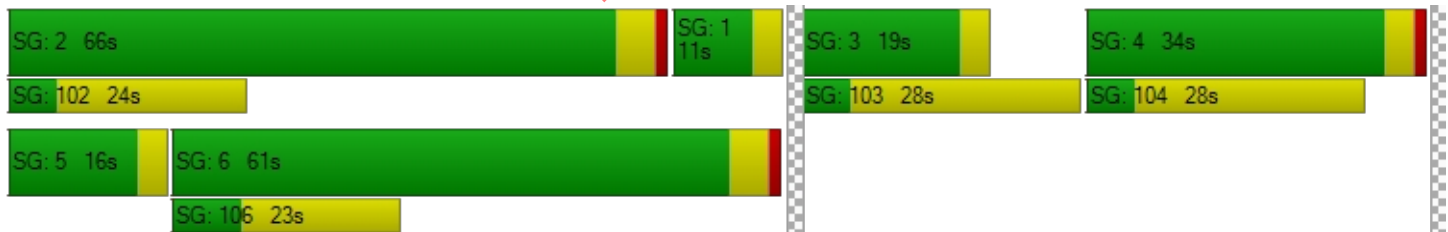
d_M, Delay for Movement [s/veh]	379.19	45.85	60.72	70.96	311.67	316.33	40.35	42.26	80.92	140.33	303.84	426.35
Movement LOS	F	D	E	E	F	F	D	D	F	F	F	F
d_A, Approach Delay [s/veh]	86.22			304.81			67.24			267.11		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	170.55											
Intersection LOS	F											
Intersection V/C	1.431											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.475	3.040	2.449	2.599
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	938	862	462	246
d_b, Bicycle Delay [s]	18.33	21.07	38.56	50.34
I_b,int, Bicycle LOS Score for Intersection	2.977	2.387	2.370	2.665
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_PM.vistro

Scenario 21 Cumu + 1.4Loop PM

Report File: P:\...\Cum+1.4Loop PM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NEB Thru	1.234	162.1	F
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	EB Thru	1.462	294.3	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.393	189.9	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	162.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.234

Intersection Setup

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↔		↔		↔↔↔↔↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	3746	20	510	1179	68	2163
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	16.10	4.90	3.80	9.00	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3746	20	510	1179	68	2163
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	956	5	130	301	17	552
Total Analysis Volume [veh/h]	3822	20	520	1203	69	2207
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	7		0		8	
v_ci, Inbound Pedestrian Volume crossing mi	8		0		7	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	90	140	50	140	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	5.8	1.5	5.8	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	168	168	168	168	168	168
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	7.80	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	5.80	2.00	0.00
g_i, Effective Green Time [s]	90	90	50	141	15	69
g / C, Green / Cycle	0.54	0.54	0.30	0.84	0.09	0.41
(v / s)_i Volume / Saturation Flow Rate	0.75	0.01	0.15	0.24	0.02	0.52
s, saturation flow rate [veh/h]	5077	1398	3378	5020	3264	4237
c, Capacity [veh/h]	2718	748	997	4220	291	1729
d1, Uniform Delay [s]	39.06	18.41	49.36	2.81	71.24	49.75
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.10
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	183.35	0.02	0.16	0.04	0.15	125.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.41	0.03	0.52	0.29	0.24	1.28
d, Delay for Lane Group [s/veh]	222.41	18.43	49.52	2.85	71.39	174.99
Lane Group LOS	F	B	D	A	E	F
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	80.61	0.36	8.90	1.82	1.40	43.95
50th-Percentile Queue Length [ft/ln]	2015.15	9.05	222.54	45.57	34.89	1098.66
95th-Percentile Queue Length [veh/ln]	119.98	0.65	13.79	3.28	2.51	64.19
95th-Percentile Queue Length [ft/ln]	2999.38	16.30	344.87	82.03	62.80	1604.83

Movement, Approach, & Intersection Results

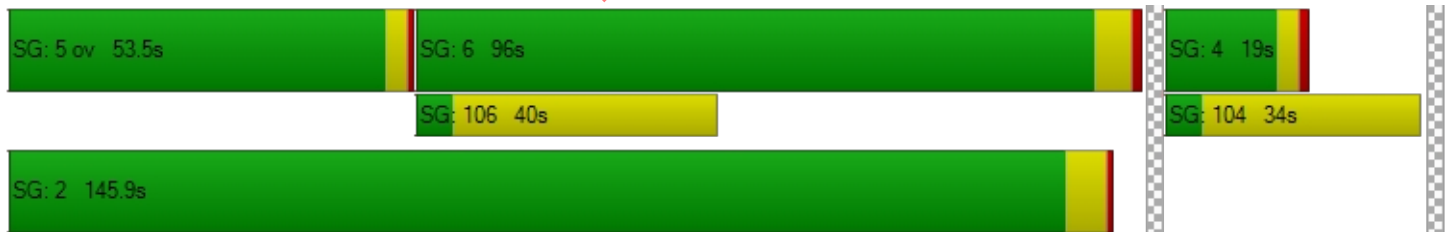
d_M, Delay for Movement [s/veh]	222.41	18.43	49.52	2.85	71.39	174.99
Movement LOS	F	B	D	A	E	F
d_A, Approach Delay [s/veh]	221.35		16.94		171.85	
Approach LOS	F		B		F	
d_I, Intersection Delay [s/veh]	162.06					
Intersection LOS	F					
Intersection V/C	1.234					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	75.29	0.00	75.29
I_p,int, Pedestrian LOS Score for Intersection	3.930	0.000	3.156
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	500	523	178
d_b, Bicycle Delay [s]	47.30	45.83	69.72
I_b,int, Bicycle LOS Score for Intersection	3.673	2.507	1.670
Bicycle LOS	D	B	A

Sequence

Ring 1	5	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	294.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.462

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Base Volume Input [veh/h]	401	95	1112	159	212	135	98	2442	174	615	837	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.20	10.90	3.30	4.30	1.00	1.70	37.10	2.50	12.00	6.40	5.30	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	70	0	0	45	0	0	1
Total Hourly Volume [veh/h]	401	95	1112	159	212	65	98	2442	129	615	837	33
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	103	24	287	41	55	17	25	629	33	159	216	9
Total Analysis Volume [veh/h]	413	98	1146	164	219	67	101	2518	133	634	863	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			11			11			0	
v_di, Inbound Pedestrian Volume crossing in		0			11			11			0	
v_co, Outbound Pedestrian Volume crossing		8			0			8			0	
v_ci, Inbound Pedestrian Volume crossing mi		8			0			8			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		1			3			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	155
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	5	5	4	5	5	5	4
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.0	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	25	47	47	20	42	47	21	38	64	47	64	38
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	5	5	0	5	5	0	5	0	0	0	5
Pedestrian Clearance [s]	0	0	0	0	29	0	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	2.5	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		Yes	No		Yes	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	4.50	4.50	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	2.50	2.50	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	22	21	50	9	9	9	70	40	40	70	60	60
g / C, Green / Cycle	0.19	0.18	0.44	0.08	0.08	0.08	0.61	0.35	0.35	0.61	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.24	0.07	0.28	0.09	0.14	0.05	0.11	0.82	0.15	0.44	0.17	0.02
s, saturation flow rate [veh/h]	1749	1479	4136	1748	1606	1431	940	3084	889	1450	4959	1615
c, Capacity [veh/h]	335	266	1801	137	126	112	566	1076	310	927	2576	839
d1, Uniform Delay [s]	46.38	41.37	25.18	52.88	52.88	50.87	10.26	37.35	28.59	28.07	16.04	13.53
k, delay calibration	0.50	0.11	0.19	0.41	0.25	0.11	0.11	0.27	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	127.44	0.85	0.67	132.44	348.61	4.99	0.15	604.21	0.94	0.90	0.08	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.23	0.37	0.64	1.20	1.74	0.60	0.18	2.34	0.43	0.68	0.33	0.04
d, Delay for Lane Group [s/veh]	173.82	42.22	25.85	185.31	401.49	55.86	10.41	641.56	29.53	28.98	16.11	13.55
Lane Group LOS	F	D	C	F	F	E	B	F	C	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	21.18	1.23	7.82	9.05	7.94	2.04	0.53	70.07	2.88	3.89	4.34	0.44
50th-Percentile Queue Length [ft/ln]	529.42	30.71	195.53	226.27	198.44	50.99	13.34	1751.76	71.88	97.26	108.48	10.89
95th-Percentile Queue Length [veh/ln]	31.80	2.21	12.41	14.84	14.29	3.67	0.96	114.95	5.18	7.00	7.76	0.78
95th-Percentile Queue Length [ft/ln]	794.92	55.28	310.19	371.04	357.18	91.78	24.01	2873.67	129.38	175.07	193.89	19.60

Movement, Approach, & Intersection Results

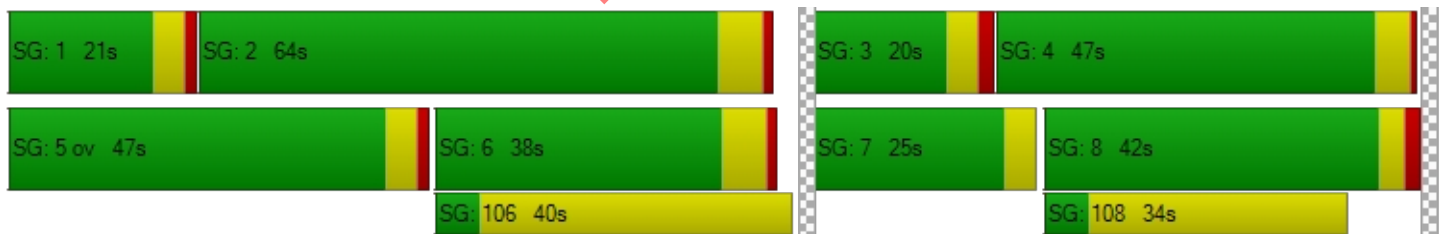
d_M, Delay for Movement [s/veh]	173.82	42.22	25.85	185.31	401.49	55.86	10.41	641.56	29.53	28.98	16.11	13.55
Movement LOS	F	D	C	F	F	E	B	F	C	C	B	B
d_A, Approach Delay [s/veh]	63.70			271.24			588.82			21.38		
Approach LOS	E			F			F			C		
d_I, Intersection Delay [s/veh]	294.33											
Intersection LOS	F											
Intersection V/C	1.462											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.72	0.00	48.72	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.474	0.000	3.261	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	743	654	558	1011
d_b, Bicycle Delay [s]	22.68	26.03	29.83	14.02
I_b,int, Bicycle LOS Score for Intersection	2.927	1.989	3.098	2.402
Bicycle LOS	C	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	189.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.393

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	302	1310	320	109	1294	27	44	187	370	266	325	130
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	302	1310	320	109	1294	27	44	187	195	266	325	85
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	83	360	88	30	355	7	12	51	54	73	89	23
Total Analysis Volume [veh/h]	332	1440	352	120	1422	30	48	205	214	292	357	93
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	62	62	8	57	57	29	29	29	16	16	16
g / C, Green / Cycle	0.10	0.48	0.48	0.06	0.44	0.44	0.22	0.22	0.22	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.26	0.49	0.50	0.13	0.52	0.52	0.03	0.21	0.14	0.09	0.27	0.07
s, saturation flow rate [veh/h]	1273	2481	1175	952	1853	960	1810	965	1539	3409	1303	1415
c, Capacity [veh/h]	127	1182	560	59	811	420	406	217	345	416	159	173
d1, Uniform Delay [s]	58.49	34.03	34.03	60.99	36.53	36.53	40.16	49.63	45.09	54.78	57.06	53.18
k, delay calibration	0.50	0.50	0.50	0.26	0.50	0.50	0.04	0.20	0.04	0.04	0.50	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	745.53	31.72	50.22	499.76	92.57	103.45	0.05	27.10	0.68	0.81	579.05	0.97
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.61	1.02	1.04	2.04	1.18	1.18	0.12	0.95	0.62	0.70	2.24	0.54
d, Delay for Lane Group [s/veh]	804.02	65.75	84.26	560.75	129.10	139.98	40.20	76.73	45.77	55.59	636.10	54.15
Lane Group LOS	F	F	F	F	F	F	D	E	D	E	F	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	30.50	22.80	24.47	10.10	23.18	25.29	1.24	8.17	6.26	4.65	30.82	2.89
50th-Percentile Queue Length [ft/ln]	762.40	569.89	611.77	252.58	579.39	632.19	31.10	204.22	156.62	116.14	770.57	72.26
95th-Percentile Queue Length [veh/ln]	48.80	31.13	33.69	17.70	34.63	37.48	2.24	12.86	10.37	8.18	49.48	5.20
95th-Percentile Queue Length [ft/ln]	1220.09	778.29	842.26	442.50	865.82	937.12	55.97	321.40	259.25	204.51	1236.94	130.06

Movement, Approach, & Intersection Results

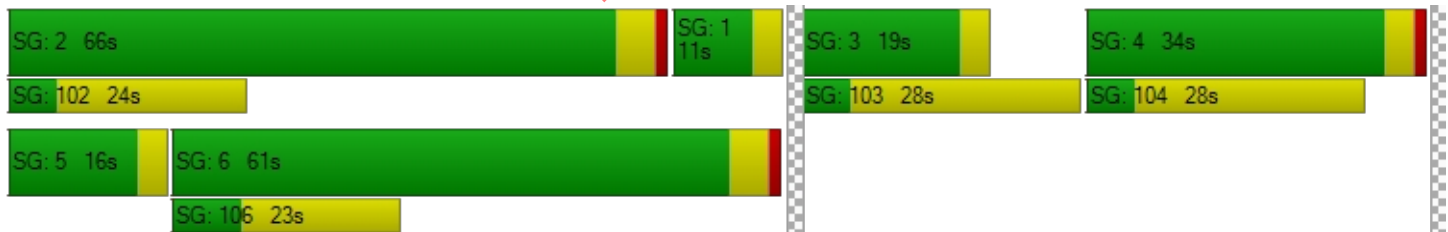
d_M, Delay for Movement [s/veh]	804.02	68.74	84.26	560.75	132.67	139.98	40.20	76.73	45.77	55.59	636.10	54.15
Movement LOS	F	E	F	F	F	F	D	E	D	E	F	D
d_A, Approach Delay [s/veh]	186.25			165.49			58.79			334.71		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	189.92											
Intersection LOS	F											
Intersection V/C	1.393											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.398	2.984	2.729	2.774
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	938	862	462	246
d_b, Bicycle Delay [s]	18.31	21.11	38.54	50.13
I_b,int, Bicycle LOS Score for Intersection	2.728	2.424	2.619	2.858
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_AM.vistro

Scenario 22 Cumu + 2.8 NL AM

Report File: P:\...\Cum+2.8NL AM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Left	0.866	20.1	C
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	NB Left	1.537	325.5	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	WB Right	1.416	171.8	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	20.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.866

Intersection Setup

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↔		↔		↔↔↔↔↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	906	124	1646	3385	335	467
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.40	3.50	1.60	3.10	2.20	3.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	906	124	1646	3385	335	467
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	234	32	424	872	86	120
Total Analysis Volume [veh/h]	934	128	1697	3490	345	481
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	6		0		7	
v_ci, Inbound Pedestrian Volume crossing mi	7		0		6	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	35	110	75	110	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	3.9	1.5	3.9	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	116	116	116	116	116	116
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	5.90	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	3.90	2.00	0.00
g_i, Effective Green Time [s]	29	29	60	93	14	78
g / C, Green / Cycle	0.25	0.25	0.52	0.80	0.12	0.67
(v / s)_i Volume / Saturation Flow Rate	0.19	0.08	0.49	0.69	0.10	0.12
s, saturation flow rate [veh/h]	4955	1546	3470	5049	3453	4166
c, Capacity [veh/h]	1228	383	1795	4019	411	2794
d1, Uniform Delay [s]	40.57	35.84	26.54	7.84	50.18	7.14
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.20	0.61	1.33	0.76	1.80	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.33	0.95	0.87	0.84	0.17
d, Delay for Lane Group [s/veh]	41.77	36.46	27.87	8.61	51.98	7.15
Lane Group LOS	D	D	C	A	D	A
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	7.91	2.89	19.55	9.97	4.96	1.37
50th-Percentile Queue Length [ft/ln]	197.85	72.26	488.72	249.21	123.98	34.19
95th-Percentile Queue Length [veh/ln]	12.53	5.20	26.80	15.15	8.61	2.46
95th-Percentile Queue Length [ft/ln]	313.19	130.07	670.00	378.66	215.29	61.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	41.77	36.46	27.87	8.61	51.98	7.15
Movement LOS	D	D	C	A	D	A
d_A, Approach Delay [s/veh]	41.13		14.91		25.87	
Approach LOS	D		B		C	
d_I, Intersection Delay [s/veh]	20.12					
Intersection LOS	C					
Intersection V/C	0.866					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	49.48	0.00	49.48
I_p,int, Pedestrian LOS Score for Intersection	3.858	0.000	3.038
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	602	241	258
d_b, Bicycle Delay [s]	28.40	44.99	44.10
I_b,int, Bicycle LOS Score for Intersection	2.144	4.412	1.670
Bicycle LOS	B	E	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

SG: 2 115.9s

SG: 4 19s

SG: 104 34s

SG: 5 ov 78.5s

SG: 6 41s

SG: 106 40s

Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	325.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.537

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	2	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Base Volume Input [veh/h]	391	425	300	37	67	75	341	518	227	1283	2786	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.90	4.20	10.20	37.50	30.50	40.50	4.60	6.20	12.30	6.70	3.80	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	16	0	0	106	0	0	0
Total Hourly Volume [veh/h]	391	425	300	37	67	59	341	518	121	1283	2786	72
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	100	108	77	9	17	15	87	132	31	327	711	18
Total Analysis Volume [veh/h]	399	434	306	38	68	60	348	529	123	1309	2843	73
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			2			3			0	
v_di, Inbound Pedestrian Volume crossing in		0			3			2			0	
v_co, Outbound Pedestrian Volume crossing		4			0			3			0	
v_ci, Inbound Pedestrian Volume crossing mi		3			0			4			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	6	8	8	15	15	8	6	10	10	6	10	10
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.6	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	15	25	25	20	20	25	25	55	70	40	70	55
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	7	7	0	5	7	0	5	0	0	0	5
Pedestrian Clearance [s]	0	10	10	0	29	10	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	3.1	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		No	Yes		No	Yes	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	126	126	126	126	126	126	126	126	126	126	126	126
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	5.10	5.10	4.60	6.00	6.00	4.60	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	3.10	3.10	2.60	4.00	4.00	2.60	4.00	4.00
g_i, Effective Green Time [s]	22	21	51	9	9	9	26	51	51	25	50	50
g / C, Green / Cycle	0.17	0.17	0.40	0.07	0.07	0.07	0.21	0.40	0.40	0.20	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.54	0.20	0.08	0.06	0.02	0.06	0.23	0.11	0.08	0.48	0.57	0.05
s, saturation flow rate [veh/h]	740	2209	3942	670	2746	1075	1515	4922	1458	2715	5020	1615
c, Capacity [veh/h]	128	369	1578	48	196	77	312	1988	589	538	1989	640
d1, Uniform Delay [s]	52.14	52.54	24.60	57.68	55.78	57.54	50.10	25.11	24.48	50.59	38.09	24.08
k, delay calibration	0.50	0.27	0.11	0.18	0.11	0.17	0.11	0.11	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	969.13	93.70	0.06	37.31	1.05	23.31	62.62	0.07	0.17	650.66	193.75	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	3.11	1.17	0.19	0.79	0.35	0.78	1.12	0.27	0.21	2.43	1.43	0.11
d, Delay for Lane Group [s/veh]	1021.27	146.23	24.66	94.99	56.83	80.85	112.72	25.18	24.65	701.25	231.84	24.16
Lane Group LOS	F	F	C	F	E	F	F	C	C	F	F	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	38.53	10.54	1.96	1.71	1.08	2.41	7.61	3.57	2.45	57.08	55.78	1.41
50th-Percentile Queue Length [ft/ln]	963.33	263.58	49.11	42.73	26.98	60.24	190.35	89.33	61.23	1426.95	1394.54	35.31
95th-Percentile Queue Length [veh/ln]	63.11	17.03	3.54	3.08	1.94	4.34	12.77	6.43	4.41	90.78	84.02	2.54
95th-Percentile Queue Length [ft/ln]	1577.83	425.83	88.40	76.92	48.56	108.44	319.28	160.79	110.21	2269.56	2100.61	63.56

Movement, Approach, & Intersection Results

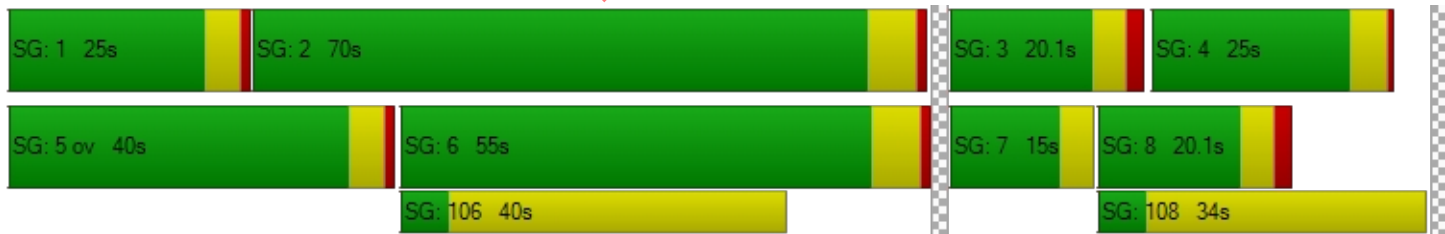
d_M, Delay for Movement [s/veh]	1021.27	146.23	24.66	94.99	56.83	80.85	112.72	25.18	24.65	701.25	231.84	24.16
Movement LOS	F	F	C	F	E	F	F	C	C	F	F	C
d_A, Approach Delay [s/veh]	420.11			74.25			55.58			373.69		
Approach LOS	F			E			E			F		
d_I, Intersection Delay [s/veh]	325.46											
Intersection LOS	F											
Intersection V/C	1.537											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	54.44	0.00	54.44	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.152	0.000	3.360	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	326	238	776	1014
d_b, Bicycle Delay [s]	44.20	49.01	23.63	15.34
I_b,int, Bicycle LOS Score for Intersection	2.499	1.710	2.168	3.883
Bicycle LOS	B	A	B	D

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	171.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.416

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	255	1824	429	40	1334	7	46	109	333	264	166	205
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	255	1824	429	40	1334	7	46	109	289	264	166	171
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	485	114	11	355	2	12	29	77	70	44	45
Total Analysis Volume [veh/h]	271	1940	456	43	1419	7	49	116	307	281	177	182
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		2			2			3			3	
v_di, Inbound Pedestrian Volume crossing in		3			3			2			2	
v_co, Outbound Pedestrian Volume crossing		8			12			7			11	
v_ci, Inbound Pedestrian Volume crossing mi		7			11			8			12	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		2			1			5			14	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	60	60	4	51	51	31	31	31	20	20	20
g / C, Green / Cycle	0.10	0.46	0.46	0.03	0.39	0.39	0.24	0.24	0.24	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.15	0.46	0.50	0.02	0.63	0.63	0.03	0.07	0.23	0.18	0.22	0.27
s, saturation flow rate [veh/h]	1781	3455	1623	1781	1491	781	1420	1577	1318	1536	800	668
c, Capacity [veh/h]	178	1603	753	55	589	308	335	372	311	236	123	103
d1, Uniform Delay [s]	58.50	34.54	34.83	62.54	39.32	39.32	39.30	40.96	48.95	55.02	55.02	54.28
k, delay calibration	0.41	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.26	0.08	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	256.71	20.27	54.23	8.43	273.02	280.24	0.07	0.18	33.86	92.81	238.44	384.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.52	0.99	1.07	0.78	1.59	1.59	0.15	0.31	0.99	1.19	1.44	1.77
d, Delay for Lane Group [s/veh]	315.21	54.81	89.06	70.97	312.33	319.56	39.38	41.14	82.81	147.83	293.46	438.43
Lane Group LOS	F	D	F	E	F	F	D	D	F	F	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	18.47	28.07	33.89	1.55	31.68	33.80	1.26	3.11	12.70	6.90	12.15	14.27
50th-Percentile Queue Length [ft/ln]	461.76	701.68	847.19	38.85	792.04	844.98	31.49	77.73	317.50	172.47	303.76	356.69
95th-Percentile Queue Length [veh/ln]	29.30	36.76	45.85	2.80	51.81	54.97	2.27	5.60	18.54	12.00	20.46	24.55
95th-Percentile Queue Length [ft/ln]	732.48	918.89	1146.36	69.93	1295.27	1374.20	56.69	139.91	463.62	300.10	511.51	613.74

Movement, Approach, & Intersection Results

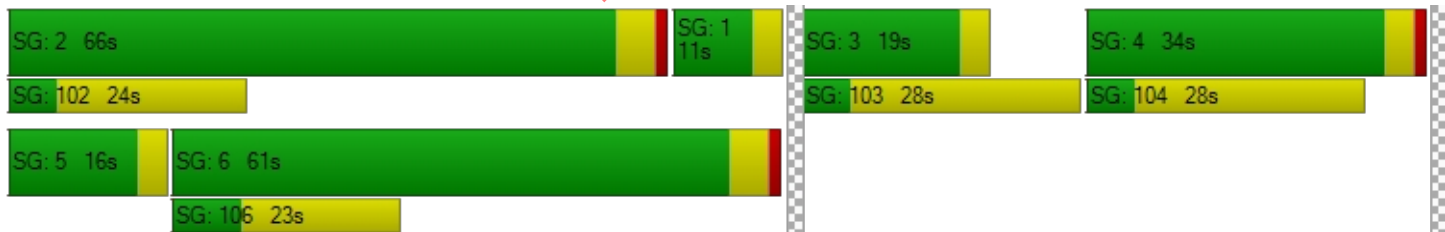
d_M, Delay for Movement [s/veh]	315.21	61.04	89.06	70.97	314.80	319.56	39.38	41.14	82.81	147.83	293.46	438.43
Movement LOS	F	E	F	E	F	F	D	D	F	F	F	F
d_A, Approach Delay [s/veh]	91.66			307.68			68.06			270.74		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	171.84											
Intersection LOS	F											
Intersection V/C	1.416											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.489	3.039	2.448	2.619
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	938	862	462	246
d_b, Bicycle Delay [s]	18.33	21.07	38.56	50.34
I_b,int, Bicycle LOS Score for Intersection	3.026	2.368	2.411	2.672
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_PM.vistro

Scenario 22 Cumu + 2.8NL PM

Report File: P:\...\Cum+2.8NL PM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NEB Thru	1.244	167.3	F
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	EB Thru	1.545	320.8	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.440	195.0	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	167.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.244

Intersection Setup

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↗		↖		↖↗↖↗	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	3881	20	411	1242	72	2089
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	16.10	4.90	3.80	9.00	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3881	20	411	1242	72	2089
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	990	5	105	317	18	533
Total Analysis Volume [veh/h]	3960	20	419	1267	73	2132
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	7		0		8	
v_ci, Inbound Pedestrian Volume crossing mi	8		0		7	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	90	140	50	140	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	5.8	1.5	5.8	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	166	166	166	166	166	166
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	7.80	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	5.80	2.00	0.00
g_i, Effective Green Time [s]	90	90	47	139	15	66
g / C, Green / Cycle	0.54	0.54	0.29	0.84	0.09	0.40
(v / s)_i Volume / Saturation Flow Rate	0.78	0.01	0.12	0.25	0.02	0.50
s, saturation flow rate [veh/h]	5077	1398	3378	5020	3264	4237
c, Capacity [veh/h]	2754	758	965	4209	295	1696
d1, Uniform Delay [s]	37.96	17.62	48.31	2.90	70.21	49.75
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.08
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	197.58	0.02	0.11	0.05	0.16	116.44
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.44	0.03	0.43	0.30	0.25	1.26
d, Delay for Lane Group [s/veh]	235.54	17.64	48.42	2.94	70.37	166.19
Lane Group LOS	F	B	D	A	E	F
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	84.59	0.35	6.93	1.95	1.45	41.41
50th-Percentile Queue Length [ft/ln]	2114.73	8.73	173.16	48.82	36.37	1035.28
95th-Percentile Queue Length [veh/ln]	126.92	0.63	11.24	3.51	2.62	60.28
95th-Percentile Queue Length [ft/ln]	3173.11	15.72	281.06	87.87	65.47	1506.88

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	235.54	17.64	48.42	2.94	70.37	166.19
Movement LOS	F	B	D	A	E	F
d_A, Approach Delay [s/veh]	234.44		14.25		163.02	
Approach LOS	F		B		F	
d_I, Intersection Delay [s/veh]	167.26					
Intersection LOS	F					
Intersection V/C	1.244					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	74.17	0.00	74.17
I_p,int, Pedestrian LOS Score for Intersection	3.982	0.000	3.131
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	506	531	181
d_b, Bicycle Delay [s]	46.24	44.78	68.60
I_b,int, Bicycle LOS Score for Intersection	3.749	2.487	1.670
Bicycle LOS	D	B	A

Sequence

Ring 1	5	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	320.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.545

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Base Volume Input [veh/h]	455	95	1112	159	207	139	96	2558	166	653	871	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.20	10.90	3.30	4.30	1.00	1.70	37.10	2.50	12.00	6.40	5.30	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	70	0	0	45	0	0	1
Total Hourly Volume [veh/h]	455	95	1112	159	207	69	96	2558	121	653	871	33
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	117	24	287	41	53	18	25	659	31	168	224	9
Total Analysis Volume [veh/h]	469	98	1146	164	213	71	99	2637	125	673	898	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			11			11			0	
v_di, Inbound Pedestrian Volume crossing in		0			11			11			0	
v_co, Outbound Pedestrian Volume crossing		8			0			8			0	
v_ci, Inbound Pedestrian Volume crossing mi		8			0			8			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		1			3			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	155
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	5	5	4	5	5	5	4
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.0	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	25	47	47	20	42	47	21	38	64	47	64	38
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	5	5	0	5	5	0	5	0	0	0	5
Pedestrian Clearance [s]	0	0	0	0	29	0	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	2.5	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		Yes	No		Yes	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	4.50	4.50	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	2.50	2.50	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	22	21	50	9	9	9	70	40	40	70	60	60
g / C, Green / Cycle	0.19	0.18	0.44	0.08	0.08	0.08	0.61	0.35	0.35	0.61	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.27	0.07	0.28	0.09	0.13	0.05	0.11	0.86	0.14	0.47	0.18	0.02
s, saturation flow rate [veh/h]	1749	1479	4136	1748	1606	1431	914	3084	889	1436	4959	1615
c, Capacity [veh/h]	335	266	1801	137	126	112	549	1076	310	927	2580	840
d1, Uniform Delay [s]	46.38	41.37	25.18	52.88	52.88	51.00	10.32	37.35	28.29	29.15	16.13	13.49
k, delay calibration	0.50	0.11	0.19	0.41	0.23	0.11	0.11	0.30	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	196.43	0.85	0.67	132.44	326.80	5.76	0.16	654.05	0.84	1.10	0.08	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.40	0.37	0.64	1.20	1.69	0.63	0.18	2.45	0.40	0.73	0.35	0.04
d, Delay for Lane Group [s/veh]	242.81	42.22	25.85	185.31	379.67	56.77	10.47	691.40	29.14	30.26	16.21	13.51
Lane Group LOS	F	D	C	F	F	E	B	F	C	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	27.60	1.23	7.82	9.05	7.56	2.18	0.52	75.04	2.67	4.21	4.55	0.43
50th-Percentile Queue Length [ft/ln]	690.11	30.71	195.53	226.27	188.90	54.53	13.07	1875.96	66.79	105.18	113.64	10.87
95th-Percentile Queue Length [veh/ln]	42.16	2.21	12.41	14.84	13.60	3.93	0.94	123.09	4.81	7.57	8.04	0.78
95th-Percentile Queue Length [ft/ln]	1053.99	55.28	310.19	371.04	340.02	98.16	23.52	3077.23	120.22	189.28	201.05	19.56

Movement, Approach, & Intersection Results

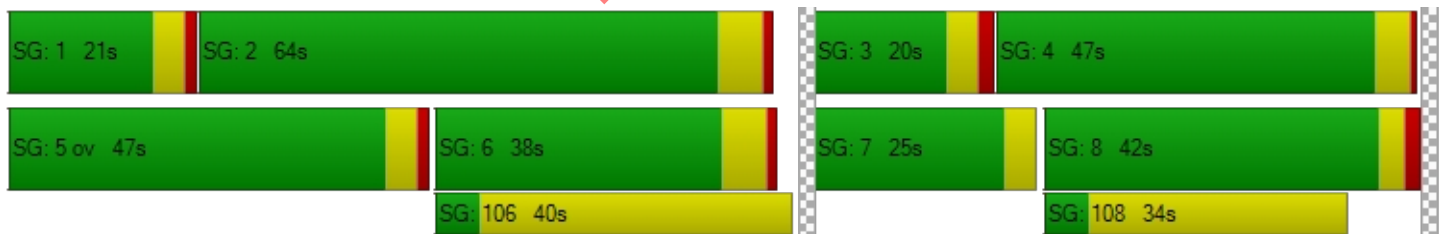
d_M, Delay for Movement [s/veh]	242.81	42.22	25.85	185.31	379.67	56.77	10.47	691.40	29.14	30.26	16.21	13.51
Movement LOS	F	D	C	F	F	E	B	F	C	C	B	B
d_A, Approach Delay [s/veh]	86.19			257.35			638.90			22.04		
Approach LOS	F			F			F			C		
d_I, Intersection Delay [s/veh]	320.84											
Intersection LOS	F											
Intersection V/C	1.545											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.72	0.00	48.72	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.500	0.000	3.268	0.000
Crosswalk LOS	D	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	743	654	558	1011
d_b, Bicycle Delay [s]	22.68	26.03	29.83	14.02
I_b,int, Bicycle LOS Score for Intersection	2.973	1.987	3.158	2.443
Bicycle LOS	C	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	195.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.440

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	338	1310	318	84	1353	41	51	181	352	355	311	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	338	1310	318	84	1353	41	51	181	177	355	311	123
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	360	87	23	372	11	14	50	49	98	85	34
Total Analysis Volume [veh/h]	371	1440	349	92	1487	45	56	199	195	390	342	135
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No			No
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No			No
Maximum Recall	No	No		No	No				No			No
Pedestrian Recall	No	No		No	No				No			No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	63	63	8	58	58	28	28	28	16	16	16
g / C, Green / Cycle	0.10	0.48	0.48	0.06	0.44	0.44	0.22	0.22	0.22	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.29	0.49	0.50	0.10	0.54	0.55	0.03	0.21	0.13	0.11	0.26	0.10
s, saturation flow rate [veh/h]	1273	2481	1176	952	1853	955	1810	965	1538	3409	1303	1414
c, Capacity [veh/h]	127	1199	568	59	824	425	395	211	336	414	158	172
d1, Uniform Delay [s]	58.48	33.59	33.59	60.98	36.09	36.09	40.98	50.03	45.19	56.65	57.10	54.80
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.04	0.18	0.04	0.04	0.50	0.10
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	881.24	27.06	45.48	270.80	112.04	122.78	0.06	25.42	0.59	4.80	543.17	7.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.91	1.00	1.03	1.56	1.23	1.23	0.14	0.94	0.58	0.94	2.16	0.79
d, Delay for Lane Group [s/veh]	939.73	60.65	79.07	331.78	148.13	158.86	41.04	75.44	45.79	61.45	600.27	61.93
Lane Group LOS	F	F	F	F	F	F	D	E	D	E	F	E
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	35.32	22.31	24.06	6.38	25.75	27.80	1.47	7.84	5.68	6.62	29.06	4.59
50th-Percentile Queue Length [ft/ln]	882.99	557.69	601.44	159.50	643.74	695.02	36.77	195.99	141.95	165.52	726.46	114.72
95th-Percentile Queue Length [veh/ln]	55.99	30.16	32.83	11.48	38.90	41.75	2.65	12.43	9.59	10.84	46.75	8.10
95th-Percentile Queue Length [ft/ln]	1399.66	753.94	820.78	287.10	972.40	1043.81	66.19	310.79	239.65	271.02	1168.70	202.55

Movement, Approach, & Intersection Results

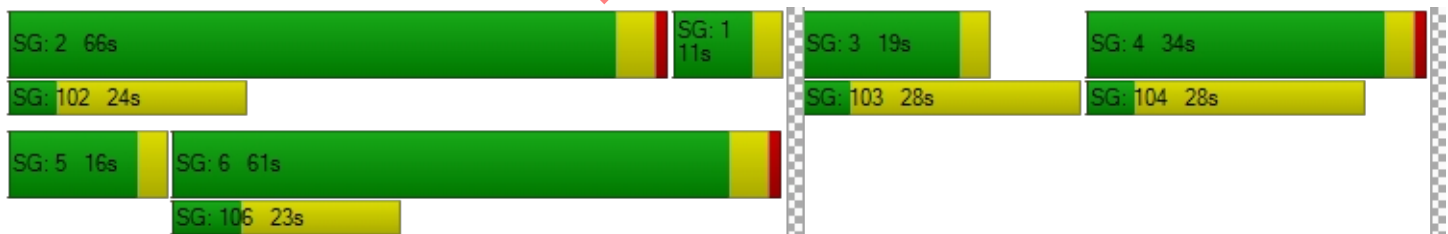
d_M, Delay for Movement [s/veh]	939.73	63.67	79.07	331.78	151.57	158.86	41.04	75.44	45.79	61.45	600.27	61.93
Movement LOS	F	E	E	F	F	F	D	E	D	E	F	E
d_A, Approach Delay [s/veh]	216.63			161.98			58.31			274.07		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	195.03											
Intersection LOS	F											
Intersection V/C	1.440											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.431	2.996	2.735	2.788
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	939	862	462	246
d_b, Bicycle Delay [s]	18.31	21.11	38.53	50.13
I_b,int, Bicycle LOS Score for Intersection	2.748	2.453	2.591	3.064
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_AM.vistro

Scenario 23 Cumu + 2.8 Loop AM

Report File: P:\...\Cum+2.8Loop AM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Left	0.878	21.8	C
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	NB Left	1.522	318.1	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	WB Right	1.424	170.8	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	21.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.878

Intersection Setup

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↔		↔		↔↔↔↔↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	902	141	1709	3335	375	476
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.40	3.50	1.60	3.10	2.20	3.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	902	141	1709	3335	375	476
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	232	36	440	860	97	123
Total Analysis Volume [veh/h]	930	145	1762	3438	387	491
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	6		0		7	
v_ci, Inbound Pedestrian Volume crossing mi	7		0		6	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	35	110	75	110	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	3.9	1.5	3.9	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	125	125	125	125	125	125
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	5.90	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	3.90	2.00	0.00
g_i, Effective Green Time [s]	30	30	67	100	15	86
g / C, Green / Cycle	0.24	0.24	0.53	0.80	0.12	0.68
(v / s)_i Volume / Saturation Flow Rate	0.19	0.09	0.51	0.68	0.11	0.12
s, saturation flow rate [veh/h]	4955	1545	3470	5049	3453	4166
c, Capacity [veh/h]	1192	372	1846	4046	413	2848
d1, Uniform Delay [s]	44.48	39.80	27.89	7.75	54.69	7.11
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.38	0.80	1.53	0.65	4.45	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.39	0.95	0.85	0.94	0.17
d, Delay for Lane Group [s/veh]	45.85	40.61	29.43	8.40	59.14	7.12
Lane Group LOS	D	D	C	A	E	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.70	3.66	22.35	10.65	6.25	1.47
50th-Percentile Queue Length [ft/ln]	217.49	91.53	558.77	266.13	156.27	36.71
95th-Percentile Queue Length [veh/ln]	13.54	6.59	30.10	16.00	10.35	2.64
95th-Percentile Queue Length [ft/ln]	338.42	164.75	752.61	399.90	258.78	66.07

Movement, Approach, & Intersection Results

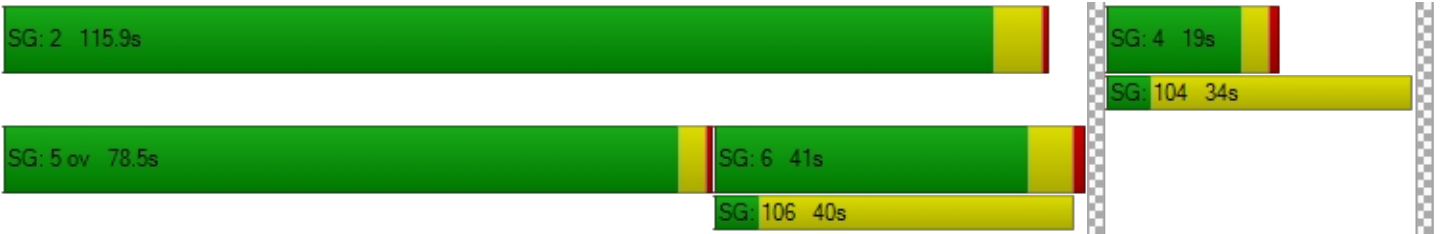
d_M, Delay for Movement [s/veh]	45.85	40.61	29.43	8.40	59.14	7.12
Movement LOS	D	D	C	A	E	A
d_A, Approach Delay [s/veh]	45.15		15.53		30.05	
Approach LOS	D		B		C	
d_I, Intersection Delay [s/veh]	21.76					
Intersection LOS	C					
Intersection V/C	0.878					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	53.94	0.00	53.94
I_p,int, Pedestrian LOS Score for Intersection	3.862	0.000	3.064
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	559	224	240
d_b, Bicycle Delay [s]	32.51	49.43	48.52
I_b,int, Bicycle LOS Score for Intersection	2.151	4.420	1.670
Bicycle LOS	B	E	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	318.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.522

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	2	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Base Volume Input [veh/h]	380	425	314	37	67	75	341	517	232	1268	2790	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.90	4.20	10.20	37.50	30.50	40.50	4.60	6.20	12.30	6.70	3.80	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	16	0	0	106	0	0	0
Total Hourly Volume [veh/h]	380	425	314	37	67	59	341	517	126	1268	2790	72
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	97	108	80	9	17	15	87	132	32	323	712	18
Total Analysis Volume [veh/h]	388	434	320	38	68	60	348	528	129	1294	2847	73
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			2			3			0	
v_di, Inbound Pedestrian Volume crossing in		0			3			2			0	
v_co, Outbound Pedestrian Volume crossing		4			0			3			0	
v_ci, Inbound Pedestrian Volume crossing mi		3			0			4			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	6	8	8	15	15	8	6	10	10	6	10	10
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.6	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	15	25	25	20	20	25	25	55	70	40	70	55
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	7	7	0	5	7	0	5	0	0	0	5
Pedestrian Clearance [s]	0	10	10	0	29	10	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	3.1	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		No	Yes		No	Yes	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	126	126	126	126	126	126	126	126	126	126	126	126
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	5.10	5.10	4.60	6.00	6.00	4.60	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	3.10	3.10	2.60	4.00	4.00	2.60	4.00	4.00
g_i, Effective Green Time [s]	22	21	51	9	9	9	26	51	51	25	50	50
g / C, Green / Cycle	0.17	0.17	0.40	0.07	0.07	0.07	0.21	0.40	0.40	0.20	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.52	0.20	0.08	0.06	0.02	0.06	0.23	0.11	0.09	0.48	0.57	0.05
s, saturation flow rate [veh/h]	740	2209	3942	670	2746	1075	1515	4922	1458	2715	5020	1615
c, Capacity [veh/h]	128	369	1578	48	196	77	312	1988	589	538	1989	640
d1, Uniform Delay [s]	52.14	52.54	24.70	57.68	55.78	57.54	50.10	25.10	24.59	50.59	38.09	24.08
k, delay calibration	0.50	0.27	0.11	0.18	0.11	0.17	0.11	0.11	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	930.88	93.71	0.06	37.31	1.05	23.31	62.62	0.07	0.19	638.15	194.65	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	3.02	1.17	0.20	0.79	0.35	0.78	1.12	0.27	0.22	2.41	1.43	0.11
d, Delay for Lane Group [s/veh]	983.02	146.25	24.76	94.99	56.83	80.85	112.72	25.17	24.77	688.74	232.74	24.16
Lane Group LOS	F	F	C	F	E	F	F	C	C	F	F	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	37.17	10.54	2.06	1.71	1.08	2.41	7.61	3.57	2.58	56.14	55.95	1.41
50th-Percentile Queue Length [ft/ln]	929.20	263.59	51.56	42.73	26.98	60.24	190.35	89.14	64.51	1403.59	1398.68	35.31
95th-Percentile Queue Length [veh/ln]	61.02	17.03	3.71	3.08	1.94	4.34	12.77	6.42	4.64	89.32	84.30	2.54
95th-Percentile Queue Length [ft/ln]	1525.42	425.85	92.81	76.92	48.56	108.43	319.27	160.44	116.12	2233.12	2107.58	63.56

Movement, Approach, & Intersection Results

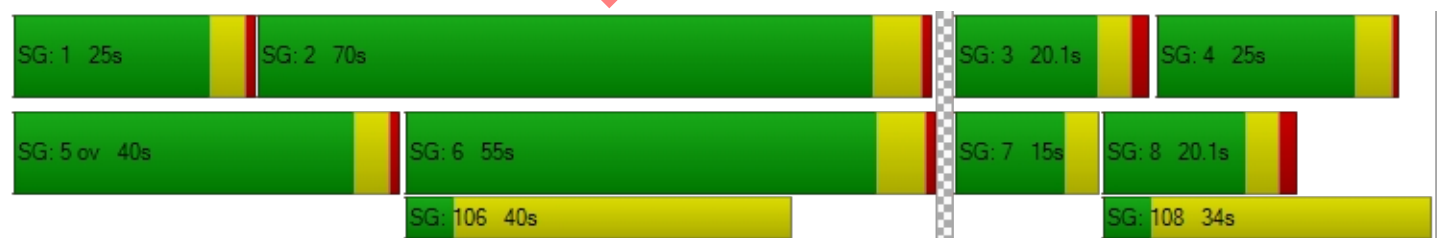
d_M, Delay for Movement [s/veh]	983.02	146.25	24.76	94.99	56.83	80.85	112.72	25.17	24.77	688.74	232.74	24.16
Movement LOS	F	F	C	F	E	F	F	C	C	F	F	C
d_A, Approach Delay [s/veh]	396.51			74.25			55.44			369.15		
Approach LOS	F			E			E			F		
d_I, Intersection Delay [s/veh]	318.13											
Intersection LOS	F											
Intersection V/C	1.522											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	54.44	0.00	54.44	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.152	0.000	3.360	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	326	238	776	1014
d_b, Bicycle Delay [s]	44.20	49.01	23.63	15.34
I_b,int, Bicycle LOS Score for Intersection	2.502	1.710	2.171	3.877
Bicycle LOS	B	A	B	D

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	170.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.424

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	247	1857	407	40	1352	7	47	106	327	260	166	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	247	1857	407	40	1352	7	47	106	283	260	166	176
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	494	108	11	360	2	13	28	75	69	44	47
Total Analysis Volume [veh/h]	263	1976	433	43	1438	7	50	113	301	277	177	187
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		2			2			3			3	
v_di, Inbound Pedestrian Volume crossing in		3			3			2			2	
v_co, Outbound Pedestrian Volume crossing		8			12			7			11	
v_ci, Inbound Pedestrian Volume crossing mi		7			11			8			12	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		2			1			5			14	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	61	61	4	52	52	30	30	30	20	20	20
g / C, Green / Cycle	0.10	0.47	0.47	0.03	0.40	0.40	0.23	0.23	0.23	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.15	0.46	0.50	0.02	0.64	0.64	0.04	0.07	0.23	0.18	0.22	0.28
s, saturation flow rate [veh/h]	1781	3455	1633	1781	1491	781	1420	1577	1317	1536	800	668
c, Capacity [veh/h]	178	1619	765	55	596	312	329	365	305	236	123	103
d1, Uniform Delay [s]	58.50	34.09	34.54	62.54	39.02	39.02	39.80	41.37	49.26	55.02	55.02	54.28
k, delay calibration	0.38	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.25	0.07	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	236.29	19.10	50.79	8.43	274.11	281.25	0.08	0.18	33.36	85.09	238.51	405.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.48	0.99	1.06	0.78	1.59	1.59	0.15	0.31	0.99	1.17	1.44	1.82
d, Delay for Lane Group [s/veh]	294.79	53.19	85.33	70.97	313.13	320.27	39.88	41.54	82.62	140.11	293.53	459.51
Lane Group LOS	F	D	F	E	F	F	D	D	F	F	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	17.46	27.81	33.67	1.55	32.13	34.27	1.29	3.04	12.42	6.64	12.15	14.87
50th-Percentile Queue Length [ft/ln]	436.51	695.37	841.67	38.85	803.32	856.81	32.37	76.05	310.40	166.12	303.78	371.68
95th-Percentile Queue Length [veh/ln]	27.70	36.46	45.30	2.80	52.55	55.74	2.33	5.48	18.19	11.58	20.46	25.56
95th-Percentile Queue Length [ft/ln]	692.61	911.60	1132.44	69.93	1313.76	1393.55	58.27	136.90	454.86	289.61	511.56	638.92

Movement, Approach, & Intersection Results

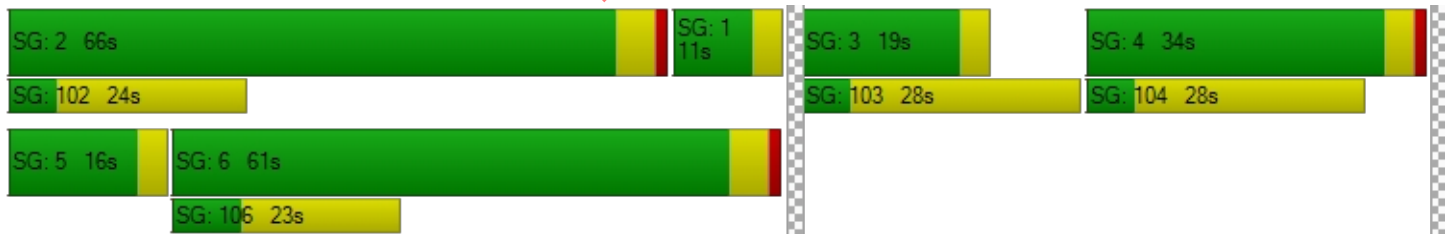
d_M, Delay for Movement [s/veh]	294.79	59.38	85.33	70.97	315.56	320.27	39.88	41.54	82.62	140.11	293.53	459.51
Movement LOS	F	E	F	E	F	F	D	D	F	F	F	F
d_A, Approach Delay [s/veh]	86.76			308.52			68.01			275.65		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	170.78											
Intersection LOS	F											
Intersection V/C	1.424											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.492	3.046	2.444	2.614
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	938	862	462	246
d_b, Bicycle Delay [s]	18.33	21.07	38.56	50.34
I_b,int, Bicycle LOS Score for Intersection	3.029	2.378	2.398	2.673
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_PM.vistro

Scenario 23 Cumu + 2.8Loop PM

Report File: P:\...\Cum+2.8Loop PM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NEB Thru	1.252	168.5	F
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	EB Thru	1.548	311.5	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.404	187.9	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	168.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.252

Intersection Setup

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↗		↖		↖↗↖↗	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	3773	20	414	1238	77	2212
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	16.10	4.90	3.80	9.00	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3773	20	414	1238	77	2212
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	963	5	106	316	20	564
Total Analysis Volume [veh/h]	3850	20	422	1263	79	2257
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	7		0		8	
v_ci, Inbound Pedestrian Volume crossing mi	8		0		7	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	90	140	50	140	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	5.8	1.5	5.8	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	168	168	168	168	168	168
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	7.80	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	5.80	2.00	0.00
g_i, Effective Green Time [s]	90	90	50	142	15	69
g / C, Green / Cycle	0.53	0.53	0.30	0.84	0.09	0.41
(v / s)_i Volume / Saturation Flow Rate	0.76	0.01	0.12	0.25	0.02	0.53
s, saturation flow rate [veh/h]	5077	1398	3378	5020	3264	4237
c, Capacity [veh/h]	2713	747	1001	4221	291	1734
d1, Uniform Delay [s]	39.21	18.52	47.64	2.85	71.61	49.75
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	189.12	0.02	0.11	0.05	0.19	136.78
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.42	0.03	0.42	0.30	0.27	1.30
d, Delay for Lane Group [s/veh]	228.33	18.54	47.74	2.90	71.80	186.53
Lane Group LOS	F	B	D	A	E	F
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	82.01	0.36	6.98	1.94	1.61	45.96
50th-Percentile Queue Length [ft/ln]	2050.32	9.10	174.55	48.61	40.17	1148.89
95th-Percentile Queue Length [veh/ln]	122.43	0.66	11.32	3.50	2.89	67.55
95th-Percentile Queue Length [ft/ln]	3060.77	16.38	282.89	87.50	72.30	1688.70

Movement, Approach, & Intersection Results

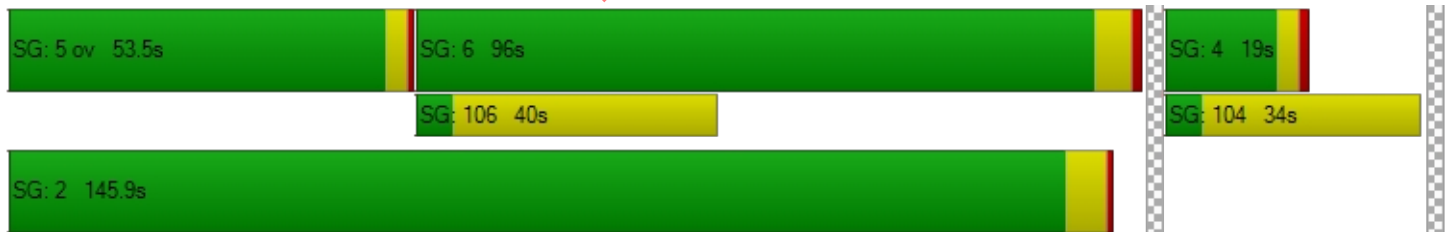
d_M, Delay for Movement [s/veh]	228.33	18.54	47.74	2.90	71.80	186.53
Movement LOS	F	B	D	A	E	F
d_A, Approach Delay [s/veh]	227.24		14.13		182.65	
Approach LOS	F		B		F	
d_I, Intersection Delay [s/veh]	168.54					
Intersection LOS	F					
Intersection V/C	1.252					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	75.45	0.00	75.45
I_p,int, Pedestrian LOS Score for Intersection	3.956	0.000	3.151
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	499	523	178
d_b, Bicycle Delay [s]	47.45	45.98	69.88
I_b,int, Bicycle LOS Score for Intersection	3.688	2.486	1.670
Bicycle LOS	D	B	A

Sequence

Ring 1	5	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	311.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.548

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Base Volume Input [veh/h]	485	95	1112	159	209	138	97	2504	167	660	863	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.20	10.90	3.30	4.30	1.00	1.70	37.10	2.50	12.00	6.40	5.30	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	70	0	0	45	0	0	1
Total Hourly Volume [veh/h]	485	95	1112	159	209	68	97	2504	122	660	863	33
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	125	24	287	41	54	18	25	645	31	170	222	9
Total Analysis Volume [veh/h]	500	98	1146	164	215	70	100	2581	126	680	890	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			11			11			0	
v_di, Inbound Pedestrian Volume crossing in		0			11			11			0	
v_co, Outbound Pedestrian Volume crossing		8			0			8			0	
v_ci, Inbound Pedestrian Volume crossing mi		8			0			8			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		1			3			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	155
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	5	5	4	5	5	5	4
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.0	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	25	47	47	20	42	47	21	38	64	47	64	38
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	5	5	0	5	5	0	5	0	0	0	5
Pedestrian Clearance [s]	0	0	0	0	29	0	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	2.5	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		Yes	No		Yes	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	4.50	4.50	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	2.50	2.50	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	22	21	50	9	9	9	70	40	40	70	60	60
g / C, Green / Cycle	0.19	0.18	0.44	0.08	0.08	0.08	0.61	0.35	0.35	0.61	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.29	0.07	0.28	0.09	0.13	0.05	0.11	0.84	0.14	0.47	0.18	0.02
s, saturation flow rate [veh/h]	1749	1479	4136	1748	1606	1431	920	3084	889	1443	4959	1615
c, Capacity [veh/h]	335	266	1801	137	126	112	553	1076	310	927	2578	840
d1, Uniform Delay [s]	46.38	41.37	25.18	52.88	52.88	50.97	10.31	37.35	28.33	29.32	16.12	13.51
k, delay calibration	0.50	0.11	0.19	0.41	0.24	0.11	0.11	0.29	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	236.08	0.85	0.67	132.44	334.07	5.56	0.16	630.60	0.86	1.15	0.08	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.49	0.37	0.64	1.20	1.71	0.62	0.18	2.40	0.41	0.73	0.35	0.04
d, Delay for Lane Group [s/veh]	282.46	42.22	25.85	185.31	386.94	56.53	10.46	667.95	29.19	30.47	16.20	13.53
Lane Group LOS	F	D	C	F	F	E	B	F	C	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	31.30	1.23	7.82	9.05	7.68	2.15	0.53	72.70	2.70	4.27	4.50	0.44
50th-Percentile Queue Length [ft/ln]	782.46	30.71	195.53	226.27	192.08	53.64	13.21	1817.51	67.42	106.66	112.51	10.88
95th-Percentile Queue Length [veh/ln]	48.14	2.21	12.41	14.84	13.83	3.86	0.95	119.26	4.85	7.65	7.98	0.78
95th-Percentile Queue Length [ft/ln]	1203.50	55.28	310.19	371.04	345.74	96.55	23.77	2981.61	121.35	191.35	199.49	19.58

Movement, Approach, & Intersection Results

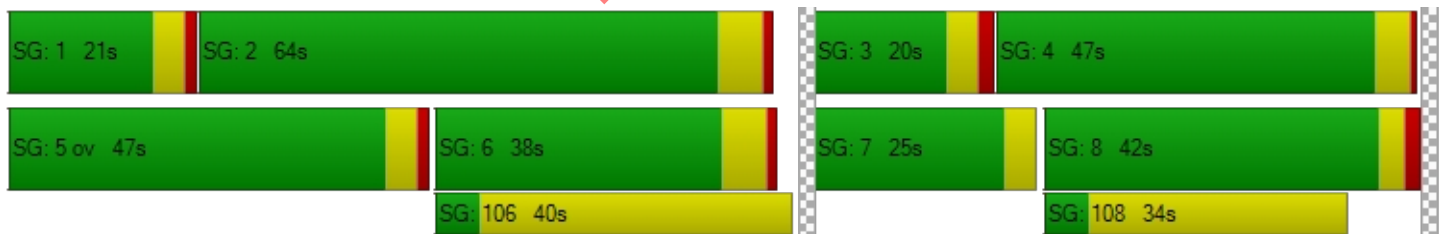
d_M, Delay for Movement [s/veh]	282.46	42.22	25.85	185.31	386.94	56.53	10.46	667.95	29.19	30.47	16.20	13.53
Movement LOS	F	D	C	F	F	E	B	F	C	C	B	B
d_A, Approach Delay [s/veh]	100.34			261.78			615.85			22.19		
Approach LOS	F			F			F			C		
d_I, Intersection Delay [s/veh]	311.45											
Intersection LOS	F											
Intersection V/C	1.548											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.72	0.00	48.72	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.507	0.000	3.267	0.000
Crosswalk LOS	D	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	743	654	558	1011
d_b, Bicycle Delay [s]	22.68	26.03	29.83	14.02
I_b,int, Bicycle LOS Score for Intersection	2.998	1.988	3.128	2.442
Bicycle LOS	C	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	187.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.404

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	330	1310	308	91	1318	34	48	182	353	395	299	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	330	1310	308	91	1318	34	48	182	178	395	299	76
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	360	85	25	362	9	13	50	49	109	82	21
Total Analysis Volume [veh/h]	363	1440	338	100	1448	37	53	200	196	434	329	84
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	63	63	8	58	58	29	29	29	16	16	16
g / C, Green / Cycle	0.10	0.48	0.48	0.06	0.44	0.44	0.22	0.22	0.22	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.29	0.48	0.49	0.11	0.53	0.53	0.03	0.21	0.13	0.13	0.25	0.06
s, saturation flow rate [veh/h]	1273	2481	1179	952	1853	957	1810	965	1538	3409	1303	1414
c, Capacity [veh/h]	127	1196	569	59	822	425	397	212	337	414	158	172
d1, Uniform Delay [s]	58.48	33.66	33.66	60.98	36.15	36.15	40.81	49.97	45.11	57.10	57.10	52.95
k, delay calibration	0.50	0.50	0.50	0.15	0.50	0.50	0.04	0.18	0.04	0.04	0.50	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	853.21	26.04	43.74	336.29	97.24	108.15	0.06	25.69	0.59	27.83	506.82	0.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.85	1.00	1.02	1.70	1.19	1.19	0.13	0.94	0.58	1.05	2.08	0.49
d, Delay for Lane Group [s/veh]	911.70	59.69	77.40	397.27	133.39	144.30	40.86	75.65	45.70	84.93	563.92	53.75
Lane Group LOS	F	F	F	F	F	F	D	E	D	F	F	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	34.33	22.10	23.80	7.45	24.01	26.10	1.39	7.89	5.70	8.39	27.46	2.59
50th-Percentile Queue Length [ft/ln]	858.19	552.46	595.01	186.24	600.13	652.40	34.69	197.34	142.57	209.64	686.53	64.82
95th-Percentile Queue Length [veh/ln]	54.52	29.81	32.37	13.41	35.95	38.80	2.50	12.50	9.62	13.40	44.26	4.67
95th-Percentile Queue Length [ft/ln]	1362.95	745.23	809.32	335.24	898.70	970.00	62.45	312.53	240.48	334.94	1106.39	116.68

Movement, Approach, & Intersection Results

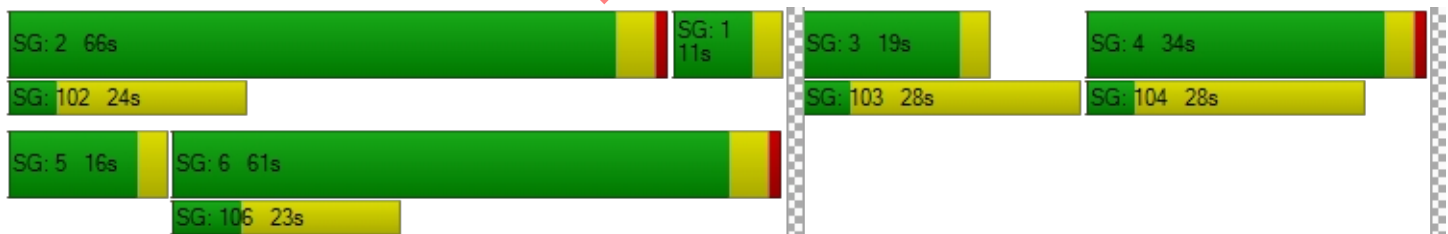
d_M, Delay for Movement [s/veh]	911.70	62.69	77.40	397.27	136.93	144.30	40.86	75.65	45.70	84.93	563.92	53.75
Movement LOS	F	E	E	F	F	F	D	E	D	F	F	D
d_A, Approach Delay [s/veh]	208.96			153.53			58.47			267.89		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	187.95											
Intersection LOS	F											
Intersection V/C	1.404											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.429	2.985	2.727	2.784
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	939	862	462	246
d_b, Bicycle Delay [s]	18.31	21.11	38.53	50.13
I_b,int, Bicycle LOS Score for Intersection	2.737	2.431	2.589	3.031
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_AM.vistro

Report File: P:\...\Cum+3.35NL AM.pdf

Scenario 24 Cumu + 3.35 NL AM

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Left	0.859	20.2	C
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	NB Left	1.510	320.0	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	WB Right	1.404	168.7	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	20.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.859

Intersection Setup

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↔		↔		↔↔↔↔↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	908	122	1690	3394	314	445
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.40	3.50	1.60	3.10	2.20	3.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	908	122	1690	3394	314	445
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	234	31	436	875	81	115
Total Analysis Volume [veh/h]	936	126	1742	3499	324	459
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	6		0		7	
v_ci, Inbound Pedestrian Volume crossing mi	7		0		6	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	35	110	75	110	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	3.9	1.5	3.9	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	119	119	119	119	119	119
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	5.90	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	3.90	2.00	0.00
g_i, Effective Green Time [s]	29	29	63	96	13	81
g / C, Green / Cycle	0.25	0.25	0.53	0.80	0.11	0.67
(v / s)_i Volume / Saturation Flow Rate	0.19	0.08	0.50	0.69	0.09	0.11
s, saturation flow rate [veh/h]	4955	1545	3470	5049	3453	4166
c, Capacity [veh/h]	1217	380	1833	4060	390	2811
d1, Uniform Delay [s]	41.90	36.95	26.68	7.46	51.87	7.10
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.27	0.61	1.41	0.71	1.78	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.77	0.33	0.95	0.86	0.83	0.16
d, Delay for Lane Group [s/veh]	43.17	37.57	28.09	8.17	53.64	7.11
Lane Group LOS	D	D	C	A	D	A
Critical Lane Group	No	No	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	8.22	2.94	20.68	9.67	4.80	1.32
50th-Percentile Queue Length [ft/ln]	205.43	73.50	517.06	241.63	119.96	33.05
95th-Percentile Queue Length [veh/ln]	12.92	5.29	28.14	14.76	8.39	2.38
95th-Percentile Queue Length [ft/ln]	322.96	132.31	703.52	369.10	209.77	59.49

Movement, Approach, & Intersection Results

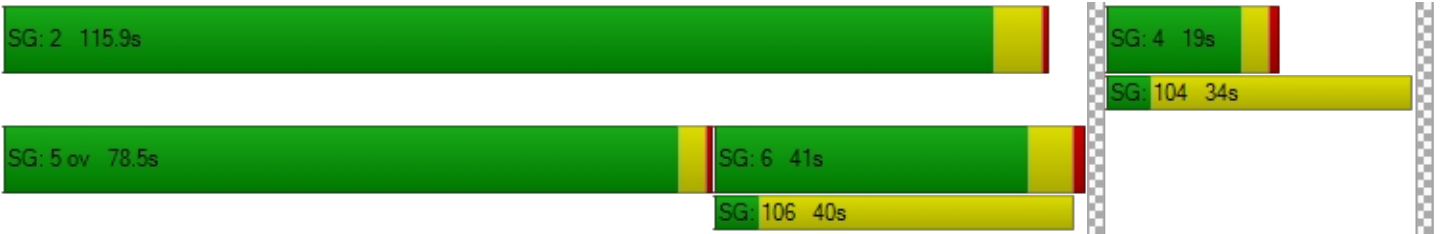
d_M, Delay for Movement [s/veh]	43.17	37.57	28.09	8.17	53.64	7.11
Movement LOS	D	D	C	A	D	A
d_A, Approach Delay [s/veh]	42.51		14.79		26.36	
Approach LOS	D		B		C	
d_I, Intersection Delay [s/veh]	20.23					
Intersection LOS	C					
Intersection V/C	0.859					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	51.02	0.00	51.02
I_p,int, Pedestrian LOS Score for Intersection	3.856	0.000	3.040
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	586	235	251
d_b, Bicycle Delay [s]	29.81	46.53	45.62
I_b,int, Bicycle LOS Score for Intersection	2.144	4.442	1.670
Bicycle LOS	B	E	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	320.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.510

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	2	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Base Volume Input [veh/h]	374	425	303	37	67	76	341	515	238	1289	2775	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.90	4.20	10.20	37.50	30.50	40.50	4.60	6.20	12.30	6.70	3.80	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	16	0	0	106	0	0	0
Total Hourly Volume [veh/h]	374	425	303	37	67	60	341	515	132	1289	2775	72
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	95	108	77	9	17	15	87	131	34	329	708	18
Total Analysis Volume [veh/h]	382	434	309	38	68	61	348	526	135	1315	2832	73
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			2			3			0	
v_di, Inbound Pedestrian Volume crossing in		0			3			2			0	
v_co, Outbound Pedestrian Volume crossing		4			0			3			0	
v_ci, Inbound Pedestrian Volume crossing mi		3			0			4			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	6	8	8	15	15	8	6	10	10	6	10	10
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.6	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	15	25	25	20	20	25	25	55	70	40	70	55
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	7	7	0	5	7	0	5	0	0	0	5
Pedestrian Clearance [s]	0	10	10	0	29	10	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	3.1	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		No	Yes		No	Yes	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	126	126	126	126	126	126	126	126	126	126	126	126
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	5.10	5.10	4.60	6.00	6.00	4.60	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	3.10	3.10	2.60	4.00	4.00	2.60	4.00	4.00
g_i, Effective Green Time [s]	22	21	51	9	9	9	26	51	51	25	50	50
g / C, Green / Cycle	0.17	0.17	0.40	0.07	0.07	0.07	0.21	0.40	0.40	0.20	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.52	0.20	0.08	0.06	0.02	0.06	0.23	0.11	0.09	0.48	0.56	0.05
s, saturation flow rate [veh/h]	740	2209	3942	670	2746	1075	1515	4922	1458	2715	5020	1615
c, Capacity [veh/h]	128	369	1578	48	196	77	312	1989	589	538	1989	640
d1, Uniform Delay [s]	52.14	52.54	24.62	57.68	55.78	57.60	50.10	25.09	24.70	50.59	38.09	24.08
k, delay calibration	0.50	0.27	0.11	0.18	0.11	0.18	0.11	0.11	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	910.02	93.72	0.06	37.31	1.05	25.51	62.62	0.07	0.20	655.65	191.27	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.98	1.17	0.20	0.79	0.35	0.79	1.12	0.26	0.23	2.44	1.42	0.11
d, Delay for Lane Group [s/veh]	962.17	146.26	24.68	94.99	56.83	83.10	112.72	25.16	24.89	706.24	229.35	24.16
Lane Group LOS	F	F	C	F	E	F	F	C	C	F	F	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	36.42	10.54	1.99	1.71	1.08	2.49	7.61	3.55	2.71	57.45	55.32	1.41
50th-Percentile Queue Length [ft/ln]	910.58	263.60	49.64	42.73	26.98	62.26	190.35	88.76	67.82	1436.28	1383.09	35.31
95th-Percentile Queue Length [veh/ln]	59.87	17.03	3.57	3.08	1.94	4.48	12.77	6.39	4.88	91.36	83.25	2.54
95th-Percentile Queue Length [ft/ln]	1496.76	425.86	89.34	76.92	48.56	112.06	319.27	159.76	122.08	2284.11	2081.37	63.56

Movement, Approach, & Intersection Results

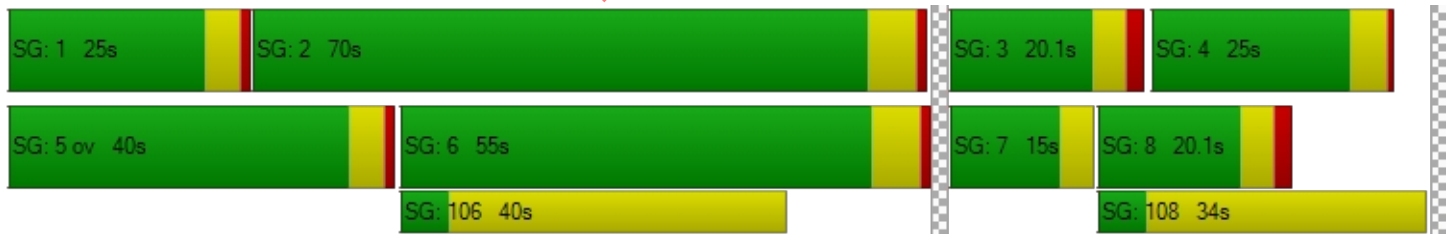
d_M, Delay for Movement [s/veh]	962.17	146.26	24.68	94.99	56.83	83.10	112.72	25.16	24.89	706.24	229.35	24.16
Movement LOS	F	F	C	F	E	F	F	C	C	F	F	C
d_A, Approach Delay [s/veh]	389.91			75.11			55.32			374.41		
Approach LOS	F			E			E			F		
d_I, Intersection Delay [s/veh]	320.04											
Intersection LOS	F											
Intersection V/C	1.510											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	54.44	0.00	54.44	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.152	0.000	3.359	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	326	238	776	1014
d_b, Bicycle Delay [s]	44.20	49.01	23.63	15.34
I_b,int, Bicycle LOS Score for Intersection	2.488	1.711	2.173	3.881
Bicycle LOS	B	A	B	D

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	168.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.404

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	240	1854	443	40	1330	7	49	111	328	268	166	207
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	240	1854	443	40	1330	7	49	111	284	268	166	173
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	493	118	11	354	2	13	30	76	71	44	46
Total Analysis Volume [veh/h]	255	1972	471	43	1415	7	52	118	302	285	177	184
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		2			2			3			3	
v_di, Inbound Pedestrian Volume crossing in		3			3			2			2	
v_co, Outbound Pedestrian Volume crossing		8			12			7			11	
v_ci, Inbound Pedestrian Volume crossing mi		7			11			8			12	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		2			1			5			14	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	61	61	4	52	52	30	30	30	20	20	20
g / C, Green / Cycle	0.10	0.47	0.47	0.03	0.40	0.40	0.23	0.23	0.23	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.14	0.47	0.51	0.02	0.63	0.63	0.04	0.07	0.23	0.19	0.22	0.28
s, saturation flow rate [veh/h]	1781	3455	1621	1781	1491	781	1420	1577	1317	1536	800	668
c, Capacity [veh/h]	178	1614	758	55	594	311	330	367	307	236	123	103
d1, Uniform Delay [s]	58.50	34.63	34.63	62.54	39.11	39.11	39.72	41.36	49.13	55.02	55.02	54.28
k, delay calibration	0.36	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.25	0.08	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	215.94	22.79	60.02	8.43	265.33	272.61	0.08	0.19	32.81	100.61	238.46	392.56
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.43	1.00	1.09	0.78	1.57	1.57	0.16	0.32	0.99	1.21	1.44	1.79
d, Delay for Lane Group [s/veh]	274.44	57.41	94.65	70.97	304.44	311.72	39.80	41.55	81.95	155.63	293.48	446.85
Lane Group LOS	F	F	F	E	F	F	D	D	F	F	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	16.45	29.22	35.26	1.55	31.29	33.40	1.35	3.18	12.41	7.15	12.15	14.51
50th-Percentile Queue Length [ft/ln]	411.33	730.47	881.55	38.85	782.36	835.06	33.67	79.59	310.36	178.85	303.76	362.68
95th-Percentile Queue Length [veh/ln]	26.11	38.13	48.06	2.80	51.10	54.23	2.42	5.73	18.19	12.43	20.46	24.95
95th-Percentile Queue Length [ft/ln]	652.82	953.33	1201.50	69.93	1277.42	1355.81	60.60	143.25	454.81	310.68	511.53	623.81

Movement, Approach, & Intersection Results

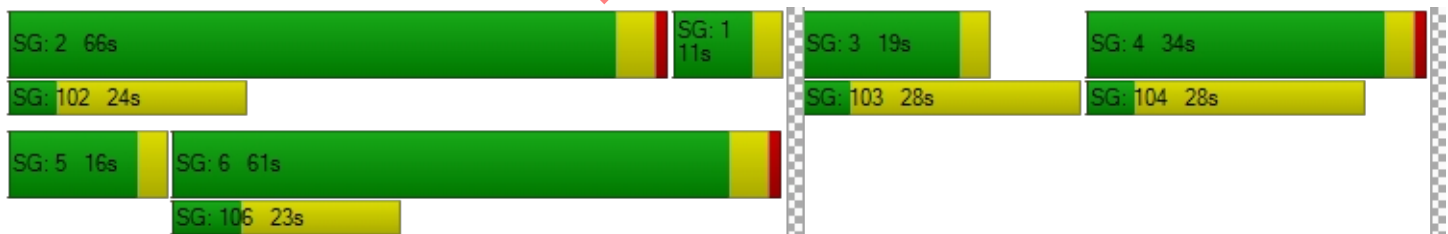
d_M, Delay for Movement [s/veh]	274.44	64.11	94.65	70.97	306.92	311.72	39.80	41.55	81.95	155.63	293.48	446.85
Movement LOS	F	E	F	E	F	F	D	D	F	F	F	F
d_A, Approach Delay [s/veh]	89.32			300.02			67.20			276.35		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	168.67											
Intersection LOS	F											
Intersection V/C	1.404											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.494	3.043	2.444	2.623
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	938	862	462	246
d_b, Bicycle Delay [s]	18.33	21.07	38.56	50.34
I_b,int, Bicycle LOS Score for Intersection	3.044	2.365	2.411	2.682
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 24 Cumu + 3.35NL PM

Report File: P:\...\Cum+3.35NL PM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NEB Thru	1.251	170.7	F
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	EB Thru	1.574	329.0	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.450	194.7	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	170.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.251

Intersection Setup

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↗		↖		↖↗↖↗	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	3876	20	400	1233	68	2123
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	16.10	4.90	3.80	9.00	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3876	20	400	1233	68	2123
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	989	5	102	315	17	542
Total Analysis Volume [veh/h]	3955	20	408	1258	69	2166
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0		0
v_di, Inbound Pedestrian Volume crossing in	0			0		0
v_co, Outbound Pedestrian Volume crossing	7			0		8
v_ci, Inbound Pedestrian Volume crossing mi	8			0		7
v_ab, Corner Pedestrian Volume [ped/h]	0			0		0
Bicycle Volume [bicycles/h]	0			1		0

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	90	140	50	140	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	5.8	1.5	5.8	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	167	167	167	167	167	167
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	7.80	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	5.80	2.00	0.00
g_i, Effective Green Time [s]	90	90	49	140	15	68
g / C, Green / Cycle	0.54	0.54	0.29	0.84	0.09	0.40
(v / s)_i Volume / Saturation Flow Rate	0.78	0.01	0.12	0.25	0.02	0.51
s, saturation flow rate [veh/h]	5077	1398	3378	5020	3264	4237
c, Capacity [veh/h]	2734	753	983	4215	293	1714
d1, Uniform Delay [s]	38.56	18.05	47.78	2.87	70.73	49.75
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.09
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	201.42	0.02	0.10	0.05	0.15	119.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.45	0.03	0.42	0.30	0.24	1.26
d, Delay for Lane Group [s/veh]	239.98	18.07	47.89	2.91	70.88	169.20
Lane Group LOS	F	B	D	A	E	F
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	85.32	0.36	6.72	1.93	1.38	42.50
50th-Percentile Queue Length [ft/ln]	2133.04	8.90	167.97	48.35	34.62	1062.55
95th-Percentile Queue Length [veh/ln]	128.23	0.64	10.97	3.48	2.49	61.92
95th-Percentile Queue Length [ft/ln]	3205.63	16.03	274.24	87.04	62.32	1547.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	239.98	18.07	47.89	2.91	70.88	169.20
Movement LOS	F	B	D	A	E	F
d_A, Approach Delay [s/veh]	238.86		13.93		166.16	
Approach LOS	F		B		F	
d_I, Intersection Delay [s/veh]	170.65					
Intersection LOS	F					
Intersection V/C	1.251					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	74.76	0.00	74.76
I_p,int, Pedestrian LOS Score for Intersection	3.978	0.000	3.134
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	503	527	180
d_b, Bicycle Delay [s]	46.80	45.33	69.19
I_b,int, Bicycle LOS Score for Intersection	3.746	2.476	1.670
Bicycle LOS	D	B	A

Sequence

Ring 1	5	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	329.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.574

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Base Volume Input [veh/h]	493	95	1112	159	206	140	98	2575	165	643	857	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.20	10.90	3.30	4.30	1.00	1.70	37.10	2.50	12.00	6.40	5.30	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	70	0	0	45	0	0	1
Total Hourly Volume [veh/h]	493	95	1112	159	206	70	98	2575	120	643	857	33
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	127	24	287	41	53	18	25	664	31	166	221	9
Total Analysis Volume [veh/h]	508	98	1146	164	212	72	101	2655	124	663	884	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			11			11			0	
v_di, Inbound Pedestrian Volume crossing in		0			11			11			0	
v_co, Outbound Pedestrian Volume crossing		8			0			8			0	
v_ci, Inbound Pedestrian Volume crossing mi		8			0			8			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		1			3			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	155
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	5	5	4	5	5	5	4
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.0	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	25	47	47	20	42	47	21	38	64	47	64	38
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	5	5	0	5	5	0	5	0	0	0	5
Pedestrian Clearance [s]	0	0	0	0	29	0	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	2.5	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		Yes	No		Yes	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	4.50	4.50	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	2.50	2.50	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	22	21	50	9	9	9	70	40	40	70	60	60
g / C, Green / Cycle	0.19	0.18	0.44	0.08	0.08	0.08	0.61	0.35	0.35	0.61	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.29	0.07	0.28	0.09	0.13	0.05	0.11	0.86	0.14	0.46	0.18	0.02
s, saturation flow rate [veh/h]	1749	1479	4136	1748	1606	1431	925	3084	889	1434	4959	1615
c, Capacity [veh/h]	335	266	1801	137	126	112	556	1076	310	926	2576	839
d1, Uniform Delay [s]	46.38	41.37	25.18	52.88	52.88	51.04	10.30	37.35	28.26	28.90	16.12	13.53
k, delay calibration	0.50	0.11	0.19	0.41	0.23	0.11	0.11	0.30	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	246.41	0.85	0.67	132.44	323.16	6.06	0.16	661.59	0.83	1.05	0.08	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.51	0.37	0.64	1.20	1.68	0.64	0.18	2.47	0.40	0.72	0.34	0.04
d, Delay for Lane Group [s/veh]	292.79	42.22	25.85	185.31	376.04	57.10	10.46	698.94	29.09	29.94	16.20	13.55
Lane Group LOS	F	D	C	F	F	E	B	F	C	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	32.26	1.23	7.82	9.05	7.49	2.22	0.53	75.79	2.65	4.12	4.47	0.44
50th-Percentile Queue Length [ft/ln]	806.52	30.71	195.53	226.27	187.31	55.50	13.35	1894.74	66.16	103.11	111.70	10.89
95th-Percentile Queue Length [veh/ln]	49.70	2.21	12.41	14.84	13.49	4.00	0.96	124.32	4.76	7.42	7.93	0.78
95th-Percentile Queue Length [ft/ln]	1242.46	55.28	310.19	371.04	337.16	99.91	24.03	3107.90	119.08	185.60	198.36	19.60

Movement, Approach, & Intersection Results

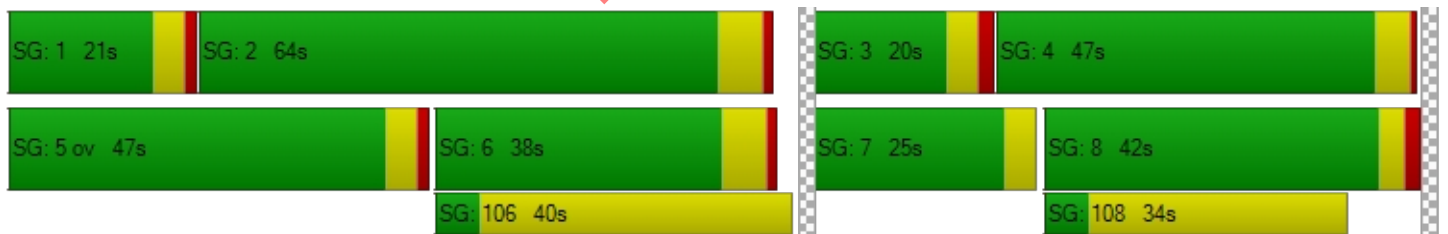
d_M, Delay for Movement [s/veh]	292.79	42.22	25.85	185.31	376.04	57.10	10.46	698.94	29.09	29.94	16.20	13.55
Movement LOS	F	D	C	F	F	E	B	F	C	C	B	B
d_A, Approach Delay [s/veh]	104.17			254.96			645.95			21.91		
Approach LOS	F			F			F			C		
d_I, Intersection Delay [s/veh]	329.04											
Intersection LOS	F											
Intersection V/C	1.574											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.72	0.00	48.72	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.497	0.000	3.270	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	743	654	558	1011
d_b, Bicycle Delay [s]	22.68	26.03	29.83	14.02
I_b,int, Bicycle LOS Score for Intersection	3.005	1.987	3.168	2.430
Bicycle LOS	C	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	194.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.450

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	340	1310	322	78	1401	49	51	172	343	370	304	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	340	1310	322	78	1401	49	51	172	168	370	304	119
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	360	88	21	385	13	14	47	46	102	84	33
Total Analysis Volume [veh/h]	374	1440	354	86	1540	54	56	189	185	407	334	131
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	64	64	8	59	59	27	27	27	16	16	16
g / C, Green / Cycle	0.10	0.49	0.49	0.06	0.45	0.45	0.21	0.21	0.21	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.29	0.49	0.50	0.09	0.57	0.57	0.03	0.20	0.12	0.12	0.26	0.09
s, saturation flow rate [veh/h]	1273	2481	1175	952	1853	952	1810	965	1536	3409	1303	1414
c, Capacity [veh/h]	127	1219	577	59	839	431	380	203	323	414	158	172
d1, Uniform Delay [s]	58.48	32.76	33.06	60.98	35.55	35.55	41.85	50.43	45.82	56.97	57.10	54.65
k, delay calibration	0.50	0.50	0.50	0.07	0.50	0.50	0.04	0.15	0.04	0.04	0.50	0.08
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	891.76	23.61	41.50	221.06	123.42	134.12	0.07	21.10	0.60	9.24	520.79	5.39
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.94	0.99	1.02	1.46	1.25	1.26	0.15	0.93	0.57	0.98	2.11	0.76
d, Delay for Lane Group [s/veh]	950.24	56.37	74.56	282.04	158.97	169.67	41.91	71.52	46.42	66.21	577.89	60.04
Lane Group LOS	F	E	F	F	F	F	D	E	D	E	F	E
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	35.69	21.70	23.74	5.57	27.52	29.56	1.49	7.21	5.41	7.19	28.07	4.37
50th-Percentile Queue Length [ft/ln]	892.30	542.61	593.51	139.19	688.01	738.96	37.21	180.34	135.32	179.74	701.87	109.22
95th-Percentile Queue Length [veh/ln]	56.54	29.34	32.13	10.02	41.80	44.69	2.68	11.62	9.23	11.59	45.22	7.80
95th-Percentile Queue Length [ft/ln]	1413.41	733.62	803.20	250.54	1044.93	1117.15	66.98	290.45	230.70	289.68	1130.39	194.92

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	950.24	59.30	74.56	282.04	162.37	169.67	41.91	71.52	46.42	66.21	577.89	60.04
Movement LOS	F	E	E	F	F	F	D	E	D	E	F	E
d_A, Approach Delay [s/veh]	215.49			168.73			56.87			261.27		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	194.74											
Intersection LOS	F											
Intersection V/C	1.450											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.444	3.002	2.731	2.787
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	939	862	462	246
d_b, Bicycle Delay [s]	18.31	21.11	38.53	50.13
I_b,int, Bicycle LOS Score for Intersection	2.752	2.484	2.558	3.073
Bicycle LOS	C	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_AM.vistro

Scenario 25 Cumu + 3.35 Loop AM

Report File: P:\...\Cum+3.35Loop AM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NWB Left	0.880	22.0	C
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	NB Left	1.503	316.0	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	WB Right	1.425	170.9	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	22.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.880

Intersection Setup

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↗		↖		↖↗↖↗	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expy (SR84)		Bayfront Expy (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	902	141	1743	3349	354	454
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	5.40	3.50	1.60	3.10	2.20	3.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	902	141	1743	3349	354	454
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	232	36	449	863	91	117
Total Analysis Volume [veh/h]	930	145	1797	3453	365	468
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	6		0		7	
v_ci, Inbound Pedestrian Volume crossing mi	7		0		6	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	35	110	75	110	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	3.9	1.5	3.9	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	128	128	128	128	128	128
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	5.90	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	3.90	2.00	0.00
g_i, Effective Green Time [s]	31	31	69	103	15	88
g / C, Green / Cycle	0.24	0.24	0.54	0.81	0.12	0.69
(v / s)_i Volume / Saturation Flow Rate	0.19	0.09	0.52	0.68	0.11	0.11
s, saturation flow rate [veh/h]	4955	1545	3470	5049	3453	4166
c, Capacity [veh/h]	1182	368	1872	4069	404	2864
d1, Uniform Delay [s]	45.82	41.00	28.23	7.64	55.97	7.06
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.45	0.82	1.69	0.64	3.16	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.79	0.39	0.96	0.85	0.90	0.16
d, Delay for Lane Group [s/veh]	47.26	41.83	29.93	8.28	59.13	7.07
Lane Group LOS	D	D	C	A	E	A
Critical Lane Group	Yes	No	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	8.98	3.78	23.54	10.79	5.96	1.41
50th-Percentile Queue Length [ft/ln]	224.49	94.42	588.38	269.66	149.08	35.32
95th-Percentile Queue Length [veh/ln]	13.89	6.80	31.49	16.17	9.97	2.54
95th-Percentile Queue Length [ft/ln]	347.35	169.96	787.29	404.32	249.20	63.57

Movement, Approach, & Intersection Results

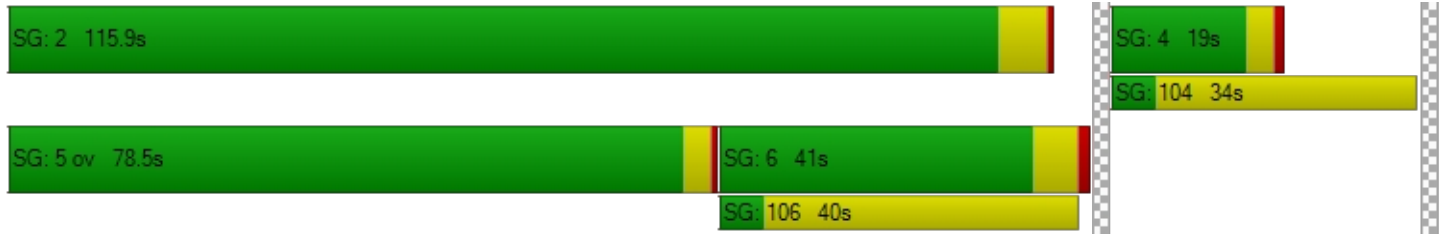
d_M, Delay for Movement [s/veh]	47.26	41.83	29.93	8.28	59.13	7.07
Movement LOS	D	D	C	A	E	A
d_A, Approach Delay [s/veh]	46.53		15.69		29.88	
Approach LOS	D		B		C	
d_I, Intersection Delay [s/veh]	21.97					
Intersection LOS	C					
Intersection V/C	0.880					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	55.45	0.00	55.45
I_p,int, Pedestrian LOS Score for Intersection	3.862	0.000	3.063
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	546	218	234
d_b, Bicycle Delay [s]	33.91	50.93	50.01
I_b,int, Bicycle LOS Score for Intersection	2.151	4.447	1.670
Bicycle LOS	B	E	A

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	316.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.503

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	2	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Bayfront Expy (SR 84)			Bayfront Expy (SR 84)		
Base Volume Input [veh/h]	370	425	314	37	67	75	341	517	241	1280	2774	72
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	10.90	4.20	10.20	37.50	30.50	40.50	4.60	6.20	12.30	6.70	3.80	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	16	0	0	106	0	0	0
Total Hourly Volume [veh/h]	370	425	314	37	67	59	341	517	135	1280	2774	72
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	94	108	80	9	17	15	87	132	34	327	708	18
Total Analysis Volume [veh/h]	378	434	320	38	68	60	348	528	138	1306	2831	73
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			2			3			0	
v_di, Inbound Pedestrian Volume crossing in		0			3			2			0	
v_co, Outbound Pedestrian Volume crossing		4			0			3			0	
v_ci, Inbound Pedestrian Volume crossing mi		3			0			4			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	140
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	6	8	8	15	15	8	6	10	10	6	10	10
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.6	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	15	25	25	20	20	25	25	55	70	40	70	55
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	7	7	0	5	7	0	5	0	0	0	5
Pedestrian Clearance [s]	0	10	10	0	29	10	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	3.1	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		No	Yes		No	Yes	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	126	126	126	126	126	126	126	126	126	126	126	126
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	5.10	5.10	4.60	6.00	6.00	4.60	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	3.10	3.10	2.60	4.00	4.00	2.60	4.00	4.00
g_i, Effective Green Time [s]	22	21	51	9	9	9	26	51	51	25	50	50
g / C, Green / Cycle	0.17	0.17	0.40	0.07	0.07	0.07	0.21	0.40	0.40	0.20	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.51	0.20	0.08	0.06	0.02	0.06	0.23	0.11	0.09	0.48	0.56	0.05
s, saturation flow rate [veh/h]	740	2209	3942	670	2746	1075	1515	4922	1458	2715	5020	1615
c, Capacity [veh/h]	128	369	1578	48	196	77	312	1989	589	538	1989	640
d1, Uniform Delay [s]	52.14	52.54	24.70	57.68	55.78	57.54	50.10	25.10	24.75	50.59	38.09	24.08
k, delay calibration	0.50	0.27	0.11	0.18	0.11	0.17	0.11	0.11	0.11	0.50	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	896.12	93.73	0.06	37.31	1.05	23.30	62.61	0.07	0.20	648.14	191.04	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.95	1.17	0.20	0.79	0.35	0.78	1.12	0.27	0.23	2.43	1.42	0.11
d, Delay for Lane Group [s/veh]	948.27	146.27	24.76	94.99	56.83	80.85	112.72	25.17	24.96	698.73	229.13	24.16
Lane Group LOS	F	F	C	F	E	F	F	C	C	F	F	C
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	35.93	10.54	2.06	1.71	1.08	2.41	7.61	3.57	2.78	56.89	55.28	1.41
50th-Percentile Queue Length [ft/ln]	898.18	263.60	51.56	42.73	26.98	60.24	190.35	89.14	69.49	1422.27	1382.04	35.31
95th-Percentile Queue Length [veh/ln]	59.11	17.03	3.71	3.08	1.94	4.34	12.77	6.42	5.00	90.49	83.18	2.54
95th-Percentile Queue Length [ft/ln]	1477.63	425.87	92.81	76.92	48.56	108.43	319.27	160.44	125.08	2262.26	2079.61	63.56

Movement, Approach, & Intersection Results

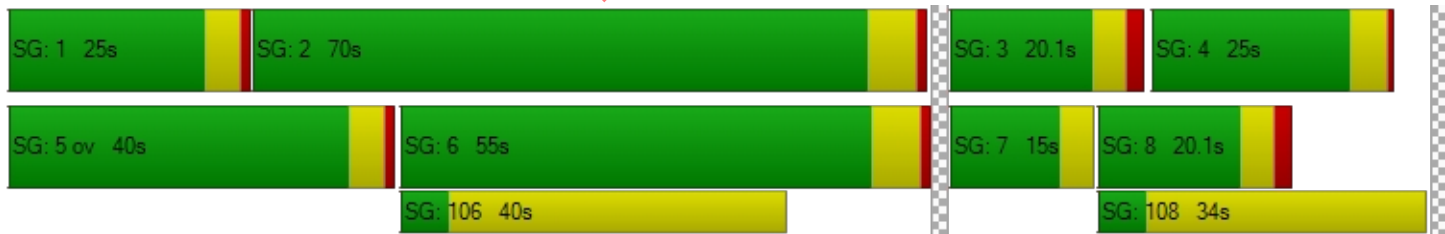
d_M, Delay for Movement [s/veh]	948.27	146.27	24.76	94.99	56.83	80.85	112.72	25.17	24.96	698.73	229.13	24.16
Movement LOS	F	F	C	F	E	F	F	C	C	F	F	C
d_A, Approach Delay [s/veh]	379.72			74.24			55.19			371.25		
Approach LOS	F			E			E			F		
d_I, Intersection Delay [s/veh]	316.02											
Intersection LOS	F											
Intersection V/C	1.503											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	54.44	0.00	54.44	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.152	0.000	3.359	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	326	238	776	1014
d_b, Bicycle Delay [s]	44.20	49.01	23.63	15.34
I_b,int, Bicycle LOS Score for Intersection	2.494	1.710	2.176	3.875
Bicycle LOS	B	A	B	D

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	170.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.425

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	237	1887	418	40	1346	7	51	109	326	260	167	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	237	1887	418	40	1346	7	51	109	282	260	167	182
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	502	111	11	358	2	14	29	75	69	44	48
Total Analysis Volume [veh/h]	252	2007	445	43	1432	7	54	116	300	277	178	194
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		2			2			3			3	
v_di, Inbound Pedestrian Volume crossing in		3			3			2			2	
v_co, Outbound Pedestrian Volume crossing		8			12			7			11	
v_ci, Inbound Pedestrian Volume crossing mi		7			11			8			12	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		2			1			5			14	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	61	61	4	52	52	30	30	30	20	20	20
g / C, Green / Cycle	0.10	0.47	0.47	0.03	0.40	0.40	0.23	0.23	0.23	0.15	0.15	0.15
(v / s)_i Volume / Saturation Flow Rate	0.14	0.47	0.51	0.02	0.63	0.63	0.04	0.07	0.23	0.18	0.22	0.29
s, saturation flow rate [veh/h]	1781	3455	1632	1781	1491	781	1420	1577	1317	1536	800	668
c, Capacity [veh/h]	178	1621	766	55	596	312	328	364	304	236	123	103
d1, Uniform Delay [s]	58.50	34.51	34.51	62.54	38.99	38.99	39.97	41.50	49.27	55.02	55.02	54.28
k, delay calibration	0.35	0.50	0.50	0.04	0.50	0.50	0.04	0.04	0.24	0.07	0.50	0.50
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	208.32	22.50	57.90	8.43	270.37	277.55	0.09	0.18	32.95	85.09	241.85	434.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.41	1.00	1.08	0.78	1.58	1.58	0.16	0.32	0.99	1.17	1.45	1.89
d, Delay for Lane Group [s/veh]	266.82	57.01	92.41	70.97	309.36	316.54	40.06	41.69	82.23	140.11	296.87	489.03
Lane Group LOS	F	F	F	E	F	F	D	D	F	F	F	F
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	16.08	29.27	35.17	1.55	31.86	33.99	1.40	3.13	12.34	6.64	12.27	15.71
50th-Percentile Queue Length [ft/ln]	401.91	731.63	879.35	38.85	796.41	849.66	35.10	78.31	308.60	166.12	306.63	392.72
95th-Percentile Queue Length [veh/ln]	25.52	38.16	47.78	2.80	52.06	55.23	2.53	5.64	18.11	11.58	20.66	26.96
95th-Percentile Queue Length [ft/ln]	637.92	953.89	1194.54	69.93	1301.51	1380.87	63.17	140.96	452.65	289.61	516.43	674.08

Movement, Approach, & Intersection Results

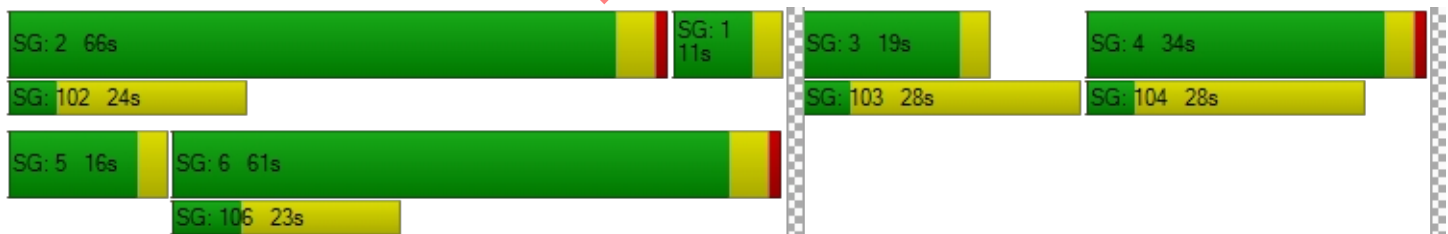
d_M, Delay for Movement [s/veh]	266.82	63.80	92.41	70.97	311.80	316.54	40.06	41.69	82.23	140.11	296.87	489.03
Movement LOS	F	E	F	E	F	F	D	D	F	F	F	F
d_A, Approach Delay [s/veh]	87.43			304.84			67.38			287.40		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	170.85											
Intersection LOS	F											
Intersection V/C	1.425											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.496	3.051	2.443	2.618
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	938	862	462	246
d_b, Bicycle Delay [s]	18.33	21.07	38.56	50.34
I_b,int, Bicycle LOS Score for Intersection	3.047	2.375	2.408	2.687
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 25 Cumu + 3.35Loop PM

Report File: P:\...\Cum+3.35Loop PM.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
15	Bayfront Expy (SR 84) /University Ave (SR 109)	Signalized	HCM 6th Edition	NEB Thru	1.259	171.1	F
16	Bayfront Expy (SR 84)/Willow Rd (SR 114)	Signalized	HCM 6th Edition	EB Thru	1.559	316.2	F
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.426	187.7	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report

Intersection 15: Bayfront Expy (SR 84)/University Ave (SR 109)

Control Type:	Signalized	Delay (sec / veh):	171.1
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.259

Intersection Setup

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Approach	Northeastbound		Southwestbound		Northwestbound	
Lane Configuration	↔		↔		↔↔↔↔↔	
Turning Movement	Thru	Right	Left	Thru	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	2	0	0	1
Entry Pocket Length [ft]	100.00	100.00	830.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00
Speed [mph]	55.00		55.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

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Volumes

Name	Bayfront Expressway (SR84)		Bayfront Expressway (SR84)		University Avenue (SR109)	
Base Volume Input [veh/h]	3788	20	403	1230	84	2225
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.40	16.10	4.90	3.80	9.00	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3788	20	403	1230	84	2225
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	966	5	103	314	21	568
Total Analysis Volume [veh/h]	3865	20	411	1255	86	2270
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing in	0		0		0	
v_co, Outbound Pedestrian Volume crossing	7		0		8	
v_ci, Inbound Pedestrian Volume crossing mi	8		0		7	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		1		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	48
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	8.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	10.00

Phasing & Timing

Control Type	Permissive	Permissive	Protected	Permissive	Permissive	Overlap
Signal Group	6	2	5	2	4	4
Auxiliary Signal Groups						4,5
Lead / Lag	-	-	Lead	-	Lead	-
Minimum Green [s]	10	10	4	10	4	4
Maximum Green [s]	90	140	50	140	15	15
Amber [s]	5.0	5.4	3.0	5.4	3.0	3.0
All red [s]	1.0	0.5	0.5	0.5	1.0	1.0
Split [s]	30	0	0	0	30	30
Vehicle Extension [s]	3.5	3.5	2.0	3.5	2.0	2.0
Walk [s]	5	0	0	0	5	5
Pedestrian Clearance [s]	35	0	0	0	29	29
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	4.0	5.8	1.5	5.8	2.0	2.0
Minimum Recall	Yes		No	Yes	No	No
Maximum Recall	No		No	No	No	No
Pedestrian Recall	No		No	No	No	No
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	R
C, Cycle Length [s]	168	168	168	168	168	168
L, Total Lost Time per Cycle [s]	6.00	6.00	3.50	7.80	4.00	3.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	4.00	4.00	1.50	5.80	2.00	0.00
g_i, Effective Green Time [s]	90	90	50	142	15	69
g / C, Green / Cycle	0.53	0.53	0.30	0.84	0.09	0.41
(v / s)_i Volume / Saturation Flow Rate	0.76	0.01	0.12	0.25	0.03	0.54
s, saturation flow rate [veh/h]	5077	1398	3378	5020	3264	4237
c, Capacity [veh/h]	2713	747	1002	4222	291	1734
d1, Uniform Delay [s]	39.23	18.54	47.45	2.84	71.79	49.75
k, delay calibration	0.13	0.13	0.04	0.13	0.04	0.12
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	191.76	0.02	0.10	0.05	0.21	139.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.42	0.03	0.41	0.30	0.30	1.31
d, Delay for Lane Group [s/veh]	230.99	18.55	47.55	2.89	72.00	189.71
Lane Group LOS	F	B	D	A	E	F
Critical Lane Group	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	82.67	0.36	6.77	1.93	1.75	46.49
50th-Percentile Queue Length [ft/ln]	2066.71	9.10	169.37	48.20	43.84	1162.20
95th-Percentile Queue Length [veh/ln]	123.58	0.66	11.04	3.47	3.16	68.45
95th-Percentile Queue Length [ft/ln]	3089.45	16.39	276.08	86.76	78.92	1711.15

Movement, Approach, & Intersection Results

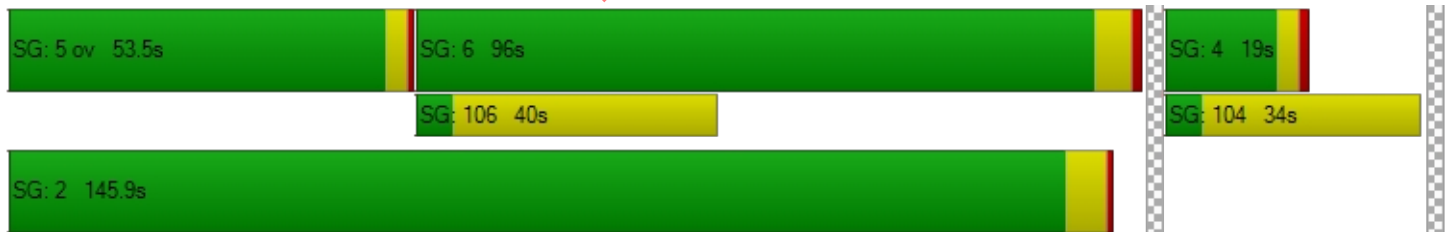
d_M, Delay for Movement [s/veh]	230.99	18.55	47.55	2.89	72.00	189.71
Movement LOS	F	B	D	A	E	F
d_A, Approach Delay [s/veh]	229.89		13.91		185.41	
Approach LOS	F		B		F	
d_I, Intersection Delay [s/veh]	171.13					
Intersection LOS	F					
Intersection V/C	1.259					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	75.47	0.00	75.47
I_p,int, Pedestrian LOS Score for Intersection	3.959	0.000	3.152
Crosswalk LOS	D	F	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	499	522	178
d_b, Bicycle Delay [s]	47.47	46.00	69.90
I_b,int, Bicycle LOS Score for Intersection	3.696	2.476	1.670
Bicycle LOS	D	B	A

Sequence

Ring 1	5	6	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 16: Bayfront Expy (SR 84)/Willow Rd (SR 114)

Control Type:	Signalized	Delay (sec / veh):	316.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.559

Intersection Setup

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	[Diagram]			[Diagram]			[Diagram]			[Diagram]		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	3	0	1	0	0	0	2	0	1	1	0	1
Entry Pocket Length [ft]	265.00	100.00	200.00	100.00	100.00	100.00	530.00	100.00	630.00	1500.00	100.00	600.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			20.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

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Volumes

Name	Willow Road (SR 114)			Willow Road			Ba Ex			Ba Ex		
Base Volume Input [veh/h]	501	95	1112	159	207	139	97	2519	167	646	876	34
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	4.20	10.90	3.30	4.30	1.00	1.70	37.10	2.50	12.00	6.40	5.30	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	70	0	0	45	0	0	1
Total Hourly Volume [veh/h]	501	95	1112	159	207	69	97	2519	122	646	876	33
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	129	24	287	41	53	18	25	649	31	166	226	9
Total Analysis Volume [veh/h]	516	98	1146	164	213	71	100	2597	126	666	903	34
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		0			11			11			0	
v_di, Inbound Pedestrian Volume crossing in		0			11			11			0	
v_co, Outbound Pedestrian Volume crossing		8			0			8			0	
v_ci, Inbound Pedestrian Volume crossing mi		8			0			8			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		1			3			0			0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	155
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Overlap	Protecte	Permiss	Permiss	ProtPer	Permiss	Permiss	ProtPer	Permiss	Permiss
Signal Group	7	4	4	3	8	4	1	6	2	5	2	6
Auxiliary Signal Groups			4,5									
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	5	5	5	5	5	4	5	5	5	4
Maximum Green [s]	22	15	15	9	9	15	26	40	50	25	50	40
Amber [s]	3.6	3.9	3.9	3.6	3.0	3.9	3.6	5.0	5.0	3.6	5.0	5.0
All red [s]	0.0	0.5	0.5	1.5	1.5	0.5	1.0	1.0	1.0	1.0	1.0	1.0
Split [s]	25	47	47	20	42	47	21	38	64	47	64	38
Vehicle Extension [s]	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Walk [s]	0	5	5	0	5	5	0	5	0	0	0	5
Pedestrian Clearance [s]	0	0	0	0	29	0	0	35	0	0	0	35
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.6	2.4	2.4	3.1	2.5	2.4	2.6	4.0	4.0	2.6	4.0	4.0
Minimum Recall	No	No	No	No	No		Yes	No		Yes	No	
Maximum Recall	No	No	No	No	No		No	No		No	No	
Pedestrian Recall	No	No	No	No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	L	C	R
C, Cycle Length [s]	115	115	115	115	115	115	115	115	115	115	115	115
L, Total Lost Time per Cycle [s]	3.60	4.40	4.60	5.10	4.50	4.50	6.00	6.00	6.00	6.00	6.00	6.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.60	2.40	0.00	3.10	2.50	2.50	0.00	4.00	4.00	0.00	4.00	4.00
g_i, Effective Green Time [s]	22	21	50	9	9	9	70	40	40	70	60	60
g / C, Green / Cycle	0.19	0.18	0.44	0.08	0.08	0.08	0.61	0.35	0.35	0.61	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.29	0.07	0.28	0.09	0.13	0.05	0.11	0.84	0.14	0.46	0.18	0.02
s, saturation flow rate [veh/h]	1749	1479	4136	1748	1606	1431	911	3084	889	1441	4959	1615
c, Capacity [veh/h]	335	266	1801	137	126	112	547	1076	310	927	2578	840
d1, Uniform Delay [s]	46.38	41.37	25.18	52.88	52.88	51.00	10.34	37.35	28.33	28.96	16.17	13.51
k, delay calibration	0.50	0.11	0.19	0.41	0.23	0.11	0.11	0.29	0.11	0.11	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	256.77	0.85	0.67	132.44	326.80	5.76	0.16	637.30	0.86	1.06	0.08	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.54	0.37	0.64	1.20	1.69	0.63	0.18	2.41	0.41	0.72	0.35	0.04
d, Delay for Lane Group [s/veh]	303.14	42.22	25.85	185.31	379.67	56.77	10.50	674.65	29.19	30.02	16.25	13.53
Lane Group LOS	F	D	C	F	F	E	B	F	C	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	33.23	1.23	7.82	9.05	7.56	2.18	0.53	73.37	2.70	4.15	4.58	0.44
50th-Percentile Queue Length [ft/ln]	830.64	30.71	195.53	226.27	188.90	54.53	13.21	1834.21	67.42	103.73	114.52	10.88
95th-Percentile Queue Length [veh/ln]	51.26	2.21	12.41	14.84	13.60	3.93	0.95	120.36	4.85	7.47	8.09	0.78
95th-Percentile Queue Length [ft/ln]	1281.54	55.28	310.19	371.04	340.02	98.16	23.78	3008.96	121.35	186.71	202.28	19.58

Movement, Approach, & Intersection Results

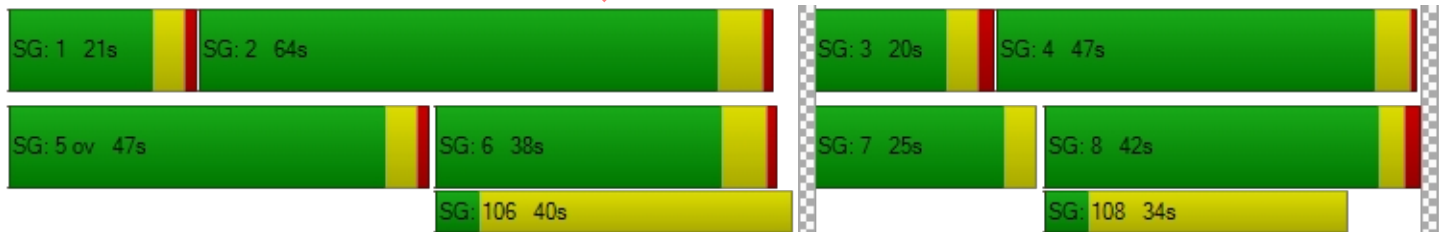
d_M, Delay for Movement [s/veh]	303.14	42.22	25.85	185.31	379.67	56.77	10.50	674.65	29.19	30.02	16.25	13.53
Movement LOS	F	D	C	F	F	E	B	F	C	C	B	B
d_A, Approach Delay [s/veh]	108.06			257.35			622.31			21.92		
Approach LOS	F			F			F			C		
d_I, Intersection Delay [s/veh]	316.16											
Intersection LOS	F											
Intersection V/C	1.559											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	48.72	0.00	48.72	0.00
I_p,int, Pedestrian LOS Score for Intersection	3.500	0.000	3.269	0.000
Crosswalk LOS	C	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	743	654	558	1011
d_b, Bicycle Delay [s]	22.68	26.03	29.83	14.02
I_b,int, Bicycle LOS Score for Intersection	3.012	1.987	3.137	2.442
Bicycle LOS	C	A	C	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	187.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.426

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	330	1310	311	78	1380	42	53	173	342	389	301	136
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	330	1310	311	78	1380	42	53	173	167	389	301	91
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	360	85	21	379	12	15	48	46	107	83	25
Total Analysis Volume [veh/h]	363	1440	342	86	1516	46	58	190	184	427	331	100
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Split	Split	Split	Split	Split	Split
Signal Group	5	2	2	1	6	6	4	4	4	8	3	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lag	-	-	-	-	-
Minimum Green [s]	4	12	12	4	12	12	4	4	4	0	4	0
Maximum Green [s]	21	40	40	21	40	40	25	25	25	0	21	0
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	0.0	0.0
Split [s]	16	66	66	11	61	61	34	34	34	0	19	0
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	5	0	7	7	5	5	5	0	5	0
Pedestrian Clearance [s]	0	19	19	0	16	16	23	23	23	0	23	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No				No		No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	0.0	1.0	0.0
Minimum Recall	No	Yes		No	Yes				No		No	
Maximum Recall	No	No		No	No				No		No	
Pedestrian Recall	No	No		No	No				No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	3.00	3.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	1.00	1.00
g_i, Effective Green Time [s]	13	64	64	8	59	59	27	27	27	16	16	16
g / C, Green / Cycle	0.10	0.49	0.49	0.06	0.45	0.45	0.21	0.21	0.21	0.12	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.29	0.48	0.49	0.09	0.56	0.56	0.03	0.20	0.12	0.13	0.25	0.07
s, saturation flow rate [veh/h]	1273	2481	1178	952	1853	955	1810	965	1536	3409	1303	1414
c, Capacity [veh/h]	127	1217	578	59	838	432	381	203	324	414	158	172
d1, Uniform Delay [s]	58.48	32.64	33.11	60.98	35.60	35.60	41.82	50.40	45.71	57.10	57.10	53.52
k, delay calibration	0.50	0.50	0.50	0.07	0.50	0.50	0.04	0.15	0.04	0.04	0.50	0.04
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	853.21	22.48	39.50	221.06	113.28	123.88	0.07	21.60	0.58	21.75	512.41	1.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	2.85	0.99	1.01	1.46	1.23	1.23	0.15	0.93	0.57	1.03	2.09	0.58
d, Delay for Lane Group [s/veh]	911.70	55.12	72.61	282.04	148.88	159.48	41.89	72.00	46.29	78.85	569.51	54.68
Lane Group LOS	F	E	F	F	F	F	D	E	D	F	F	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	34.33	21.30	23.45	5.57	26.30	28.37	1.54	7.28	5.37	8.04	27.71	3.13
50th-Percentile Queue Length [ft/ln]	858.19	532.54	586.36	139.19	657.48	709.27	38.54	181.98	134.33	200.90	692.66	78.23
95th-Percentile Queue Length [veh/ln]	54.52	28.87	31.60	10.02	39.72	42.61	2.78	11.70	9.17	12.85	44.64	5.63
95th-Percentile Queue Length [ft/ln]	1362.95	721.77	790.08	250.54	993.06	1065.32	69.38	292.60	229.37	321.30	1115.99	140.82

Movement, Approach, & Intersection Results

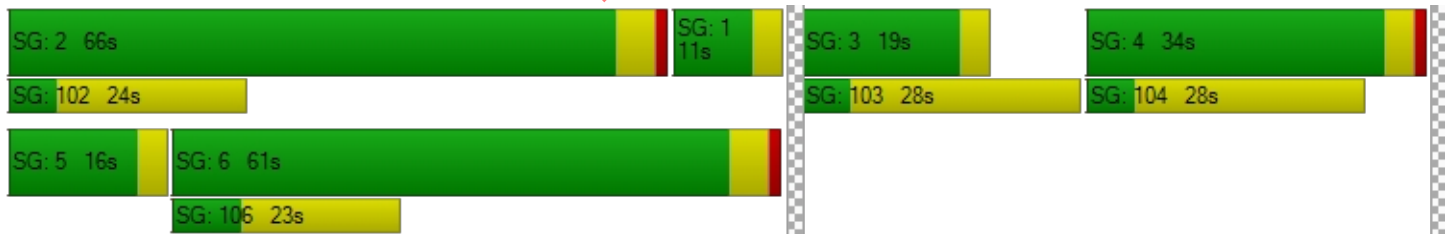
d_M, Delay for Movement [s/veh]	911.70	58.04	72.61	282.04	152.29	159.48	41.89	72.00	46.29	78.85	569.51	54.68
Movement LOS	F	E	E	F	F	F	D	E	D	F	F	D
d_A, Approach Delay [s/veh]	204.83			159.26			57.00			265.32		
Approach LOS	F			F			E			F		
d_I, Intersection Delay [s/veh]	187.70											
Intersection LOS	F											
Intersection V/C	1.426											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	9.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	56.31	54.46	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.439	2.995	2.726	2.783
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	939	862	462	246
d_b, Bicycle Delay [s]	18.31	21.11	38.53	50.13
I_b,int, Bicycle LOS Score for Intersection	2.739	2.466	2.561	3.050
Bicycle LOS	B	B	B	C

Sequence

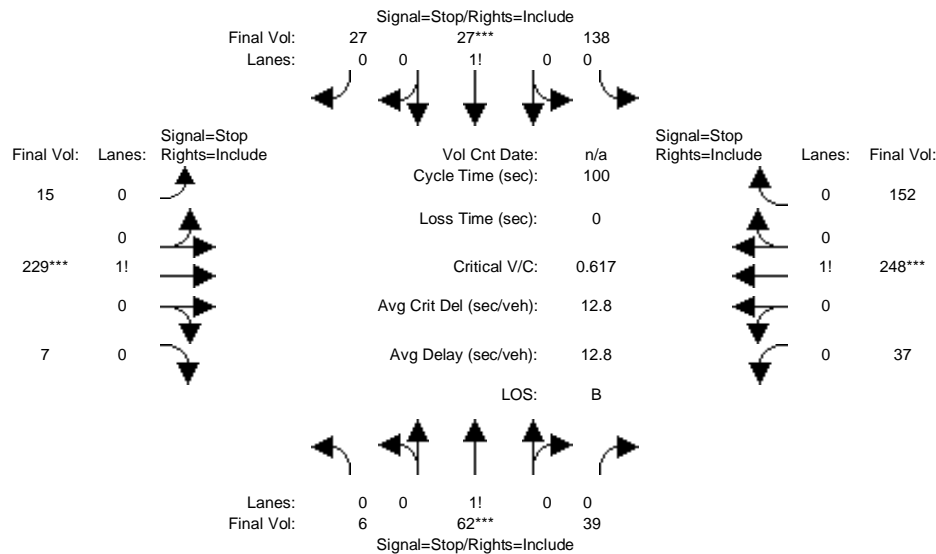
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



Street Name: Ralmar Ave/Bay Rd Newbridge St/Bay Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol:	6	62	39	138	27	27	15	229	7	37	248	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	62	39	138	27	27	15	229	7	37	248	152
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:	6	62	39	138	27	27	15	229	7	37	248	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	62	39	138	27	27	15	229	7	37	248	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	62	39	138	27	27	15	229	7	37	248	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	62	39	138	27	27	15	229	7	37	248	152

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.58	0.36	0.72	0.14	0.14	0.06	0.91	0.03	0.08	0.57	0.35
Final Sat.:	31	320	201	407	80	80	38	583	18	60	402	246

Capacity Analysis Module:

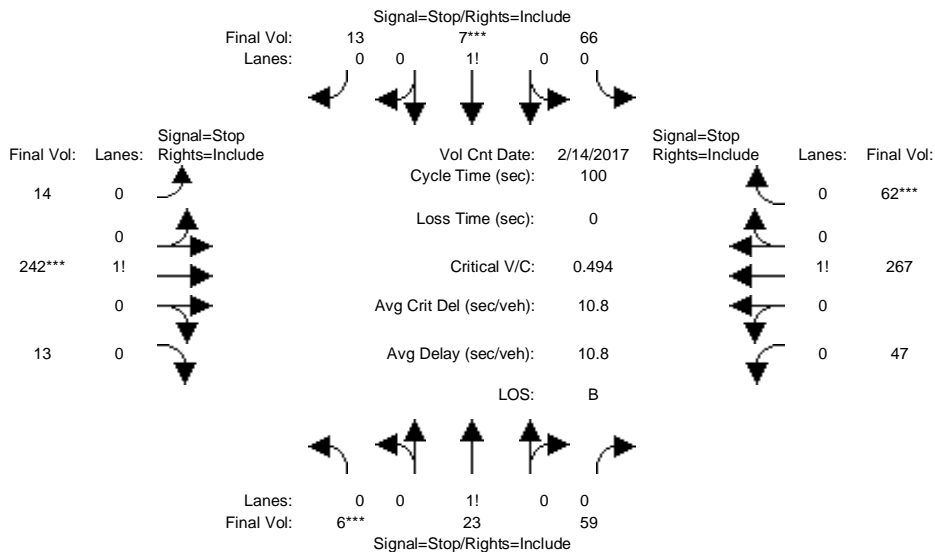
Vol/Sat:	0.19	0.19	0.19	0.34	0.34	0.34	0.39	0.39	0.39	0.62	0.62	0.62
Crit Moves:	****			****			****			****		
Delay/Veh:	9.9	9.9	9.9	11.4	11.4	11.4	11.4	11.4	11.4	14.9	14.9	14.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	11.4	11.4	11.4	11.4	11.4	11.4	14.9	14.9	14.9
LOS by Move:	A	A	A	B	B	B	B	B	B	B	B	B
ApproachDel:	9.9			11.4			11.4			14.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.9			11.4			11.4			14.9		
LOS by Appr:	A			B			B			B		
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	0.6	0.6	0.6	1.4	1.4	1.4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



Street Name: Ralmar Ave/Bay Rd Newbridge St/Bay Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 14 Feb 2017 <<

Base Vol:	6	23	59	66	7	13	14	242	13	47	267	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	23	59	66	7	13	14	242	13	47	267	62
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:	6	23	59	66	7	13	14	242	13	47	267	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	23	59	66	7	13	14	242	13	47	267	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	23	59	66	7	13	14	242	13	47	267	62
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:	6	23	59	66	7	13	14	242	13	47	267	62

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.26	0.67	0.77	0.08	0.15	0.05	0.90	0.05	0.13	0.71	0.16
Final Sat.:	43	165	422	450	48	89	38	655	35	95	541	126

Capacity Analysis Module:

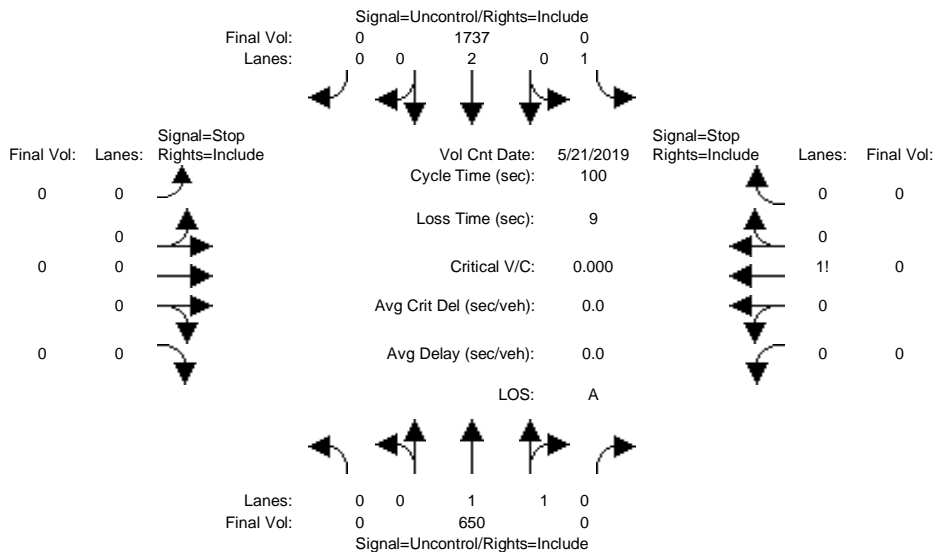
Vol/Sat:	0.14	0.14	0.14	0.15	0.15	0.15	0.37	0.37	0.37	0.49	0.49	0.49
Crit Moves:	****				****			****				****
Delay/Veh:	8.8	8.8	8.8	9.4	9.4	9.4	10.4	10.4	10.4	11.8	11.8	11.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	8.8	9.4	9.4	9.4	10.4	10.4	10.4	11.8	11.8	11.8
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
ApproachDel:		8.8			9.4			10.4			11.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		8.8			9.4			10.4			11.8	
LOS by Appr:		A			A			B			B	
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.5	0.5	0.5	0.9	0.9	0.9

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #7: University Avenue and Loop Road [Future]



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

Volume Module:	>>	Count	Date:	21 May 2019	<<								
Base Vol:	0	650	0	0	1737	0	0	0	0	0	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	1.00
Initial Bse:	0	650	0	0	1737	0	0	0	0	0	0	0	0
Added Vol:	0	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	0
Initial Fut:	0	650	0	0	1737	0	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	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	650	0	0	1737	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	650	0	0	1737	0	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1519	2387	325
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	112	35	677
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	112	35	677
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00

Level Of Service Module:

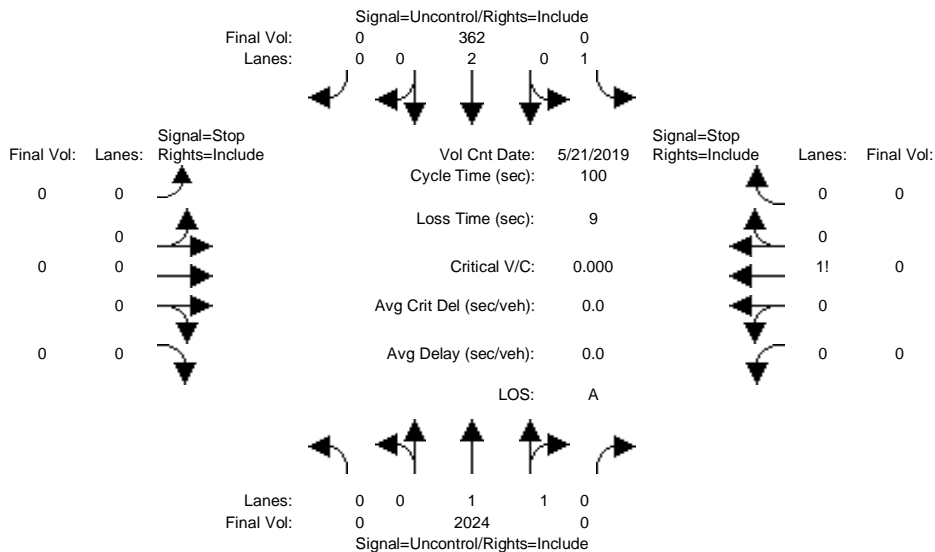
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #7: University Avenue and Loop Road [Future]



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

Volume Module:	>> Count	Date:	21 May 2019	<<
Base Vol:	0 2024 0	0 362 0	0 0 0	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:	0 2024 0	0 362 0	0 0 0	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:	0 2024 0	0 362 0	0 0 0	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 2024 0	0 362 0	0 0 0	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	0 2024 0	0 362 0	0 0 0	0 0 0

Critical Gap Module:

Critical Gp:	xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx	6.8 6.5 6.9
FollowUpTim:	xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx	3.5 4.0 3.3

Capacity Module:

Cnflct Vol:	xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx	2205 2386 1012
Potent Cap.:	xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx	39 35 241
Move Cap.:	xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx	39 35 241
Volume/Cap:	xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx	0.00 0.00 0.00

Level Of Service Module:

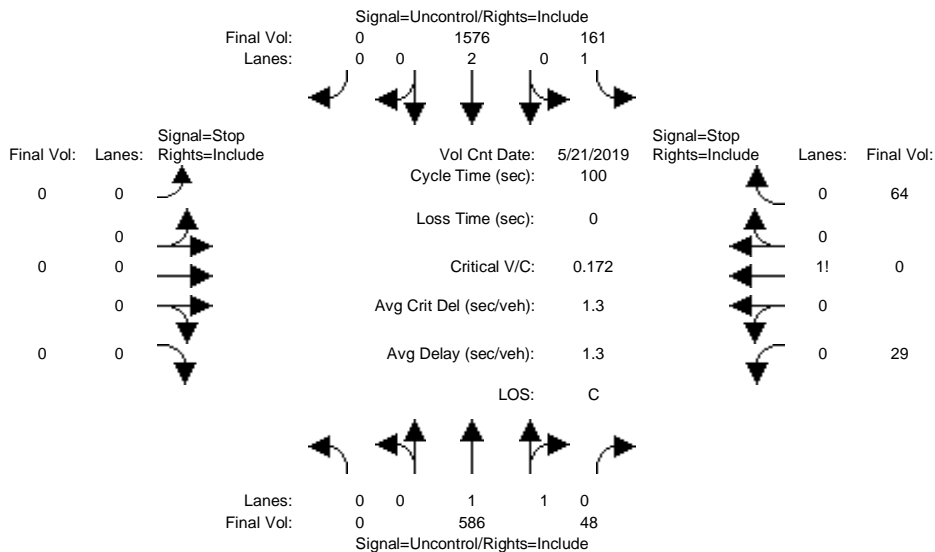
2Way95thQ:	xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx	xxxx xxxx xxxxx
Control Del:	xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
LOS by Move:	* *	* *
Movement:	LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx	xxxx 0 xxxxx
SharedQueue:	xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
Shrd ConDel:	xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
Shared LOS:	* *	* *
ApproachDel:	xxxxxxx xxxxxxx xxxxxxx xxxxxxx	xxxxxxx
ApproachLOS:	* *	* *

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
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:	21 May 2019	<<													
Base Vol:	0	586	48	161	1576	0	0	0	0	29	0	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:	0	586	48	161	1576	0	0	0	0	29	0	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:	0	586	48	161	1576	0	0	0	0	29	0	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:	0	586	48	161	1576	0	0	0	0	29	0	64						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	0	586	48	161	1576	0	0	0	0	29	0	64						

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	634	xxxx	xxxxx	xxxx	xxxx	xxxxx	1720	2508	317
Potent Cap.:	xxxx	xxxx	xxxxx	938	xxxx	xxxxx	xxxx	xxxx	xxxxx	80	28	679
Move Cap.:	xxxx	xxxx	xxxxx	938	xxxx	xxxxx	xxxx	xxxx	xxxxx	70	23	679
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	51	74	xxxxx	170	79	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.09

Level Of Service Module:

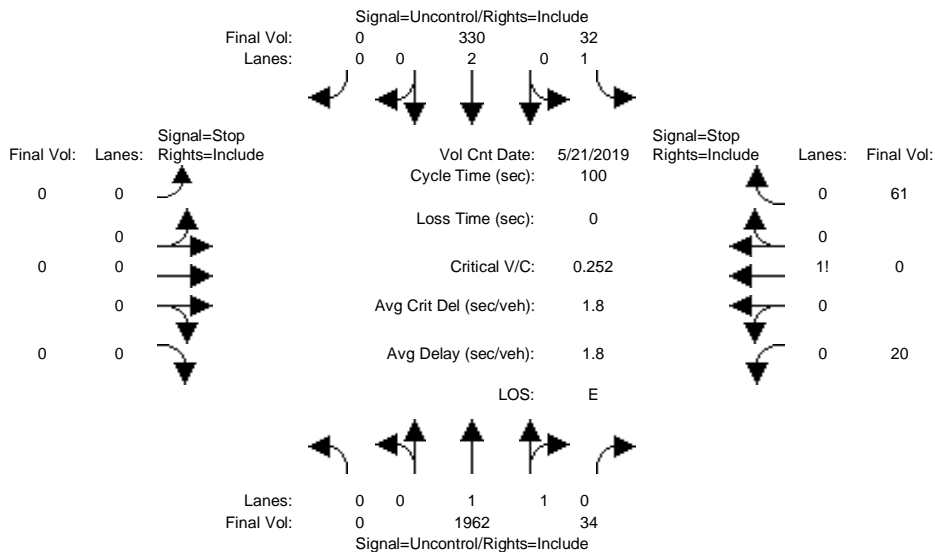
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	352	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		18.9	
ApproachLOS:		*		*		*		*			C	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
 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:	21 May 2019	<<						
Base Vol:	0	1962	34	32	330	0	0	0	20	0	61
Growth Adj:	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	1962	34	32	330	0	0	0	20	0	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1962	34	32	330	0	0	0	20	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1962	34	32	330	0	0	0	20	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1962	34	32	330	0	0	0	20	0	61

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1996	xxxx	xxxxx	xxxx	xxxx	xxxxx	2208	2373	998
Potent Cap.:	xxxx	xxxx	xxxxx	280	xxxx	xxxxx	xxxx	xxxx	xxxxx	38	34	242
Move Cap.:	xxxx	xxxx	xxxxx	280	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	30	242
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	138	62	xxxxx	81	88	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.25

Level Of Service Module:

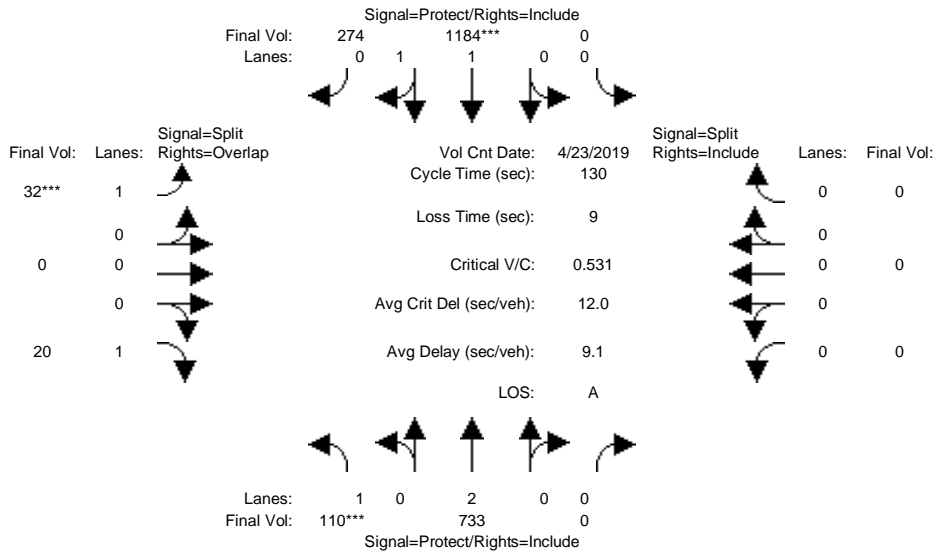
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	19.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	162	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	47.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx	47.5	
ApproachLOS:		*		*			*			*	E	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #9: University Avenue and O'Brien Drive



Street Name:	University Avenue						O'Brien Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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:	23 Apr 2019	<<							
Base Vol:	110	733	0	0	1184	274	32	0	20	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:	110	733	0	0	1184	274	32	0	20	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:	110	733	0	0	1184	274	32	0	20	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:	110	733	0	0	1184	274	32	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	733	0	0	1184	274	32	0	20	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
Final Volume:	110	733	0	0	1184	274	32	0	20	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.92	0.92	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.62	0.38	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2849	659	1805	0	1615	0	0	0

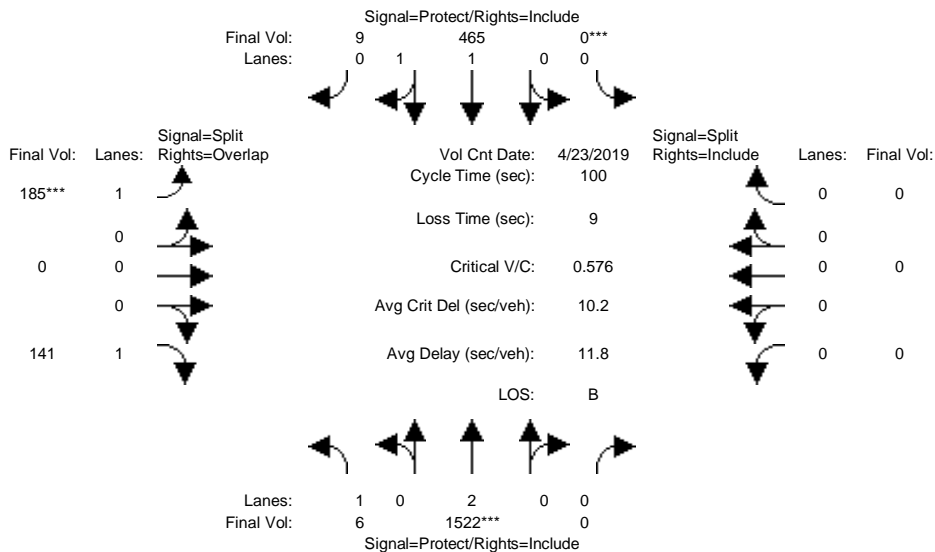
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.00	0.00	0.42	0.42	0.02	0.00	0.01	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green/Cycle:	0.11	0.85	0.00	0.00	0.74	0.74	0.08	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.56	0.24	0.00	0.00	0.56	0.56	0.23	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	58.5	1.8	0.0	0.0	7.5	7.5	57.2	0.0	43.7	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:	58.5	1.8	0.0	0.0	7.5	7.5	57.2	0.0	43.7	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	D	A	A	A
HCM2kAvgQ:	4	3	0	0	13	13	1	0	1	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #9: University Avenue and O'Brien Drive



Street Name: University Avenue O'Brien Drive
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	0	0	10	10	10	0	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: 23 Apr 2019 <<

Base Vol:	6	1522	0	0	465	9	185	0	141	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:	6	1522	0	0	465	9	185	0	141	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:	6	1522	0	0	465	9	185	0	141	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:	6	1522	0	0	465	9	185	0	141	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1522	0	0	465	9	185	0	141	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
Final Volume:	6	1522	0	0	465	9	185	0	141	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.95	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.96	0.04	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3531	68	1805	0	1615	0	0	0

Capacity Analysis Module:

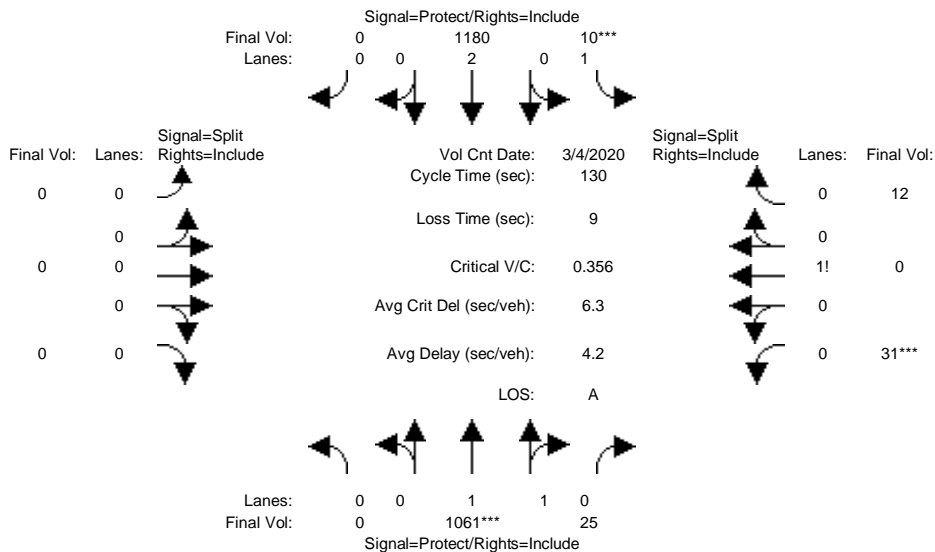
Vol/Sat:	0.00	0.42	0.00	0.00	0.13	0.13	0.10	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.25	0.73	0.00	0.00	0.48	0.48	0.18	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.01	0.58	0.00	0.00	0.28	0.28	0.58	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	27.9	6.5	0.0	0.0	15.8	15.8	40.2	0.0	17.8	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:	27.9	6.5	0.0	0.0	15.8	15.8	40.2	0.0	17.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	B	A	A	A
HCM2kAvgQ:	0	11	0	0	4	4	6	0	3	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame 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	10	10	7	10	0	0	0	0	10	0	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 Mar 2020	<<						
Base Vol:	0	1061	25	10	1180	0	0	0	31	0	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
Initial Bse:	0	1061	25	10	1180	0	0	0	31	0	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1061	25	10	1180	0	0	0	31	0	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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1061	25	10	1180	0	0	0	31	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1061	25	10	1180	0	0	0	31	0	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
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1061	25	10	1180	0	0	0	31	0	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	0.72	0.00	0.28
Final Sat.:	0	3516	83	1805	3610	0	0	0	0	1272	0	492

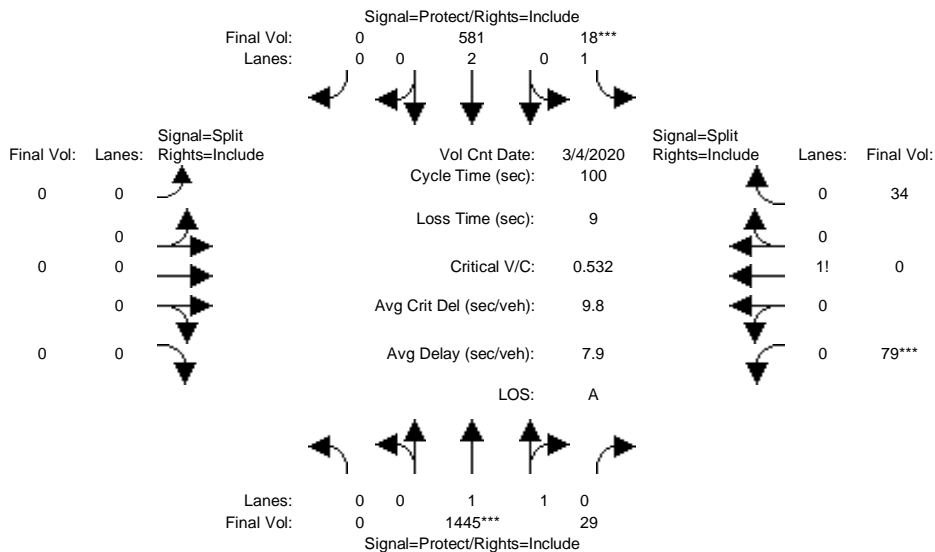
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.01	0.33	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.80	0.80	0.05	0.85	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.38	0.38	0.10	0.38	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Delay/Veh:	0.0	3.8	3.8	59.0	2.1	0.0	0.0	0.0	0.0	58.1	0.0	58.1
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	3.8	3.8	59.0	2.1	0.0	0.0	0.0	0.0	58.1	0.0	58.1
LOS by Move:	A	A	A	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	7	7	0	5	0	0	0	0	2	0	2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame 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	10	10	7	10	0	0	0	0	10	0	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 Mar 2020	<<											
Base Vol:	0	1445	29	18	581	0	0	0	0	79	0	34				
Growth Adj:	1.00	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	1445	29	18	581	0	0	0	0	79	0	34				
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	1445	29	18	581	0	0	0	0	79	0	34				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	1445	29	18	581	0	0	0	0	79	0	34				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1445	29	18	581	0	0	0	0	79	0	34				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	0	1445	29	18	581	0	0	0	0	79	0	34				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.70	0.00	0.30
Final Sat.:	0	3528	71	1805	3610	0	0	0	0	1231	0	530

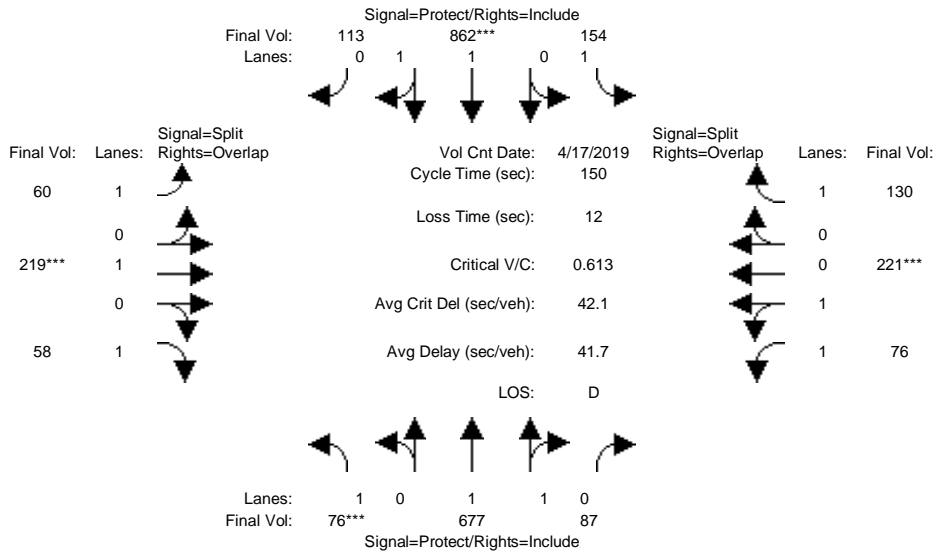
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.01	0.16	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.73	0.73	0.07	0.80	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.00	0.56	0.56	0.14	0.20	0.00	0.00	0.00	0.00	0.56	0.00	0.56
Delay/Veh:	0.0	6.6	6.6	44.2	2.5	0.0	0.0	0.0	0.0	45.6	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.6	6.6	44.2	2.5	0.0	0.0	0.0	0.0	45.6	0.0	45.6
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	11	11	1	2	0	0	0	0	3	0	3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #11: University Avenue and Bay Road



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

Volume Module:	>>	Count	Date:	17 Apr 2019	<<							
Base Vol:	76	677	87	154	862	113	60	219	58	76	221	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	677	87	154	862	113	60	219	58	76	221	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	677	87	154	862	113	60	219	58	76	221	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	677	87	154	862	113	60	219	58	76	221	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	677	87	154	862	113	60	219	58	76	221	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	677	87	154	862	113	60	219	58	76	221	130

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

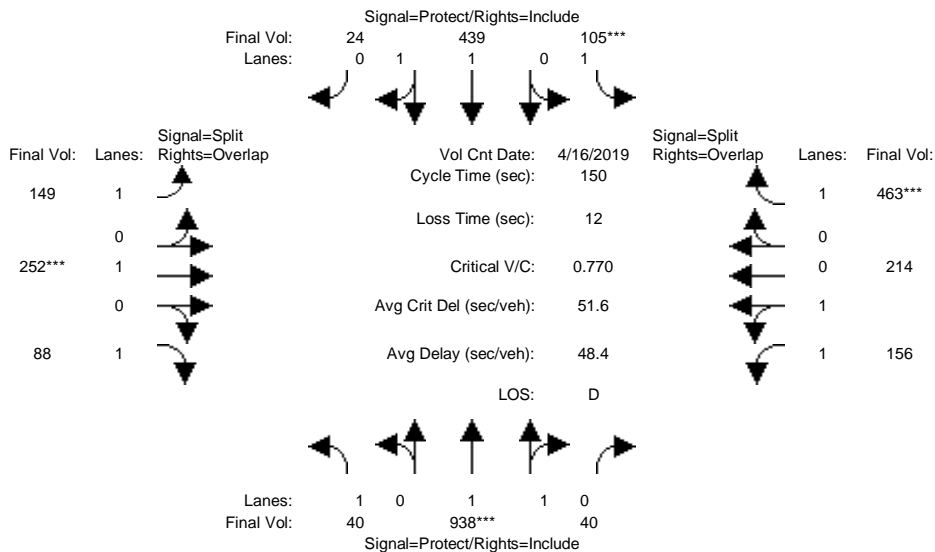
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.22	0.09	0.28	0.28	0.03	0.12	0.04	0.04	0.12	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.07	0.38	0.38	0.15	0.46	0.46	0.19	0.19	0.26	0.20	0.20	0.35
Volume/Cap:	0.61	0.58	0.58	0.58	0.61	0.61	0.18	0.61	0.14	0.21	0.61	0.24
Delay/Veh:	76.5	37.6	37.6	62.5	31.1	31.1	51.0	58.7	42.5	50.6	57.4	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	37.6	37.6	62.5	31.1	31.1	51.0	58.7	42.5	50.6	57.4	35.1
LOS by Move:	E	D	D	E	C	C	D	E	D	D	E	D
HCM2kAvgQ:	4	15	15	7	18	18	2	10	2	3	10	4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #11: University Avenue and Bay Road



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

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

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

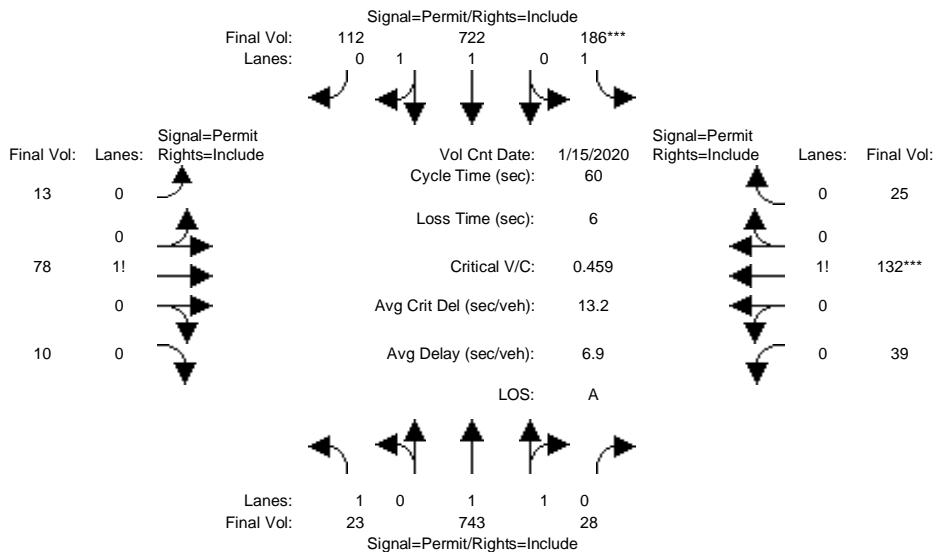
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.06	0.13	0.13	0.08	0.14	0.06	0.09	0.12	0.29
Crit Moves:	****			****			****					****
Green/Cycle:	0.11	0.36	0.36	0.08	0.33	0.33	0.18	0.18	0.29	0.30	0.30	0.38
Volume/Cap:	0.20	0.77	0.77	0.77	0.41	0.41	0.48	0.77	0.19	0.28	0.39	0.77
Delay/Veh:	60.6	45.1	45.1	90.9	39.4	39.4	56.8	69.6	40.2	40.1	41.7	46.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	45.1	45.1	90.9	39.4	39.4	56.8	69.6	40.2	40.1	41.7	46.8
LOS by Move:	E	D	D	F	D	D	E	E	D	D	D	D
HCM2kAvgQ:	2	22	22	6	9	9	6	13	3	5	8	20

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	15 Jan 2020	<<							
Base Vol:	23	743	28	186	722	112	13	78	10	39	132	25
Growth Adj:	1.00	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	743	28	186	722	112	13	78	10	39	132	25
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	743	28	186	722	112	13	78	10	39	132	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	743	28	186	722	112	13	78	10	39	132	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	743	28	186	722	112	13	78	10	39	132	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	743	28	186	722	112	13	78	10	39	132	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.30	0.95	0.95	0.33	0.93	0.93	0.94	0.94	0.94	0.91	0.91	0.91
Lanes:	1.00	1.93	0.07	1.00	1.73	0.27	0.13	0.77	0.10	0.20	0.67	0.13
Final Sat.:	574	3462	130	619	3063	475	231	1385	178	345	1169	221

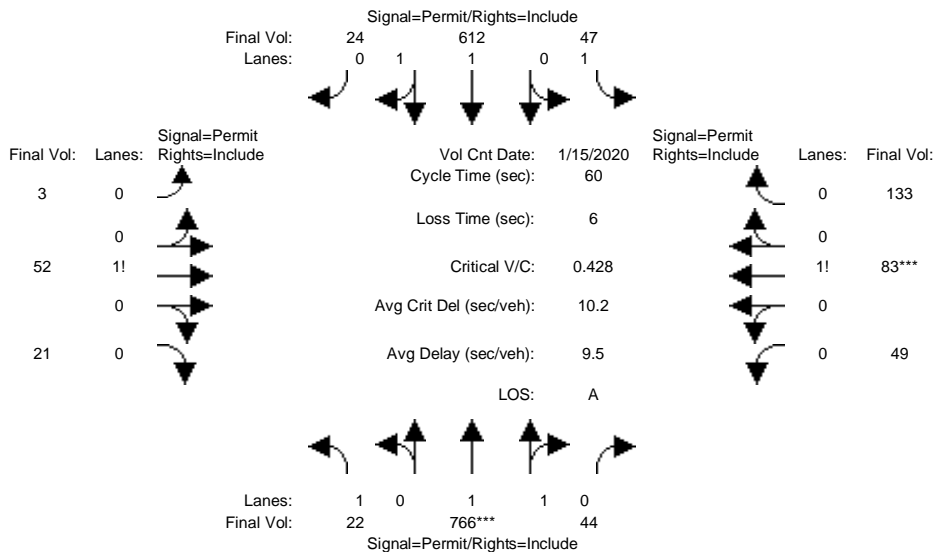
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.30	0.24	0.24	0.06	0.06	0.06	0.11	0.11	0.11
Crit Moves:	****						****					
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.25	0.25	0.25	0.25	0.25	0.25
Volume/Cap:	0.06	0.33	0.33	0.46	0.36	0.36	0.23	0.23	0.23	0.46	0.46	0.46
Delay/Veh:	3.8	4.7	4.7	6.0	4.8	4.8	18.3	18.3	18.3	20.0	20.0	20.0
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:	3.8	4.7	4.7	6.0	4.8	4.8	18.3	18.3	18.3	20.0	20.0	20.0
LOS by Move:	A	A	A	A	A	A	B	B	B	C	C	C
HCM2kAvgQ:	0	3	3	2	4	4	2	2	2	4	4	4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	15 Jan 2020	<<							
Base Vol:	22	766	44	47	612	24	3	52	21	49	83	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	766	44	47	612	24	3	52	21	49	83	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	766	44	47	612	24	3	52	21	49	83	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	766	44	47	612	24	3	52	21	49	83	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	766	44	47	612	24	3	52	21	49	83	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	766	44	47	612	24	3	52	21	49	83	133

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.36	0.94	0.94	0.28	0.94	0.94	0.95	0.95	0.95	0.88	0.88	0.88
Lanes:	1.00	1.89	0.11	1.00	1.92	0.08	0.04	0.68	0.28	0.18	0.31	0.51
Final Sat.:	684	3387	195	530	3453	135	72	1241	501	308	521	835

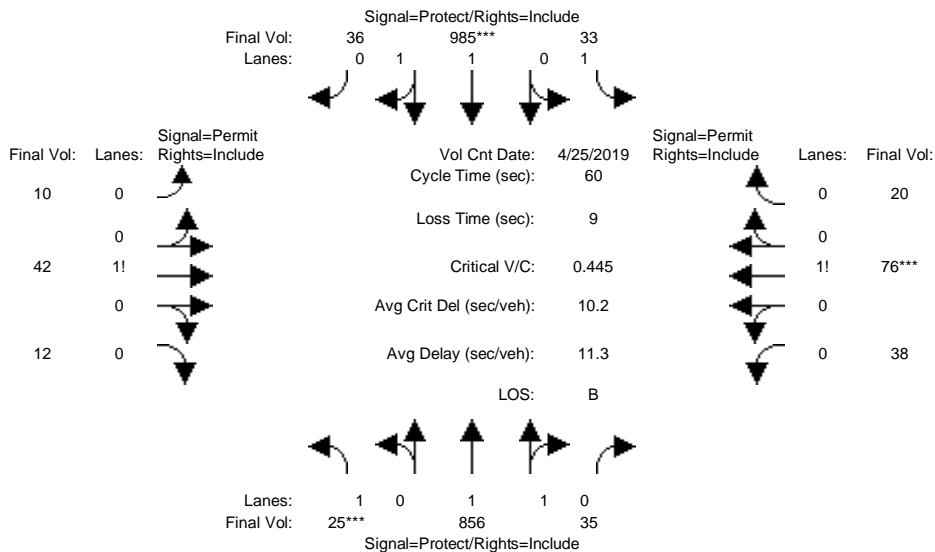
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.09	0.18	0.18	0.04	0.04	0.04	0.16	0.16	0.16
Crit Moves:	****									****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.37	0.37	0.37	0.37	0.37	0.37
Volume/Cap:	0.06	0.43	0.43	0.17	0.34	0.34	0.11	0.11	0.11	0.43	0.43	0.43
Delay/Veh:	7.0	8.8	8.8	7.6	8.2	8.2	12.4	12.4	12.4	14.6	14.6	14.6
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:	7.0	8.8	8.8	7.6	8.2	8.2	12.4	12.4	12.4	14.6	14.6	14.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	0	5	5	1	4	4	1	1	1	4	4	4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #13: University Avenue and Bell Street



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

Volume Module:	>> Count	Date:	25 Apr 2019	<<	9:00 - 10:00 AM
Base Vol:	25 856 35	33 985 36	10 42 12	38 76 20	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	25 856 35	33 985 36	10 42 12	38 76 20	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	25 856 35	33 985 36	10 42 12	38 76 20	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	25 856 35	33 985 36	10 42 12	38 76 20	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	25 856 35	33 985 36	10 42 12	38 76 20	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	25 856 35	33 985 36	10 42 12	38 76 20	

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.93	0.93	0.93	0.88	0.88	0.88
Lanes:	1.00	1.92	0.08	1.00	1.93	0.07	0.15	0.66	0.19	0.28	0.57	0.15
Final Sat.:	1805	3447	141	1805	3465	127	276	1159	331	474	948	250

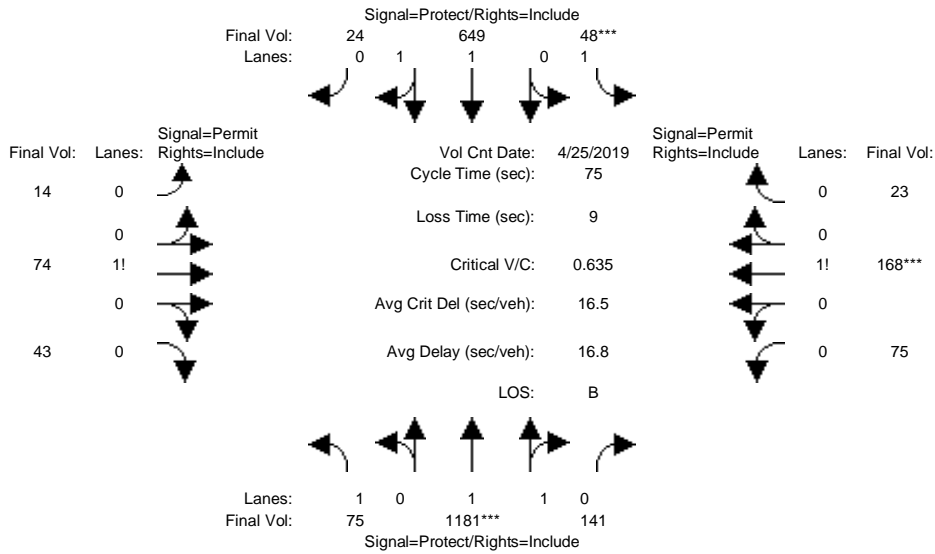
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.02	0.28	0.28	0.04	0.04	0.04	0.08	0.08	0.08
Crit Moves:	****				****						****	
Green/Cycle:	0.12	0.46	0.46	0.22	0.57	0.57	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.12	0.53	0.53	0.08	0.50	0.50	0.22	0.22	0.22	0.48	0.48	0.48
Delay/Veh:	24.0	11.8	11.8	18.8	8.1	8.1	22.0	22.0	22.0	24.0	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:	24.0	11.8	11.8	18.8	8.1	8.1	22.0	22.0	22.0	24.0	24.0	24.0
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	6	6	0	6	6	1	1	1	3	3	3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #13: University Avenue and Bell Street



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

Volume Module:	>> Count	Date:	25 Apr 2019	<<	4:00 - 5:00 pm
Base Vol:	75 1181 141		48 649 24		14 74 43 75 168 23
Growth Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	75 1181 141		48 649 24		14 74 43 75 168 23
Added Vol:	0 0 0		0 0 0		0 0 0 0 0 0
PasserByVol:	0 0 0		0 0 0		0 0 0 0 0 0
Initial Fut:	75 1181 141		48 649 24		14 74 43 75 168 23
User Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	75 1181 141		48 649 24		14 74 43 75 168 23
Reduct Vol:	0 0 0		0 0 0		0 0 0 0 0 0
Reduced Vol:	75 1181 141		48 649 24		14 74 43 75 168 23
PCE Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00		1.00 1.00 1.00		1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:	75 1181 141		48 649 24		14 74 43 75 168 23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87
Lanes:	1.00	1.79	0.21	1.00	1.93	0.07	0.11	0.56	0.33	0.28	0.63	0.09
Final Sat.:	1805	3173	379	1805	3464	128	187	990	575	468	1049	144

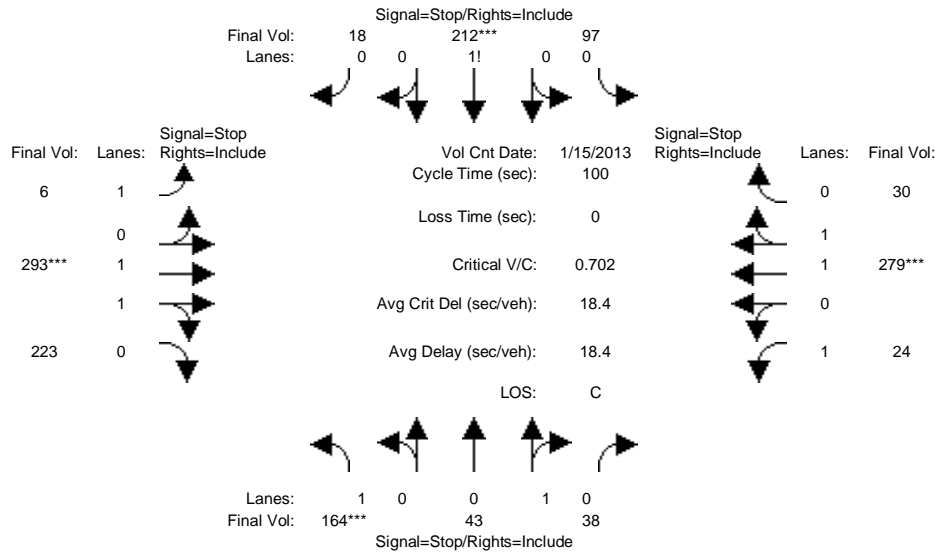
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.03	0.19	0.19	0.07	0.07	0.07	0.16	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.21	0.55	0.55	0.09	0.43	0.43	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.19	0.68	0.68	0.28	0.44	0.44	0.32	0.32	0.32	0.68	0.68	0.68
Delay/Veh:	24.4	13.1	13.1	32.6	15.2	15.2	24.1	24.1	24.1	30.7	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	13.1	13.1	32.6	15.2	15.2	24.1	24.1	24.1	30.7	30.7	30.7
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	12	12	1	6	6	3	3	3	7	7	7

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #21: Clarke Avenue and Bay Road



Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module:	>>	Count	Date:	15 Jan 2013	<<												
Base Vol:	164	43	38	97	212	18	6	293	223	24	279	30					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	164	43	38	97	212	18	6	293	223	24	279	30					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	164	43	38	97	212	18	6	293	223	24	279	30					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	164	43	38	97	212	18	6	293	223	24	279	30					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	164	43	38	97	212	18	6	293	223	24	279	30					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
FinalVolume:	164	43	38	97	212	18	6	293	223	24	279	30					

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.53	0.47	0.30	0.65	0.05	1.00	1.14	0.86	1.00	1.81	0.19
Final Sat.:	413	241	213	138	302	26	421	520	424	396	768	83

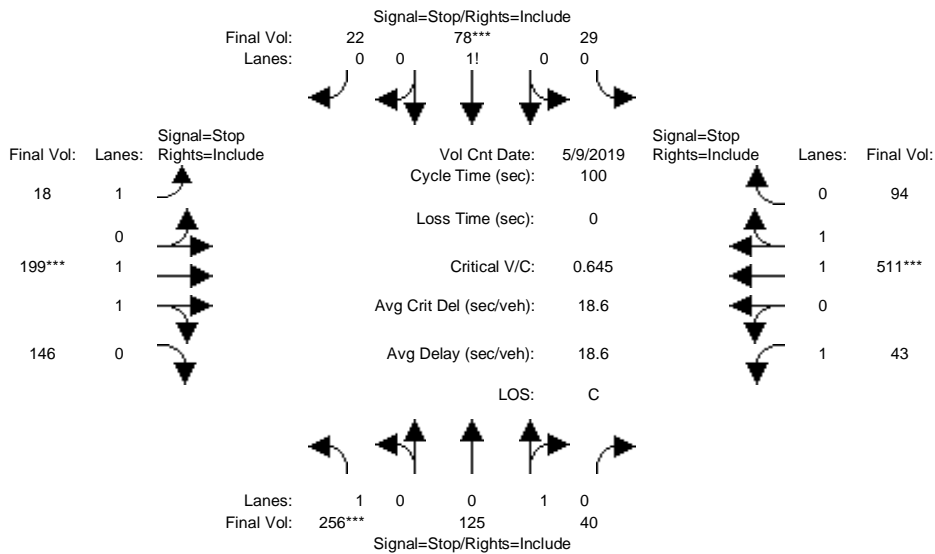
Capacity Analysis Module:												
Vol/Sat:	0.40	0.18	0.18	0.70	0.70	0.70	0.01	0.56	0.53	0.06	0.36	0.36
Crit Moves:	****			****			****			****		
Delay/Veh:	15.9	11.6	11.6	25.4	25.4	25.4	11.0	19.3	17.0	11.8	15.0	14.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	11.6	11.6	25.4	25.4	25.4	11.0	19.3	17.0	11.8	15.0	14.8
LOS by Move:	C	B	B	D	D	D	B	C	C	B	B	B
ApproachDel:		14.5			25.4			18.2			14.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.5			25.4			18.2			14.7	
LOS by Appr:		B			D			C			B	
AllWayAvgQ:	0.6	0.2	0.2	1.9	1.9	1.9	0.0	1.2	1.0	0.1	0.5	0.5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #21: Clarke Avenue and Bay Road



Street Name: Clarke Ave Bay Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 9 May 2019 <<

Base Vol:	256	125	40	29	78	22	18	199	146	43	511	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	125	40	29	78	22	18	199	146	43	511	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	125	40	29	78	22	18	199	146	43	511	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	125	40	29	78	22	18	199	146	43	511	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	125	40	29	78	22	18	199	146	43	511	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	125	40	29	78	22	18	199	146	43	511	94

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.76	0.24	0.22	0.61	0.17	1.00	1.15	0.85	1.00	1.69	0.31
Final Sat.:	435	356	114	94	253	71	393	490	382	429	793	148

Capacity Analysis Module:

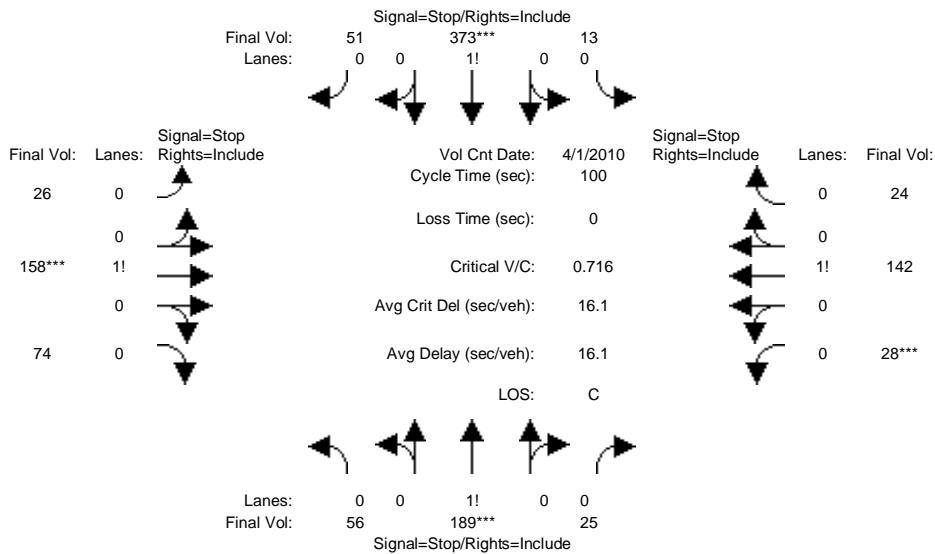
Vol/Sat:	0.59	0.35	0.35	0.31	0.31	0.31	0.05	0.41	0.38	0.10	0.64	0.63
Crit Moves:	****				****			****			****	
Delay/Veh:	21.1	13.9	13.9	14.4	14.4	14.4	11.8	16.0	14.7	11.7	22.4	21.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	13.9	13.9	14.4	14.4	14.4	11.8	16.0	14.7	11.7	22.4	21.6
LOS by Move:	C	B	B	B	B	B	B	C	B	B	C	C
ApproachDel:	18.3			14.4			15.2			21.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.3			14.4			15.2			21.6		
LOS by Appr:	C			B			C			C		
AllWayAvgQ:	1.2	0.5	0.5	0.4	0.4	0.4	0.0	0.6	0.5	0.1	1.6	1.5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #23: Clarke Avenue and Runnymede Street



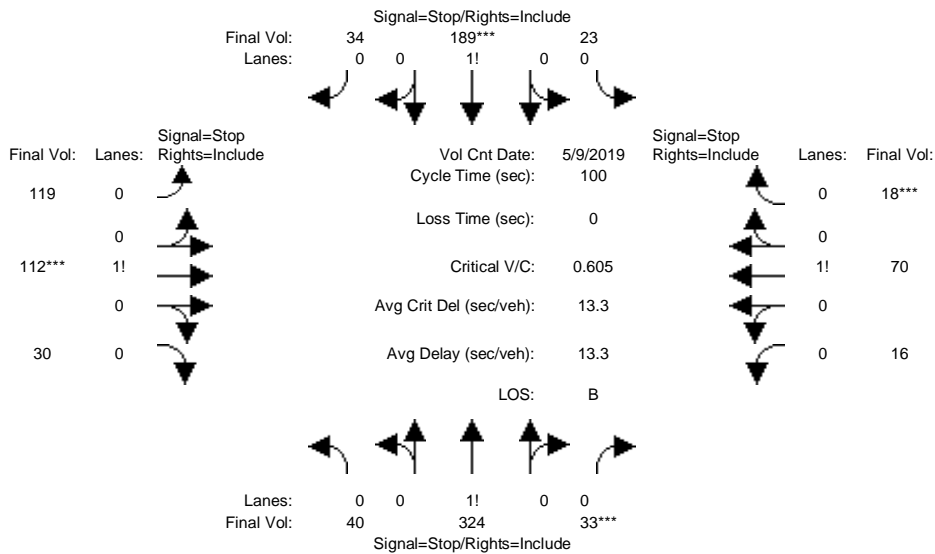
Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Apr 2010 <<												
Base Vol:	56	189	25	13	373	51	26	158	74	28	142	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	189	25	13	373	51	26	158	74	28	142	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	189	25	13	373	51	26	158	74	28	142	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	189	25	13	373	51	26	158	74	28	142	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	189	25	13	373	51	26	158	74	28	142	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	189	25	13	373	51	26	158	74	28	142	24
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.70	0.09	0.03	0.85	0.12	0.10	0.61	0.29	0.14	0.74	0.12
Final Sat.:	115	388	51	18	521	71	54	329	154	73	368	62
Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.49	0.72	0.72	0.72	0.48	0.48	0.48	0.39	0.39	0.39
Crit Moves:	****			****			****			****		
Delay/Veh:	13.9	13.9	13.9	20.4	20.4	20.4	13.8	13.8	13.8	12.6	12.6	12.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.9	13.9	13.9	20.4	20.4	20.4	13.8	13.8	13.8	12.6	12.6	12.6
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
ApproachDel:	13.9			20.4			13.8			12.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.9			20.4			13.8			12.6		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.7	0.7	0.7	2.0	2.0	2.0	0.7	0.7	0.7	0.5	0.5	0.5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #23: Clarke Avenue and Runnymede Street



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

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 9 May 2019 <<

Base Vol:	40	324	33	23	189	34	119	112	30	16	70	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	324	33	23	189	34	119	112	30	16	70	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	324	33	23	189	34	119	112	30	16	70	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	324	33	23	189	34	119	112	30	16	70	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	324	33	23	189	34	119	112	30	16	70	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	324	33	23	189	34	119	112	30	16	70	18

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.82	0.08	0.09	0.77	0.14	0.46	0.43	0.11	0.15	0.68	0.17
Final Sat.:	66	535	55	58	474	85	265	250	67	81	355	91

Capacity Analysis Module:

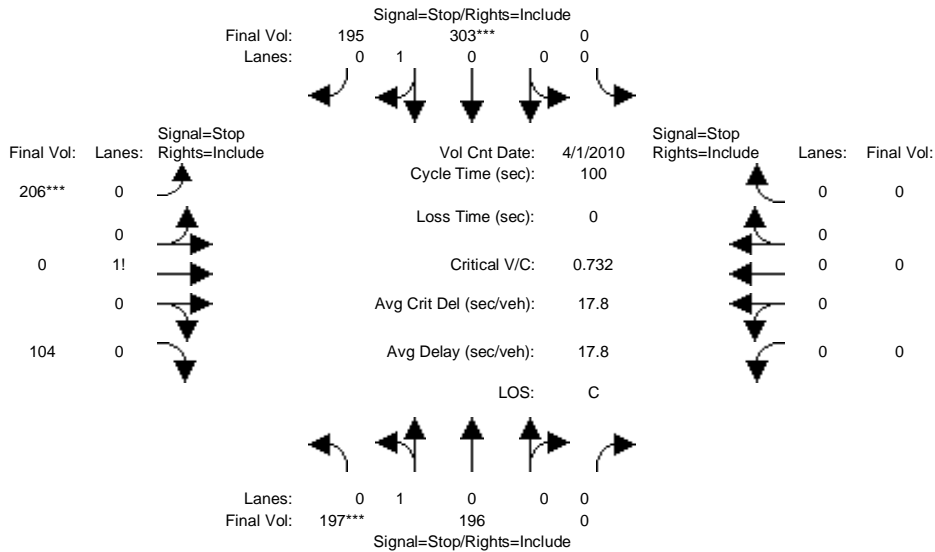
Vol/Sat:	0.61	0.61	0.61	0.40	0.40	0.40	0.45	0.45	0.45	0.20	0.20	0.20
Crit Moves:			****			****			****			****
Delay/Veh:	15.4	15.4	15.4	11.7	11.7	11.7	12.8	12.8	12.8	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.4	15.4	15.4	11.7	11.7	11.7	12.8	12.8	12.8	10.2	10.2	10.2
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:		15.4			11.7			12.8			10.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.4			11.7			12.8			10.2	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	1.3	1.3	1.3	0.6	0.6	0.6	0.7	0.7	0.7	0.2	0.2	0.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #24: Clarke Avenue and Donohoe Street



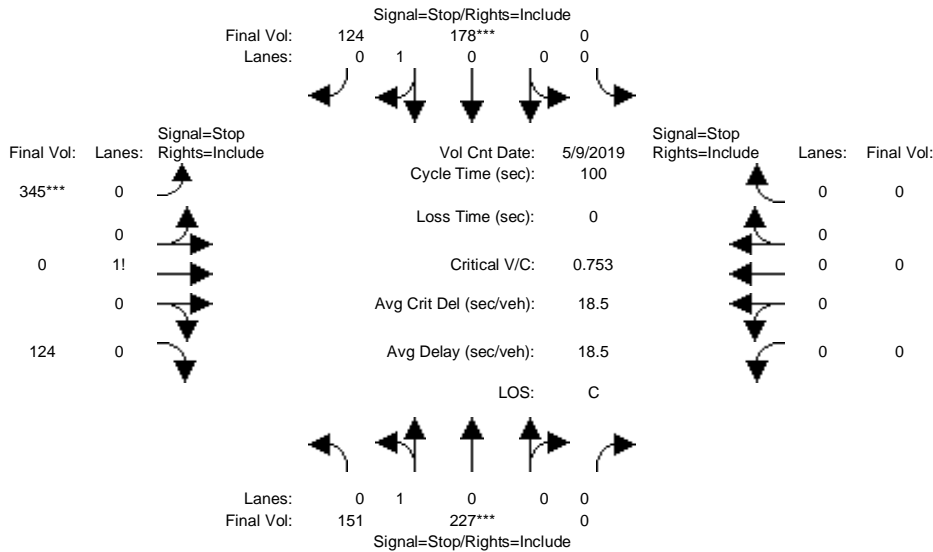
Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Apr 2010 <<												
Base Vol:	197	196	0	0	303	195	206	0	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	196	0	0	303	195	206	0	104	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	196	0	0	303	195	206	0	104	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	196	0	0	303	195	206	0	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	196	0	0	303	195	206	0	104	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	196	0	0	303	195	206	0	104	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	0.00	0.00	0.61	0.39	0.66	0.00	0.34	0.00	0.00	0.00
Final Sat.:	312	311	0	0	414	266	382	0	193	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.63	0.63	xxxx	xxxx	0.73	0.73	0.54	xxxx	0.54	xxxx	xxxx	xxxx
Crit Moves:	***				***		***					
Delay/Veh:	17.1	17.1	0.0	0.0	20.2	20.2	14.8	0.0	14.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	0.0	0.0	20.2	20.2	14.8	0.0	14.8	0.0	0.0	0.0
LOS by Move:	C	C	*	*	C	C	B	*	B	*	*	*
ApproachDel:	17.1			20.2			14.8			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxxx		
ApprAdjDel:	17.1			20.2			14.8			xxxxxx		
LOS by Appr:	C			C			B			*		
AllWayAvgQ:	1.5	1.5	1.5	2.3	2.3	2.3	0.9	0.9	0.9	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #24: Clarke Avenue and Donohoe Street



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

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 9 May 2019 <<

Base Vol:	151	227	0	0	178	124	345	0	124	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	227	0	0	178	124	345	0	124	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	227	0	0	178	124	345	0	124	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	227	0	0	178	124	345	0	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	227	0	0	178	124	345	0	124	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	227	0	0	178	124	345	0	124	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.60	0.00	0.00	0.59	0.41	0.74	0.00	0.26	0.00	0.00	0.00
Final Sat.:	239	359	0	0	358	250	458	0	165	0	0	0

Capacity Analysis Module:

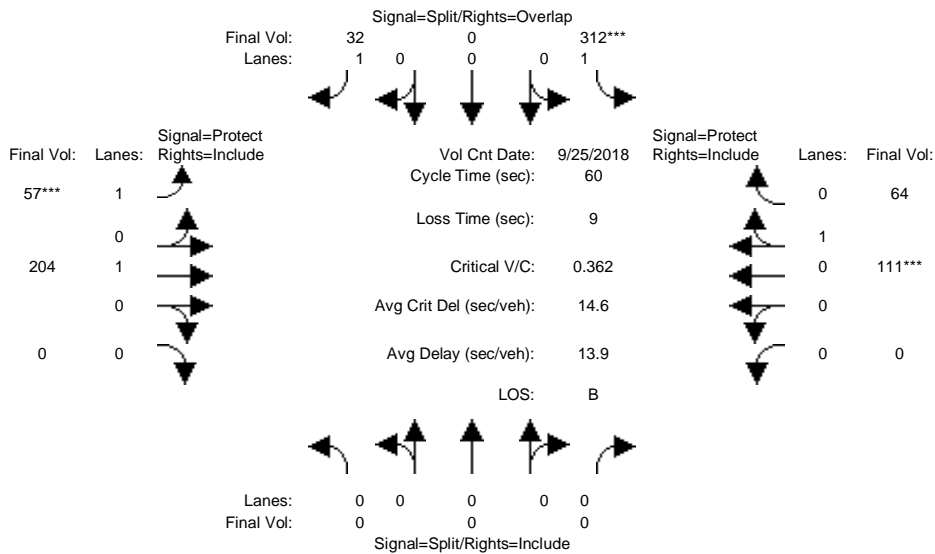
Vol/Sat:	0.63	0.63	xxxx	xxxx	0.50	0.50	0.75	xxxx	0.75	xxxx	xxxx	xxxx
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	17.5	17.5	0.0	0.0	13.6	13.6	22.4	0.0	22.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	17.5	0.0	0.0	13.6	13.6	22.4	0.0	22.4	0.0	0.0	0.0
LOS by Move:	C	C	*	*	B	B	C	*	C	*	*	*
ApproachDel:	17.5				13.6		22.4			xxxxxx		
Delay Adj:	1.00				1.00		1.00			xxxxxx		
ApprAdjDel:	17.5				13.6		22.4			xxxxxx		
LOS by Appr:	C				B		C			*		
AllWayAvgQ:	1.4	1.4	1.4	0.8	0.8	0.8	2.4	2.4	2.4	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	25 Sep 2018	<<								
Base Vol:	0	0	0	312	0	32	57	204	0	0	0	111	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	1.00
Initial Bse:	0	0	0	312	0	32	57	204	0	0	0	111	64
Added Vol:	0	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	0
Initial Fut:	0	0	0	312	0	32	57	204	0	0	0	111	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	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	312	0	32	57	204	0	0	0	111	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	312	0	32	57	204	0	0	0	111	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	1.00
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	1.00
Final Volume:	0	0	0	312	0	32	57	204	0	0	0	111	64

Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	1.00	0.93	0.93
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.63	0.37	
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	1123	648	

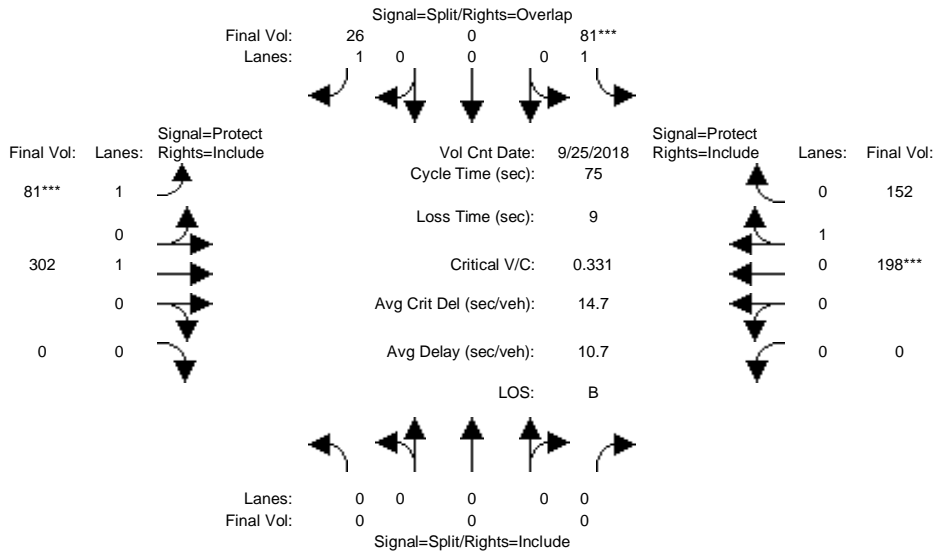
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.03	0.11	0.00	0.00	0.10	0.10	
Crit Moves:				****			****				****		
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.59	0.12	0.38	0.00	0.00	0.26	0.26	
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.03	0.28	0.29	0.00	0.00	0.38	0.38	
Delay/Veh:	0.0	0.0	0.0	10.5	0.0	5.2	24.9	13.2	0.0	0.0	18.6	18.6	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0	10.5	0.0	5.2	24.9	13.2	0.0	0.0	18.6	18.6	
LOS by Move:	A	A	A	B	A	A	C	B	A	A	B	B	
HCM2kAvgQ:	0	0	0	4	0	0	1	3	0	0	3	3	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	25 Sep 2018	<<							
Base Vol:	0	0	0	81	0	26	81	302	0	0	198	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	81	0	26	81	302	0	0	198	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	81	0	26	81	302	0	0	198	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	81	0	26	81	302	0	0	198	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	26	81	302	0	0	198	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	81	0	26	81	302	0	0	198	152

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.57	0.43
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	991	761

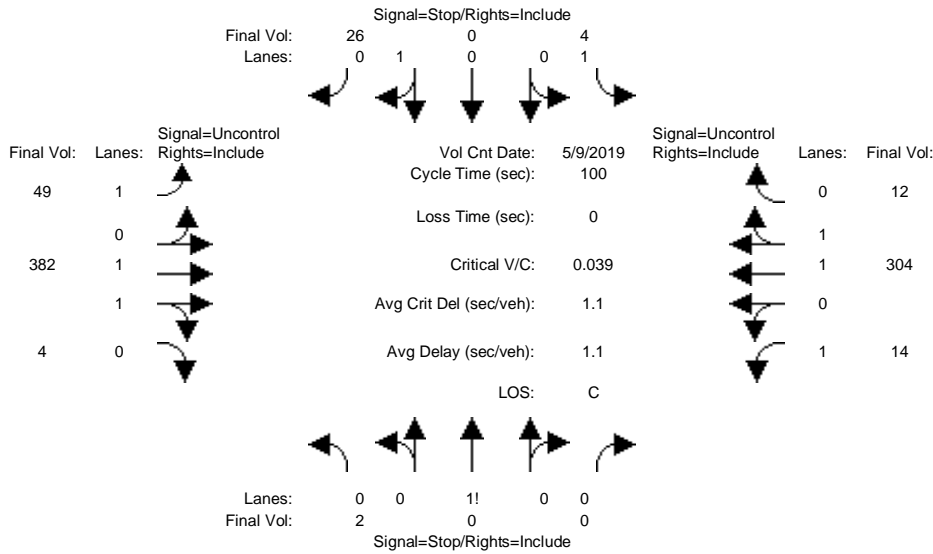
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.05	0.16	0.00	0.00	0.20	0.20
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.28	0.14	0.74	0.00	0.00	0.60	0.60
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.06	0.33	0.22	0.00	0.00	0.33	0.33
Delay/Veh:	0.0	0.0	0.0	30.0	0.0	20.0	30.0	3.1	0.0	0.0	7.6	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.0	0.0	20.0	30.0	3.1	0.0	0.0	7.6	7.6
LOS by Move:	A	A	A	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	0	2	2	0	0	4	4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #26: Demeter Street and Bay Road



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

Volume Module:	>> Count Date: 9 May 2019 <<											
Base Vol:	2	0	0	4	0	26	49	382	4	14	304	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	4	0	26	49	382	4	14	304	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	4	0	26	49	382	4	14	304	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	4	0	26	49	382	4	14	304	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	0	4	0	26	49	382	4	14	304	12

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

Capacity Module:												
Cnflct Vol:	662	xxxx	xxxxx	627	822	158	316	xxxx	xxxxx	386	xxxx	xxxxx
Potent Cap.:	351	xxxx	xxxxx	372	311	866	1256	xxxx	xxxxx	1184	xxxx	xxxxx
Move Cap.:	328	xxxx	xxxxx	358	295	866	1256	xxxx	xxxxx	1184	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.01	0.00	0.03	0.04	xxxx	xxxx	0.01	xxxx	xxxx

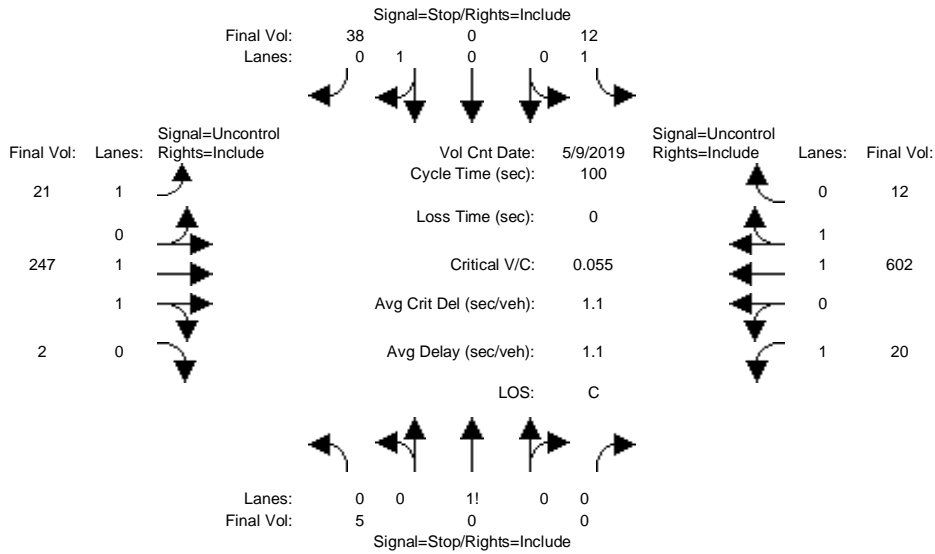
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	16.1	xxxx	xxxxx	15.2	xxxx	xxxxx	8.0	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	C	*	*	C	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	866	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	A	*	*	*	*	*	*
ApproachDel:	16.1		10.1			xxxxxxx			xxxxxxx			
ApproachLOS:	C		B			*			*		*	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #26: Demeter Street and Bay Road



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

Volume Module:	>> Count Date: 9 May 2019 <<											
Base Vol:	5	0	0	12	0	38	21	247	2	20	602	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	12	0	38	21	247	2	20	602	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	12	0	38	21	247	2	20	602	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	12	0	38	21	247	2	20	602	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	0	12	0	38	21	247	2	20	602	12

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

Capacity Module:												
Cnflct Vol:	631	xxxx	xxxxx	814	939	307	614	xxxx	xxxxx	249	xxxx	xxxxx
Potent Cap.:	370	xxxx	xxxxx	273	266	695	975	xxxx	xxxxx	1328	xxxx	xxxxx
Move Cap.:	340	xxxx	xxxxx	266	256	695	975	xxxx	xxxxx	1328	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	0.05	0.00	0.05	0.02	xxxx	xxxx	0.02	xxxx	xxxx

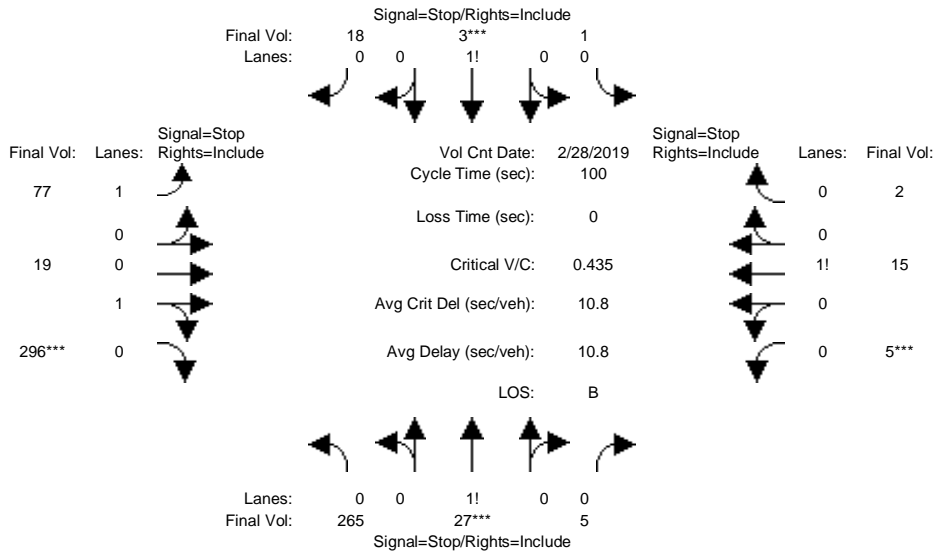
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	15.8	xxxx	xxxxx	19.2	xxxx	xxxxx	8.8	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	C	*	*	C	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	695	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	15.8			12.6			xxxxxxx			xxxxxxx		
ApproachLOS:	C			B			*			*		*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #27: Pulgas Avenue and Bay Road



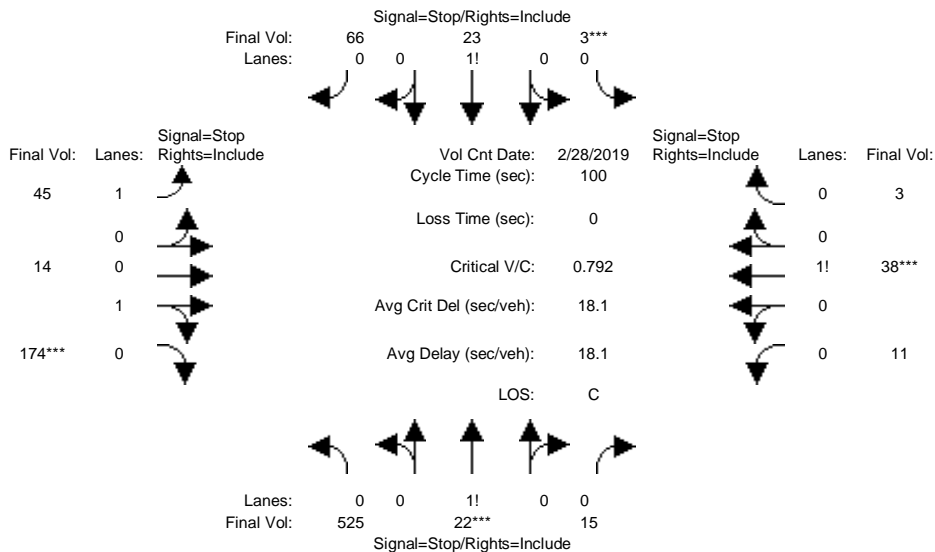
Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	265	27	5	1	3	18	77	19	296	5	15	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	27	5	1	3	18	77	19	296	5	15	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	27	5	1	3	18	77	19	296	5	15	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	27	5	1	3	18	77	19	296	5	15	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	27	5	1	3	18	77	19	296	5	15	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	27	5	1	3	18	77	19	296	5	15	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.89	0.09	0.02	0.04	0.14	0.82	1.00	0.06	0.94	0.23	0.68	0.09
Final Sat.:	609	62	11	31	94	565	597	45	694	144	432	58
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.03	0.03	0.03	0.13	0.43	0.43	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	11.7	11.7	11.7	8.0	8.0	8.0	9.4	10.7	10.7	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.7	11.7	11.7	8.0	8.0	8.0	9.4	10.7	10.7	8.5	8.5	8.5
LOS by Move:	B	B	B	A	A	A	A	B	B	A	A	A
ApproachDel:		11.7			8.0			10.4			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.7			8.0			10.4			8.5	
LOS by Appr:		B			A			B			A	
AllWayAvgQ:	0.7	0.7	0.7	0.0	0.0	0.0	0.1	0.7	0.7	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #27: Pulgas Avenue and Bay Road



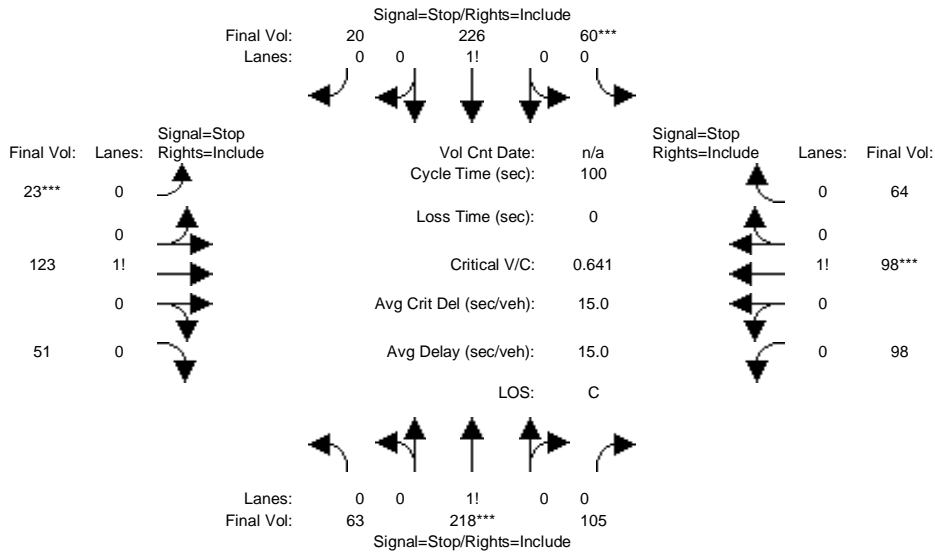
Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 28 Feb 2019 <<												
Base Vol:	525	22	15	3	23	66	45	14	174	11	38	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	525	22	15	3	23	66	45	14	174	11	38	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	525	22	15	3	23	66	45	14	174	11	38	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	525	22	15	3	23	66	45	14	174	11	38	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	525	22	15	3	23	66	45	14	174	11	38	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	525	22	15	3	23	66	45	14	174	11	38	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.93	0.04	0.03	0.03	0.25	0.72	1.00	0.07	0.93	0.21	0.73	0.06
Final Sat.:	663	28	19	22	166	476	503	45	554	114	394	31
Capacity Analysis Module:												
Vol/Sat:	0.79	0.79	0.79	0.14	0.14	0.14	0.09	0.31	0.31	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	23.6	23.6	23.6	8.8	8.8	8.8	10.1	10.6	10.6	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	23.6	23.6	8.8	8.8	8.8	10.1	10.6	10.6	9.6	9.6	9.6
LOS by Move:	C	C	C	A	A	A	B	B	B	A	A	A
ApproachDel:	23.6			8.8			10.5			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	23.6			8.8			10.5			9.6		
LOS by Appr:	C			A			B			A		
AllWayAvgQ:	3.1	3.1	3.1	0.1	0.1	0.1	0.1	0.4	0.4	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #29: Pulgas Avenue and Runnymead Street



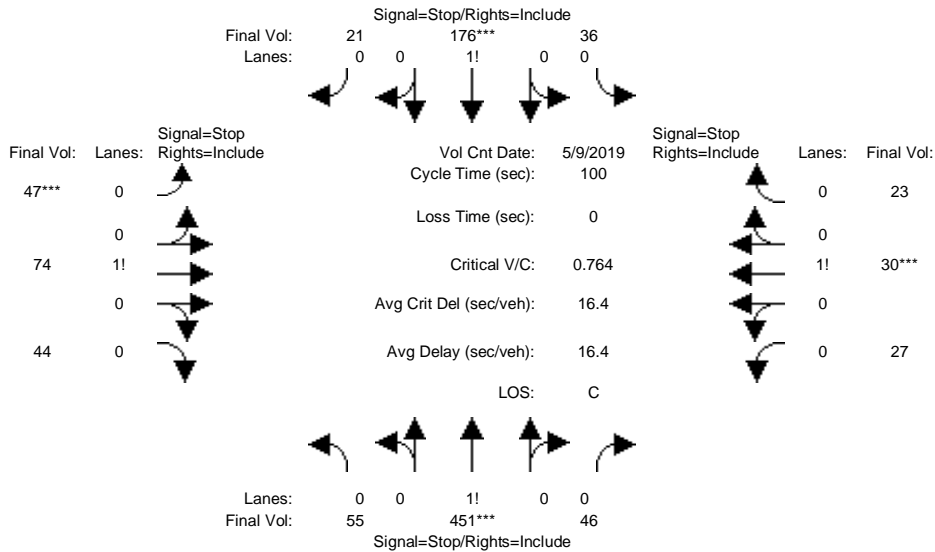
Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	63	218	105	60	226	20	23	123	51	98	98	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	218	105	60	226	20	23	123	51	98	98	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	218	105	60	226	20	23	123	51	98	98	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	218	105	60	226	20	23	123	51	98	98	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	218	105	60	226	20	23	123	51	98	98	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	63	218	105	60	226	20	23	123	51	98	98	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.57	0.27	0.20	0.74	0.06	0.12	0.62	0.26	0.38	0.38	0.24
Final Sat.:	98	340	164	111	419	37	60	320	133	202	202	132
Capacity Analysis Module:												
Vol/Sat:	0.64	0.64	0.64	0.54	0.54	0.54	0.38	0.38	0.38	0.49	0.49	0.49
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	17.2	17.2	17.2	14.9	14.9	14.9	12.4	12.4	12.4	13.9	13.9	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	17.2	17.2	14.9	14.9	14.9	12.4	12.4	12.4	13.9	13.9	13.9
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	17.2			14.9			12.4			13.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.2			14.9			12.4			13.9		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	1.4	1.4	1.4	0.9	0.9	0.9	0.5	0.5	0.5	0.7	0.7	0.7

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #29: Pulgas Avenue and Runnymead Street



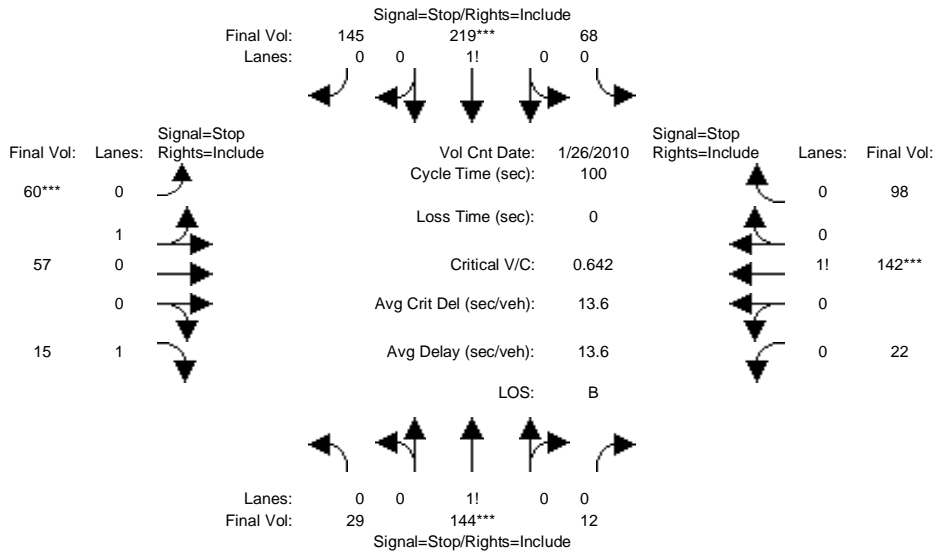
Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 9 May 2019 <<												
Base Vol:	55	451	46	36	176	21	47	74	44	27	30	23
Growth Adj: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

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #30: Pulgas Avenue and O'Connor Street



Street Name: Pulgas Avenue O'Connor Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 26 Jan 2010 <<

Base Vol:	29	144	12	68	219	145	60	57	15	22	142	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	144	12	68	219	145	60	57	15	22	142	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	144	12	68	219	145	60	57	15	22	142	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	144	12	68	219	145	60	57	15	22	142	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	144	12	68	219	145	60	57	15	22	142	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	144	12	68	219	145	60	57	15	22	142	98

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.78	0.06	0.16	0.51	0.33	0.51	0.49	1.00	0.08	0.55	0.37
Final Sat.:	92	456	38	106	341	226	248	236	556	50	322	222

Capacity Analysis Module:

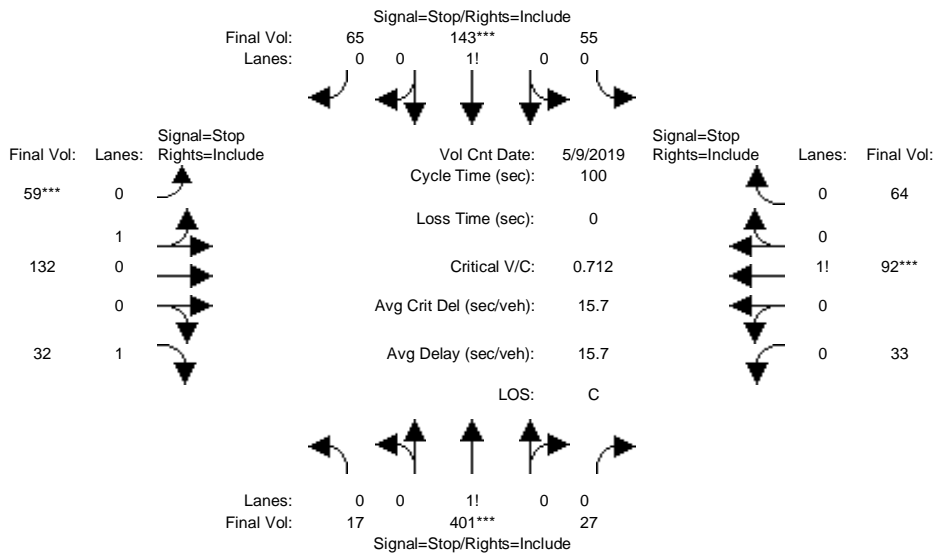
Vol/Sat:	0.32	0.32	0.32	0.64	0.64	0.64	0.24	0.24	0.03	0.44	0.44	0.44
Crit Moves:	****			****			****			****		
Delay/Veh:	11.0	11.0	11.0	16.2	16.2	16.2	11.3	11.3	8.6	12.5	12.5	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	16.2	16.2	16.2	11.3	11.3	8.6	12.5	12.5	12.5
LOS by Move:	B	B	B	C	C	C	B	B	A	B	B	B
ApproachDel:		11.0			16.2			11.0			12.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			16.2			11.0			12.5	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.4	0.4	0.4	1.5	1.5	1.5	0.3	0.3	0.0	0.6	0.6	0.6

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #30: Pulgas Avenue and O'Connor Street



Street Name: Pulgas Avenue O'Connor Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 9 May 2019 <<

Base Vol:	17	401	27	55	143	65	59	132	32	33	92	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	401	27	55	143	65	59	132	32	33	92	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	401	27	55	143	65	59	132	32	33	92	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	401	27	55	143	65	59	132	32	33	92	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	401	27	55	143	65	59	132	32	33	92	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	401	27	55	143	65	59	132	32	33	92	64

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.21	0.54	0.25	0.31	0.69	1.00	0.17	0.49	0.34
Final Sat.:	24	563	38	121	314	143	149	333	544	91	253	176

Capacity Analysis Module:

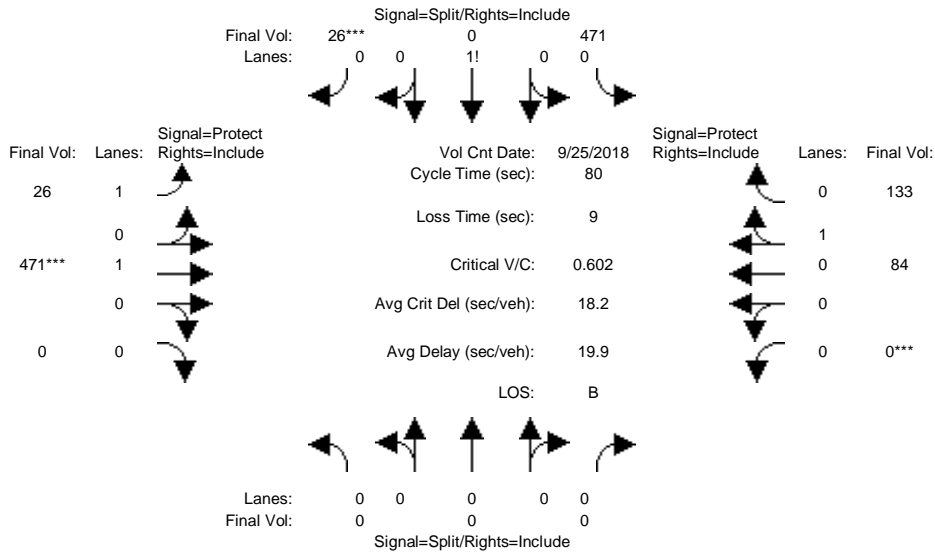
Vol/Sat:	0.71	0.71	0.71	0.45	0.45	0.45	0.40	0.40	0.06	0.36	0.36	0.36
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	20.2	20.2	20.2	13.1	13.1	13.1	13.5	13.5	9.1	12.2	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	20.2	20.2	13.1	13.1	13.1	13.5	13.5	9.1	12.2	12.2	12.2
LOS by Move:	C	C	C	B	B	B	B	B	A	B	B	B
ApproachDel:	20.2	20.2	20.2	13.1	13.1	13.1	13.5	13.5	9.1	12.2	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ApprAdjDel:	20.2	20.2	20.2	13.1	13.1	13.1	13.5	13.5	9.1	12.2	12.2	12.2
LOS by Appr:	C	C	C	B	B	B	B	B	A	B	B	B
AllWayAvgQ:	2.0	2.0	2.0	0.7	0.7	0.7	0.5	0.5	0.1	0.4	0.4	0.4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	25 Sep 2018	<<							
Base Vol:	0	0	0	471	0	26	26	471	0	0	84	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	471	0	26	26	471	0	0	84	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	471	0	26	26	471	0	0	84	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	471	0	26	26	471	0	0	84	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	471	0	26	26	471	0	0	84	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	471	0	26	26	471	0	0	84	133

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

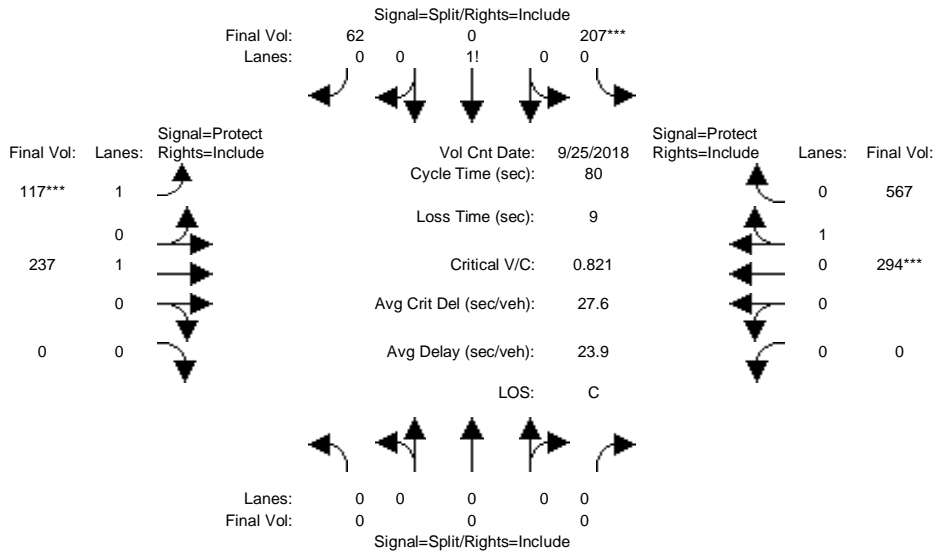
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.01	0.25	0.00	0.00	0.13	0.13
Crit Moves:						****		****		****		
Green/Cycle:	0.00	0.00	0.00	0.47	0.00	0.47	0.17	0.42	0.00	0.00	0.25	0.25
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.60	0.09	0.60	0.00	0.00	0.51	0.51
Delay/Veh:	0.0	0.0	0.0	17.0	0.0	17.0	28.0	19.3	0.0	0.0	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.0	0.0	17.0	28.0	19.3	0.0	0.0	26.9	26.9
LOS by Move:	A	A	A	B	A	B	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	10	0	10	1	9	0	0	5	5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	25 Sep 2018	<<							
Base Vol:	0	0	0	207	0	62	117	237	0	0	294	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	207	0	62	117	237	0	0	294	567
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	207	0	62	117	237	0	0	294	567
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	207	0	62	117	237	0	0	294	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	207	0	62	117	237	0	0	294	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	207	0	62	117	237	0	0	294	567

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

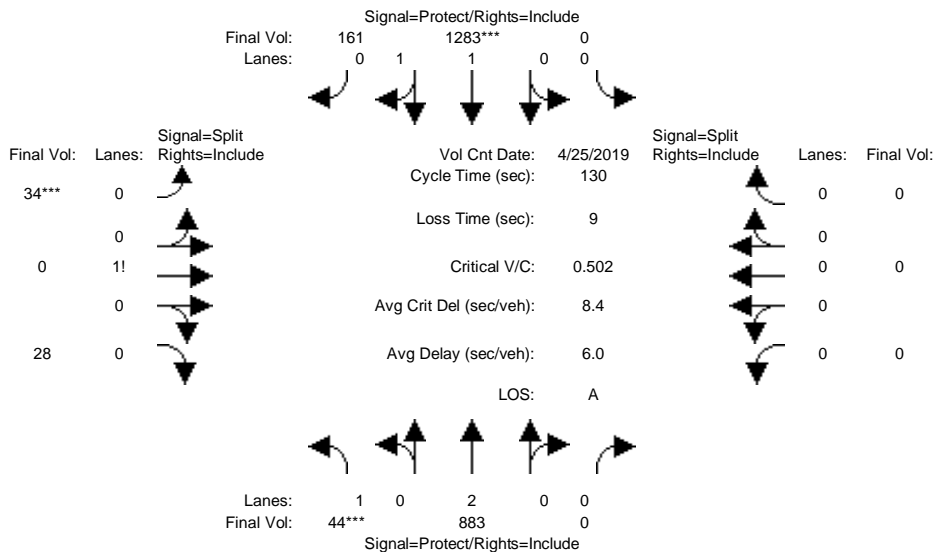
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.07	0.13	0.00	0.00	0.51	0.51
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.19	0.09	0.70	0.00	0.00	0.61	0.61
Volume/Cap:	0.00	0.00	0.00	0.83	0.00	0.83	0.76	0.18	0.00	0.00	0.83	0.83
Delay/Veh:	0.0	0.0	0.0	47.3	0.0	47.3	54.7	4.2	0.0	0.0	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.3	0.0	47.3	54.7	4.2	0.0	0.0	17.8	17.8
LOS by Move:	A	A	A	D	A	D	D	A	A	A	B	B
HCM2kAvgQ:	0	0	0	9	0	9	3	2	0	0	19	19

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
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	0	0	10	10	10	0	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:	25 Apr 2019	<<							
Base Vol:	44	883	0	0	1283	161	34	0	28	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:	44	883	0	0	1283	161	34	0	28	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:	44	883	0	0	1283	161	34	0	28	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:	44	883	0	0	1283	161	34	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	883	0	0	1283	161	34	0	28	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
Final Volume:	44	883	0	0	1283	161	34	0	28	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.78	0.22	0.55	0.00	0.45	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3153	396	952	0	784	0	0	0

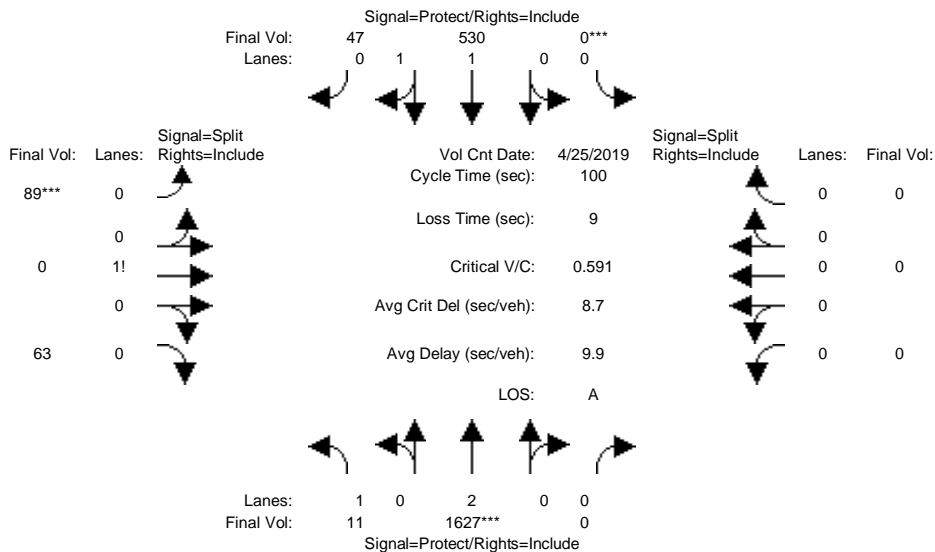
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.00	0.00	0.41	0.41	0.04	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.05	0.85	0.00	0.00	0.80	0.80	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.45	0.29	0.00	0.00	0.51	0.51	0.46	0.00	0.46	0.00	0.00	0.00
Delay/Veh:	63.0	1.9	0.0	0.0	4.5	4.5	60.0	0.0	60.0	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:	63.0	1.9	0.0	0.0	4.5	4.5	60.0	0.0	60.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	2	4	0	0	10	10	3	0	3	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
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	0	0	10	10	10	0	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:	25 Apr 2019	<<							
Base Vol:	11	1627	0	0	530	47	89	0	63	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1627	0	0	530	47	89	0	63	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1627	0	0	530	47	89	0	63	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1627	0	0	530	47	89	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1627	0	0	530	47	89	0	63	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
Final Volume:	11	1627	0	0	530	47	89	0	63	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.84	0.16	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3276	291	1021	0	723	0	0	0

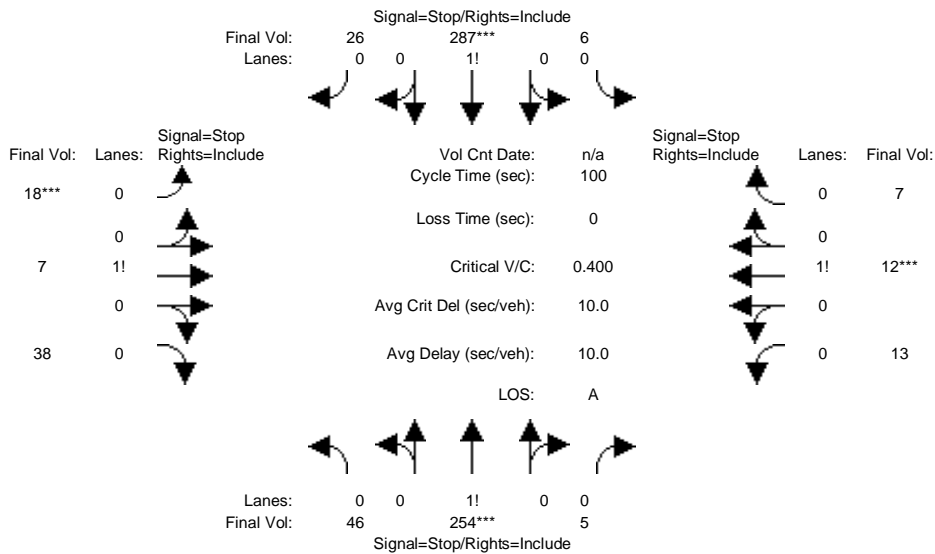
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.00	0.00	0.16	0.16	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.23	0.76	0.00	0.00	0.53	0.53	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.03	0.59	0.00	0.00	0.30	0.30	0.59	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	29.8	5.5	0.0	0.0	13.1	13.1	43.4	0.0	43.4	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:	29.8	5.5	0.0	0.0	13.1	13.1	43.4	0.0	43.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	0	12	0	0	5	5	5	0	5	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #201: Pulgas Ave & Beech St

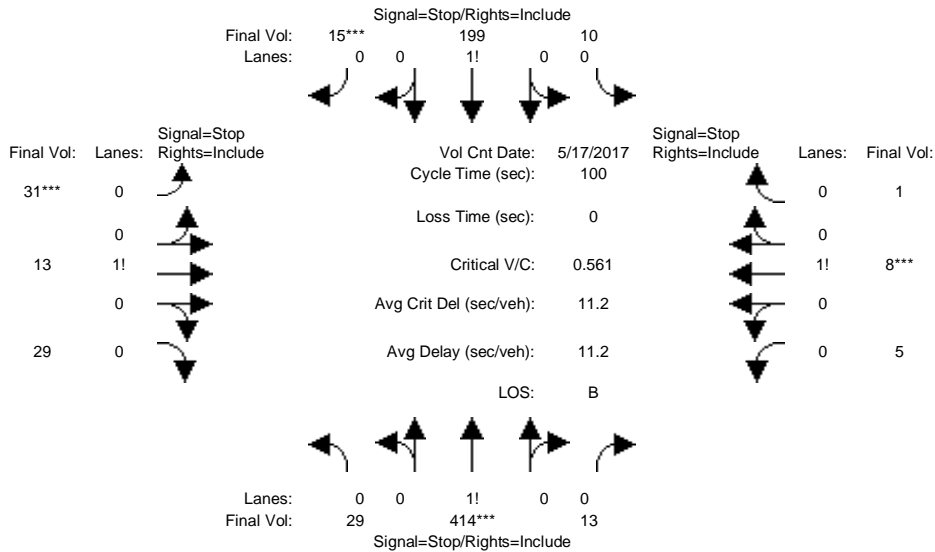


Street Name:	Pulgas Ave						Beech St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	46	254	5	6	287	26	18	7	38	13	12	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	254	5	6	287	26	18	7	38	13	12	7
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:	46	254	5	6	287	26	18	7	38	13	12	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	254	5	6	287	26	18	7	38	13	12	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	254	5	6	287	26	18	7	38	13	12	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	254	5	6	287	26	18	7	38	13	12	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.15	0.83	0.02	0.02	0.90	0.08	0.29	0.11	0.60	0.41	0.37	0.22
Final Sat.:	118	653	13	15	718	65	186	73	394	249	229	134
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.40	0.40	0.40	0.10	0.10	0.10	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	10.2	10.2	10.2	10.2	10.2	10.2	8.4	8.4	8.4	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	10.2	10.2	10.2	10.2	8.4	8.4	8.4	8.5	8.5	8.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		10.2			10.2			8.4			8.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			10.2			8.4			8.5	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.6	0.6	0.6	0.6	0.6	0.6	0.1	0.1	0.1	0.0	0.0	0.0

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #201: Pulgas Ave & Beech St



Street Name: Pulgas Ave Beech 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: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 17 May 2017 << 04:15 PM - 05:15 PM

Base Vol:	29	414	13	10	199	15	31	13	29	5	8	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	414	13	10	199	15	31	13	29	5	8	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	414	13	10	199	15	31	13	29	5	8	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	414	13	10	199	15	31	13	29	5	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	414	13	10	199	15	31	13	29	5	8	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	414	13	10	199	15	31	13	29	5	8	1

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.04	0.89	0.07	0.42	0.18	0.40	0.36	0.57	0.07
Final Sat.:	52	738	23	34	683	51	265	111	248	208	332	42

Capacity Analysis Module:

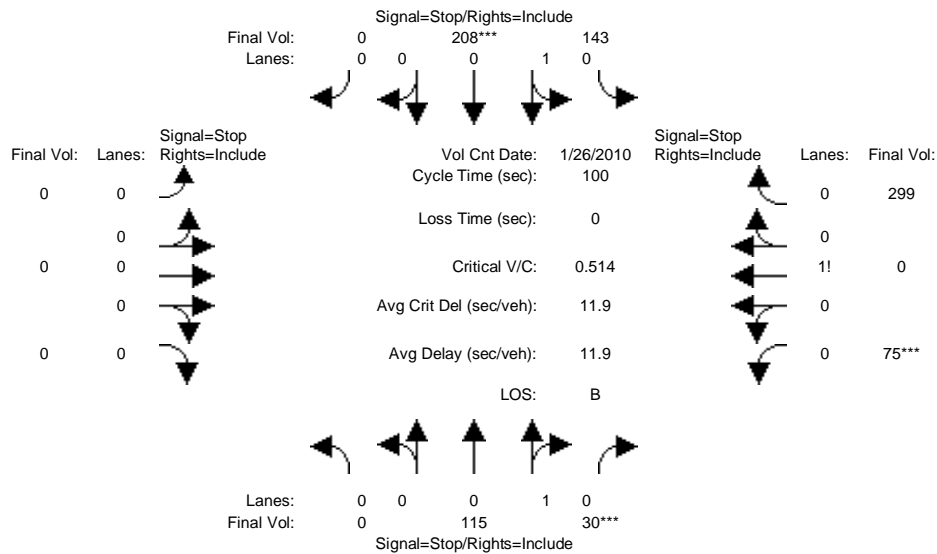
Vol/Sat:	0.56	0.56	0.56	0.29	0.29	0.29	0.12	0.12	0.12	0.02	0.02	0.02
Crit Moves:	****					****	****				****	
Delay/Veh:	12.6	12.6	12.6	9.4	9.4	9.4	8.8	8.8	8.8	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	9.4	9.4	9.4	8.8	8.8	8.8	8.6	8.6	8.6
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	12.6			9.4			8.8			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			9.4			8.8			8.6		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	1.2	1.2	1.2	0.4	0.4	0.4	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #203: Clarke Ave & O'Connor St



Street Name:	Clarke Ave						O'Connor 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:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	>> Count Date: 26 Jan 2010 <<											
Base Vol:	0	115	30	143	208	0	0	0	0	75	0	299
Growth Adj:	1.00	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	115	30	143	208	0	0	0	0	75	0	299
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	115	30	143	208	0	0	0	0	75	0	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	115	30	143	208	0	0	0	0	75	0	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	115	30	143	208	0	0	0	0	75	0	299
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	115	30	143	208	0	0	0	0	75	0	299

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.79	0.21	0.41	0.59	0.00	0.00	0.00	0.00	0.20	0.00	0.80
Final Sat.:	0	520	136	278	405	0	0	0	0	148	0	590

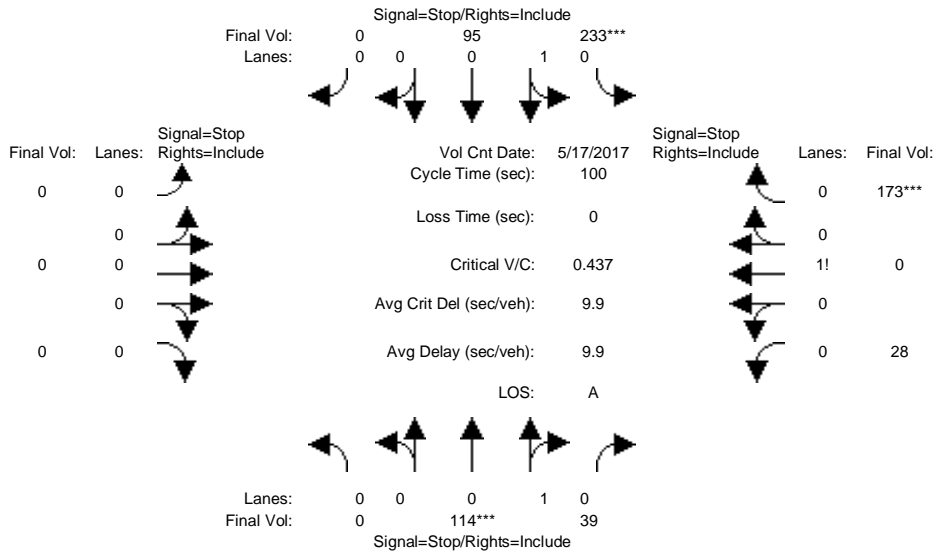
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.22	0.22	0.51	0.51	xxxx	xxxx	xxxx	xxxx	0.51	xxxx	0.51
Crit Moves:			****		****					****		
Delay/Veh:	0.0	9.5	9.5	12.9	12.9	0.0	0.0	0.0	0.0	11.9	0.0	11.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.5	9.5	12.9	12.9	0.0	0.0	0.0	0.0	11.9	0.0	11.9
LOS by Move:	*	A	A	B	B	*	*	*	*	B	*	B
ApproachDel:		9.5		12.9			xxxxxxx			11.9		
Delay Adj:		1.00		1.00			xxxxxxx			1.00		
ApprAdjDel:		9.5		12.9			xxxxxxx			11.9		
LOS by Appr:		A		B			*			B		
AllWayAvgQ:	0.2	0.2	0.2	0.9	0.9	0.9	0.0	0.0	0.0	0.9	0.9	0.9

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #203: Clarke Ave & O'Connor St



Street Name: Clarke Ave O'Connor 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: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 17 May 2017 << 04:45 PM - 05:45 PM

Base Vol:	0	114	39	233	95	0	0	0	28	0	173
Growth Adj:	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	114	39	233	95	0	0	0	28	0	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	114	39	233	95	0	0	0	28	0	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	114	39	233	95	0	0	0	28	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	114	39	233	95	0	0	0	28	0	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	114	39	233	95	0	0	0	28	0	173

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.75	0.25	0.71	0.29	0.00	0.00	0.00	0.00	0.14	0.00
Final Sat.:	0	560	192	533	217	0	0	0	0	105	0

Capacity Analysis Module:

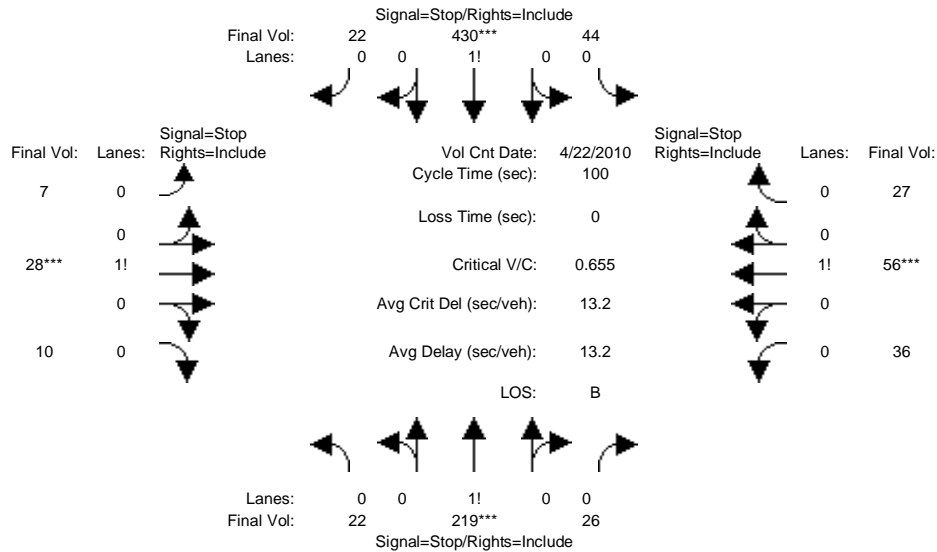
Vol/Sat:	xxxx	0.20	0.20	0.44	0.44	xxxx	xxxx	xxxx	xxxx	0.27	xxxx	0.27
Crit Moves:		****		****								****
Delay/Veh:	0.0	8.7	8.7	11.1	11.1	0.0	0.0	0.0	0.0	8.9	0.0	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	8.7	11.1	11.1	0.0	0.0	0.0	0.0	8.9	0.0	8.9
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		8.7		11.1			xxxxxxx			8.9		
Delay Adj:		1.00		1.00			xxxxxxx			1.00		
ApprAdjDel:		8.7		11.1			xxxxxxx			8.9		
LOS by Appr:		A		B			*			A		
AllWayAvgQ:	0.2	0.2	0.2	0.7	0.7	0.7	0.0	0.0	0.0	0.3	0.3	0.3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #206: Clarke/Garden



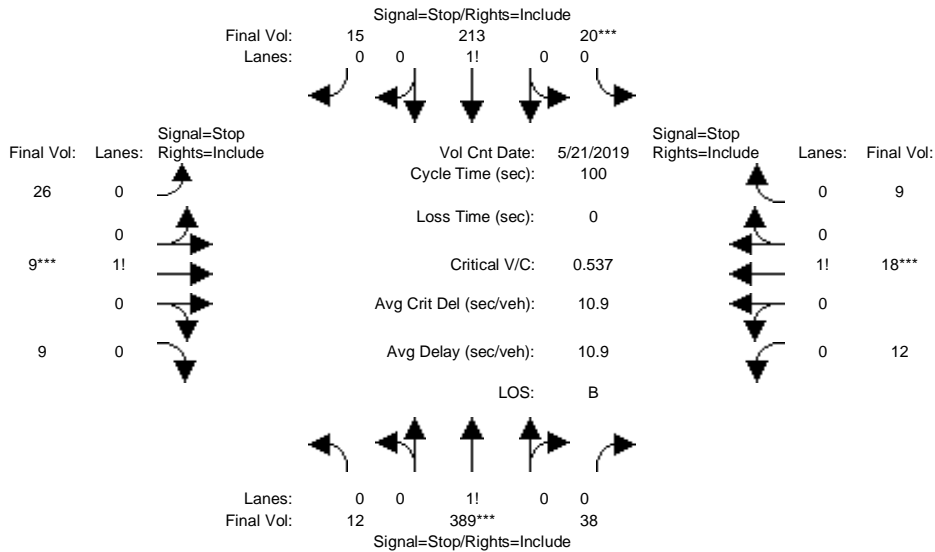
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 22 Apr 2010 <<												
Base Vol:	22	219	26	44	430	22	7	28	10	36	56	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	219	26	44	430	22	7	28	10	36	56	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	219	26	44	430	22	7	28	10	36	56	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	219	26	44	430	22	7	28	10	36	56	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	219	26	44	430	22	7	28	10	36	56	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	219	26	44	430	22	7	28	10	36	56	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.82	0.10	0.09	0.87	0.04	0.16	0.62	0.22	0.30	0.47	0.23
Final Sat.:	58	582	69	67	656	34	85	340	121	175	272	131
Capacity Analysis Module:												
Vol/Sat:	0.38	0.38	0.38	0.66	0.66	0.66	0.08	0.08	0.08	0.21	0.21	0.21
Crit Moves:	****			****			****			****		
Delay/Veh:	10.6	10.6	10.6	15.7	15.7	15.7	9.2	9.2	9.2	9.9	9.9	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	15.7	15.7	15.7	9.2	9.2	9.2	9.9	9.9	9.9
LOS by Move:	B	B	B	C	C	C	A	A	A	A	A	A
ApproachDel:	10.6			15.7			9.2			9.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.6			15.7			9.2			9.9		
LOS by Appr:	B			C			A			A		
AllWayAvgQ:	0.5	0.5	0.5	1.7	1.7	1.7	0.1	0.1	0.1	0.2	0.2	0.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #206: Clarke/Garden



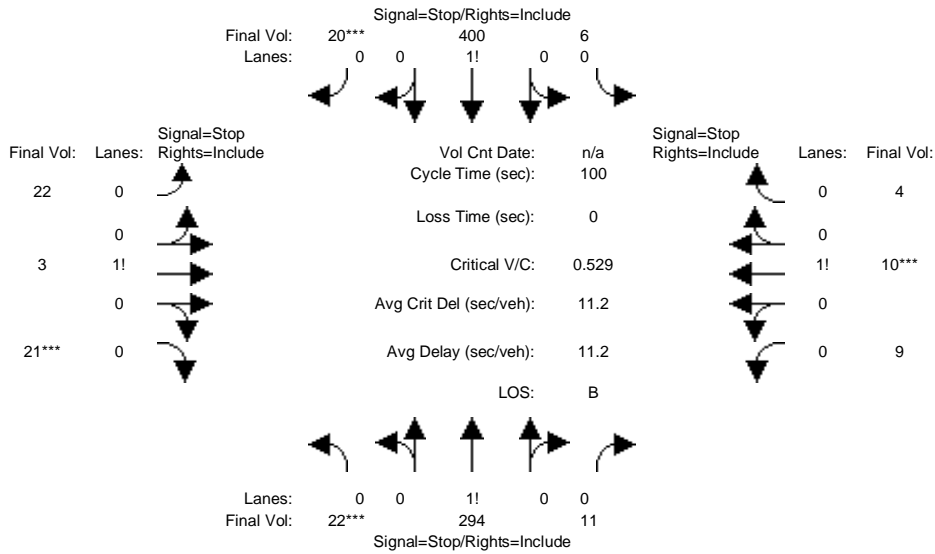
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Volume Module: >> Count Date: 21 May 2019 <<													
Base Vol:	12	389	38	20	213	15	26	9	9	12	18	9	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	12	389	38	20	213	15	26	9	9	12	18	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:	12	389	38	20	213	15	26	9	9	12	18	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:	12	389	38	20	213	15	26	9	9	12	18	9	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	12	389	38	20	213	15	26	9	9	12	18	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:	12	389	38	20	213	15	26	9	9	12	18	9	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.03	0.88	0.09	0.08	0.86	0.06	0.60	0.20	0.20	0.31	0.46	0.23	
Final Sat.:	22	724	71	62	663	47	352	122	122	185	278	139	
Capacity Analysis Module:													
Vol/Sat:	0.54	0.54	0.54	0.32	0.32	0.32	0.07	0.07	0.07	0.06	0.06	0.06	
Crit Moves:	****	****			****			****			****		
Delay/Veh:	12.1	12.1	12.1	9.6	9.6	9.6	8.8	8.8	8.8	8.7	8.7	8.7	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	12.1	12.1	12.1	9.6	9.6	9.6	8.8	8.8	8.8	8.7	8.7	8.7	
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A	
ApproachDel:	12.1			9.6			8.8			8.7			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	12.1			9.6			8.8			8.7			
LOS by Appr:	B			A			A			A			
AllWayAvgQ:	1.1	1.1	1.1	0.4	0.4	0.4	0.1	0.1	0.1	0.1	0.1	0.1	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #210: Pulgas Ave & Garden St



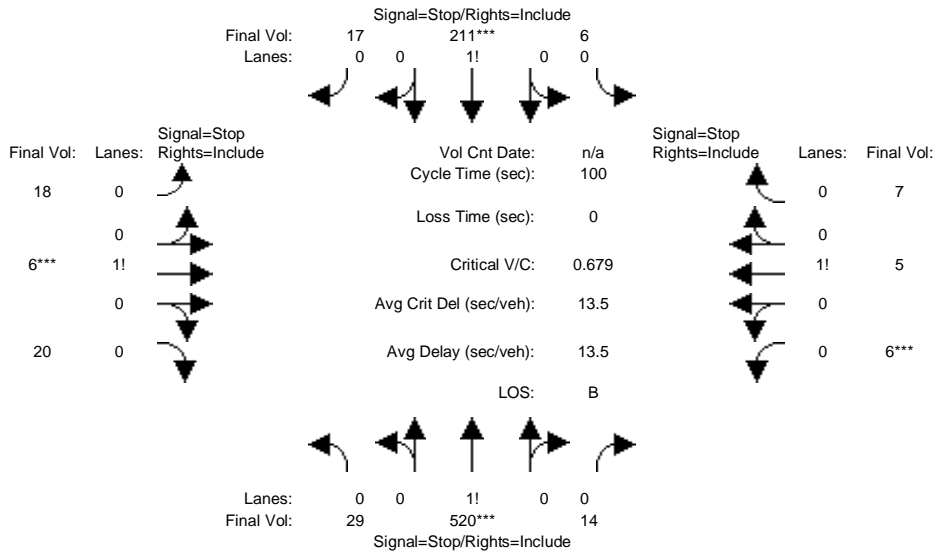
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	294	11	6	400	20	22	3	21	9	10	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	294	11	6	400	20	22	3	21	9	10	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	294	11	6	400	20	22	3	21	9	10	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	294	11	6	400	20	22	3	21	9	10	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	294	11	6	400	20	22	3	21	9	10	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	294	11	6	400	20	22	3	21	9	10	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.90	0.03	0.01	0.94	0.05	0.48	0.06	0.46	0.39	0.44	0.17
Final Sat.:	53	704	26	11	756	38	287	39	274	225	250	100
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.53	0.53	0.53	0.08	0.08	0.08	0.04	0.04	0.04
Crit Moves:	****					****			****			****
Delay/Veh:	10.6	10.6	10.6	12.1	12.1	12.1	8.7	8.7	8.7	8.7	8.7	8.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	10.6	12.1	12.1	12.1	8.7	8.7	8.7	8.7	8.7	8.7
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		10.6			12.1			8.7			8.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.6			12.1			8.7			8.7	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	0.7	0.7	0.7	1.0	1.0	1.0	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #210: Pulgas Ave & Garden St



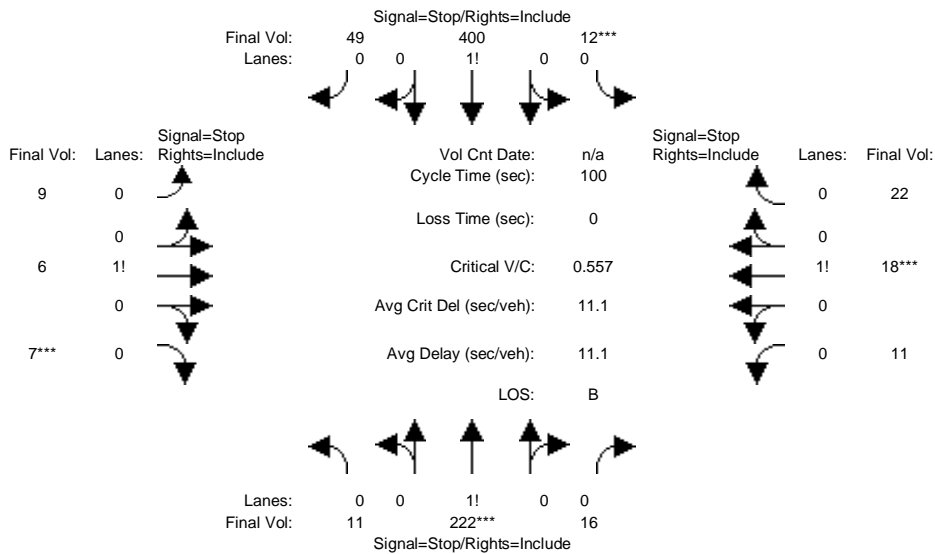
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	520	14	6	211	17	18	6	20	6	5	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	520	14	6	211	17	18	6	20	6	5	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	520	14	6	211	17	18	6	20	6	5	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	520	14	6	211	17	18	6	20	6	5	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	520	14	6	211	17	18	6	20	6	5	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	520	14	6	211	17	18	6	20	6	5	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.93	0.02	0.03	0.90	0.07	0.41	0.14	0.45	0.33	0.28	0.39
Final Sat.:	43	765	21	20	690	56	242	81	269	193	160	225
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.31	0.31	0.31	0.07	0.07	0.07	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	15.7	15.7	15.7	9.5	9.5	9.5	8.8	8.8	8.8	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.7	15.7	15.7	9.5	9.5	9.5	8.8	8.8	8.8	8.6	8.6	8.6
LOS by Move:	C	C	C	A	A	A	A	A	A	A	A	A
ApproachDel:	15.7			9.5			8.8			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.7			9.5			8.8			8.6		
LOS by Appr:	C			A			A			A		
AllWayAvgQ:	1.9	1.9	1.9	0.4	0.4	0.4	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #220: Clarke Ave & Weeks St



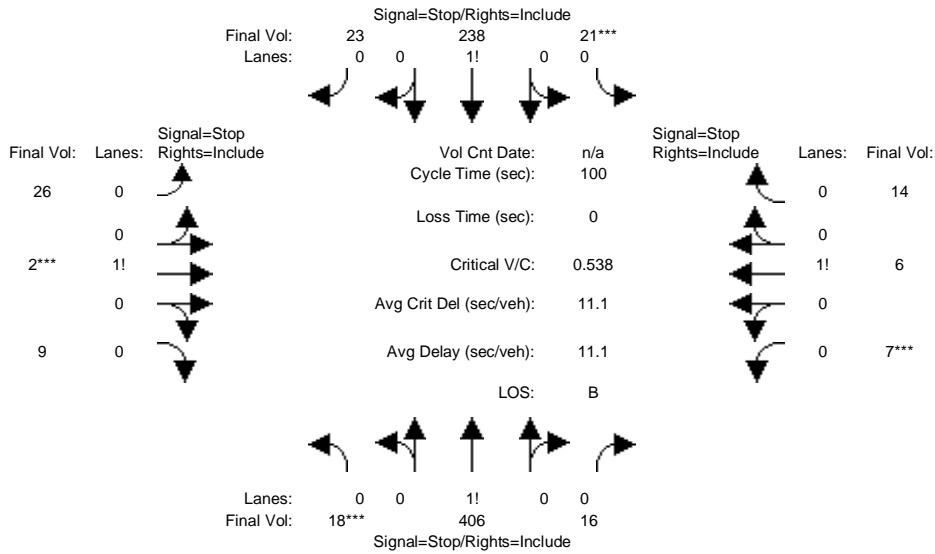
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	11	222	16	12	400	49	9	6	7	11	18	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	222	16	12	400	49	9	6	7	11	18	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	222	16	12	400	49	9	6	7	11	18	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	222	16	12	400	49	9	6	7	11	18	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	222	16	12	400	49	9	6	7	11	18	22
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:	11	222	16	12	400	49	9	6	7	11	18	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.02	0.87	0.11	0.41	0.27	0.32	0.22	0.35	0.43
Final Sat.:	34	693	50	22	718	88	244	163	190	134	218	267
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.56	0.56	0.56	0.04	0.04	0.04	0.08	0.08	0.08
Crit Moves:	****			****			****			****		
Delay/Veh:	9.6	9.6	9.6	12.4	12.4	12.4	8.5	8.5	8.5	8.6	8.6	8.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.6	9.6	12.4	12.4	12.4	8.5	8.5	8.5	8.6	8.6	8.6
LOS by Move:	A	A	A	B	B	B	A	A	A	A	A	A
ApproachDel:	9.6			12.4			8.5			8.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.6			12.4			8.5			8.6		
LOS by Appr:	A			B			A			A		
AllWayAvgQ:	0.4	0.4	0.4	1.2	1.2	1.2	0.0	0.0	0.0	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #220: Clarke Ave & Weeks St



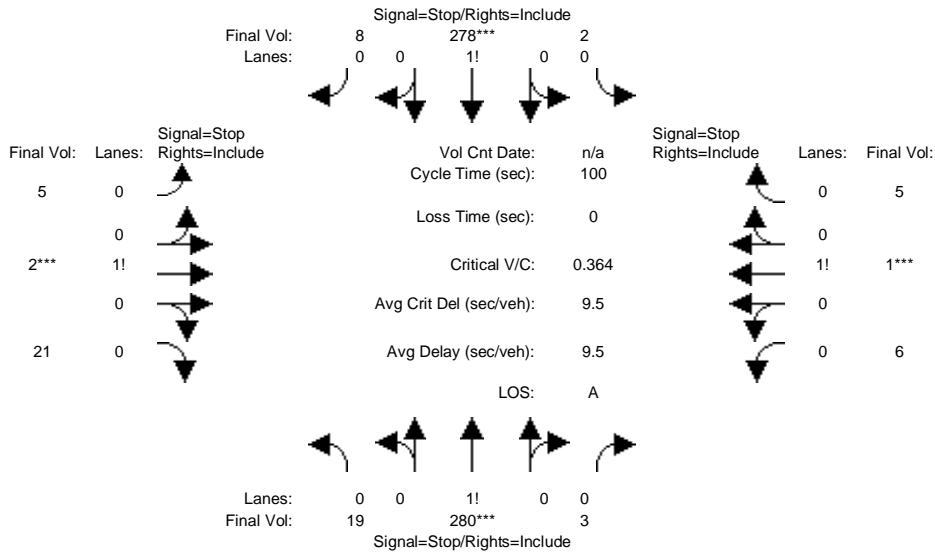
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	18	406	16	21	238	23	26	2	9	7	6	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	406	16	21	238	23	26	2	9	7	6	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	406	16	21	238	23	26	2	9	7	6	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	406	16	21	238	23	26	2	9	7	6	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	406	16	21	238	23	26	2	9	7	6	14
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	406	16	21	238	23	26	2	9	7	6	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.92	0.04	0.07	0.85	0.08	0.71	0.05	0.24	0.26	0.22	0.52
Final Sat.:	33	754	30	59	665	64	416	32	144	159	136	317
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.36	0.36	0.36	0.06	0.06	0.06	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	12.2	12.2	12.2	9.9	9.9	9.9	8.8	8.8	8.8	8.4	8.4	8.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	12.2	12.2	9.9	9.9	9.9	8.8	8.8	8.8	8.4	8.4	8.4
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	12.2			9.9			8.8			8.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.2			9.9			8.8			8.4		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	1.1	1.1	1.1	0.5	0.5	0.5	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #280: Pulgas Ave/Weeks St



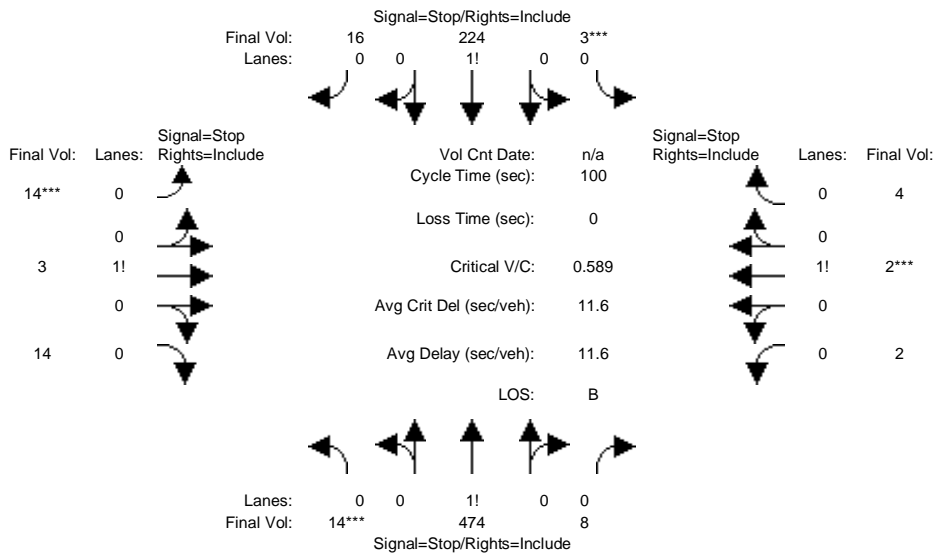
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	19	280	3	2	278	8	5	2	21	6	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	280	3	2	278	8	5	2	21	6	1	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	280	3	2	278	8	5	2	21	6	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	280	3	2	278	8	5	2	21	6	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	280	3	2	278	8	5	2	21	6	1	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
Final Volume:	19	280	3	2	278	8	5	2	21	6	1	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.93	0.01	0.01	0.96	0.03	0.18	0.07	0.75	0.50	0.08	0.42
Final Sat.:	52	769	8	6	802	23	123	49	515	324	54	270
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.35	0.35	0.35	0.04	0.04	0.04	0.02	0.02	0.02
Crit Moves:	****			****			****			****		
Delay/Veh:	9.7	9.7	9.7	9.5	9.5	9.5	7.9	7.9	7.9	8.1	8.1	8.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.7	9.7	9.7	9.5	9.5	9.5	7.9	7.9	7.9	8.1	8.1	8.1
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:		9.7			9.5			7.9			8.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.7			9.5			7.9			8.1	
LOS by Appr:		A			A			A			A	
AllWayAvgQ:	0.5	0.5	0.5	0.5	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #280: Pulgas Ave/Weeks St



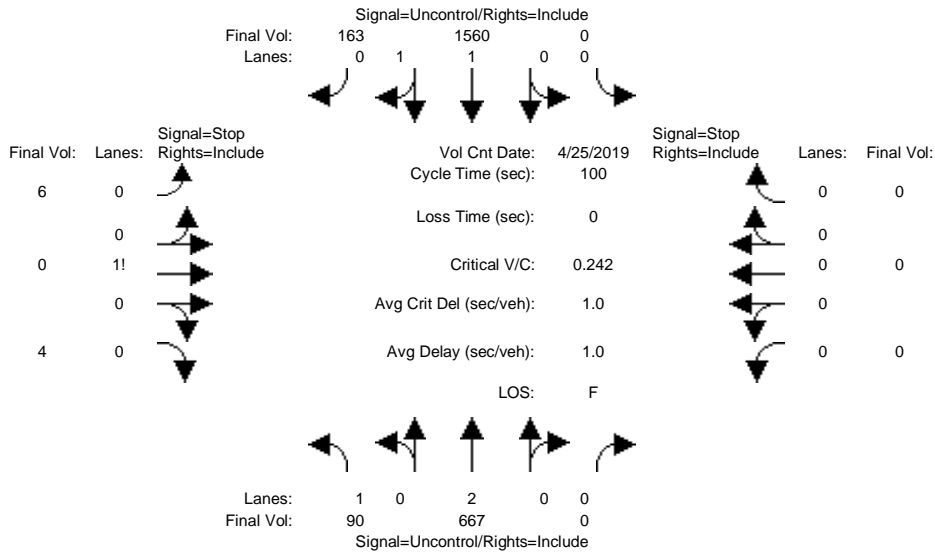
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	14	474	8	3	224	16	14	3	14	2	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	474	8	3	224	16	14	3	14	2	2	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	474	8	3	224	16	14	3	14	2	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	474	8	3	224	16	14	3	14	2	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	474	8	3	224	16	14	3	14	2	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	474	8	3	224	16	14	3	14	2	2	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.95	0.02	0.01	0.92	0.07	0.45	0.10	0.45	0.25	0.25	0.50
Final Sat.:	24	804	14	10	733	52	276	59	276	152	152	304
Capacity Analysis Module:												
Vol/Sat:	0.59	0.59	0.59	0.31	0.31	0.31	0.05	0.05	0.05	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Delay/Veh:	13.0	13.0	13.0	9.3	9.3	9.3	8.5	8.5	8.5	8.3	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	13.0	13.0	9.3	9.3	9.3	8.5	8.5	8.5	8.3	8.3	8.3
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:		13.0			9.3			8.5			8.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.0			9.3			8.5			8.3	
LOS by Appr:		B			A			A			A	
AllWayAvgQ:	1.4	1.4	1.4	0.4	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #300: University Ave & Adams Dr



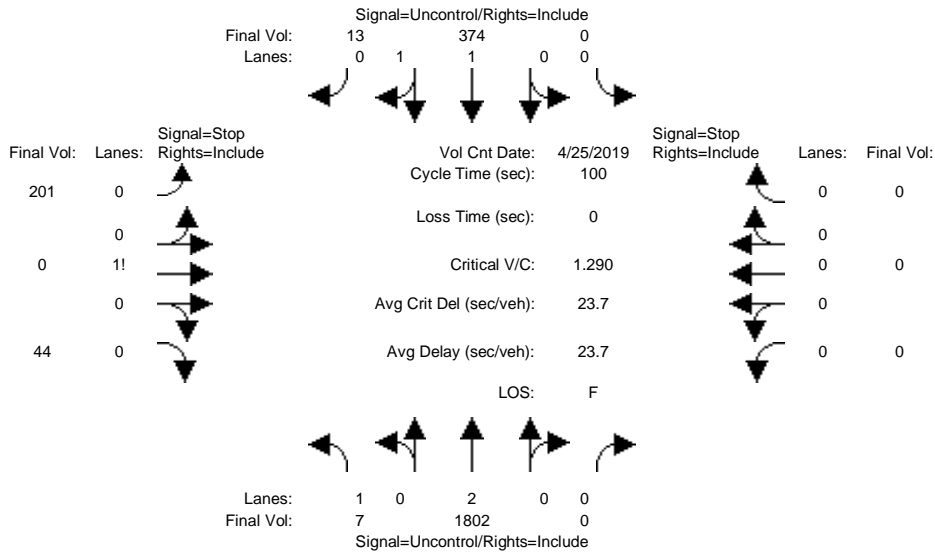
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 25 Apr 2019 <<												
Base Vol:	90	667	0	0	1560	163	6	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	667	0	0	1560	163	6	0	4	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:	90	667	0	0	1560	163	6	0	4	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:	90	667	0	0	1560	163	6	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	667	0	0	1560	163	6	0	4	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1723	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2155	2489	862	xxxx	xxxx	xxxxxx
Potent Cap.:	372	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	42	30	303	xxxx	xxxx	xxxxxx
Move Cap.:	372	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	34	23	303	xxxx	xxxx	xxxxxx
Volume/Cap:	0.24	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	17.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	53	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	88.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				88.3		xxxxxx		
ApproachLOS:	*			*				F		*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #300: University Ave & Adams Dr



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: 25 Apr 2019 <<											
Base Vol:	7	1802	0	0	374	13	201	0	44	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:	7	1802	0	0	374	13	201	0	44	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:	7	1802	0	0	374	13	201	0	44	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:	7	1802	0	0	374	13	201	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	1802	0	0	374	13	201	0	44	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	387	xxxx	xxxxx	xxxx	xxxx	xxxxx	1296	2197	194	xxxx	xxxx	xxxxx
Potent Cap.:	1183	xxxx	xxxxx	xxxx	xxxx	xxxxx	157	46	822	xxxx	xxxx	xxxxx
Move Cap.:	1183	xxxx	xxxxx	xxxx	xxxx	xxxxx	156	45	822	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	1.29	0.00	0.05	xxxx	xxxx	xxxx

Level Of Service Module:

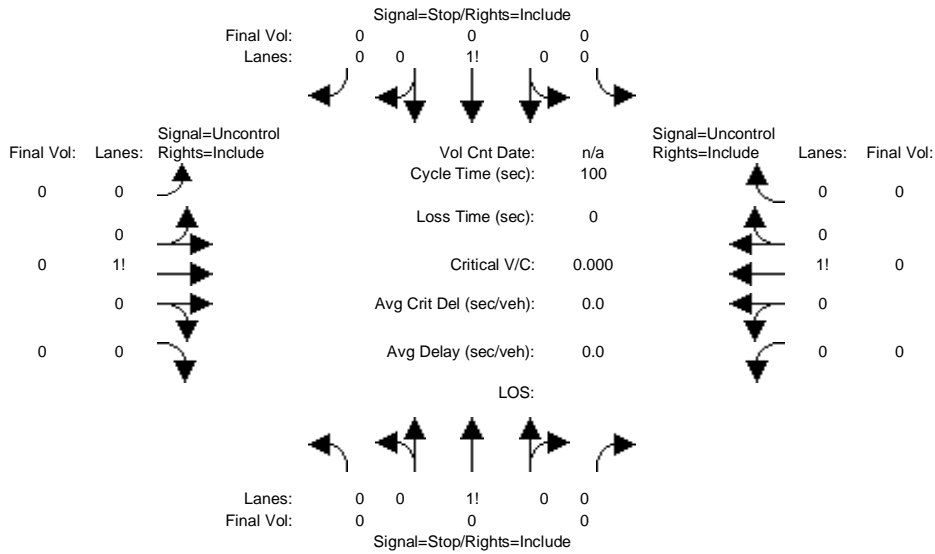
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	182	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	236	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	235.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	*	*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #1081: Tara Road and Bay Road



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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

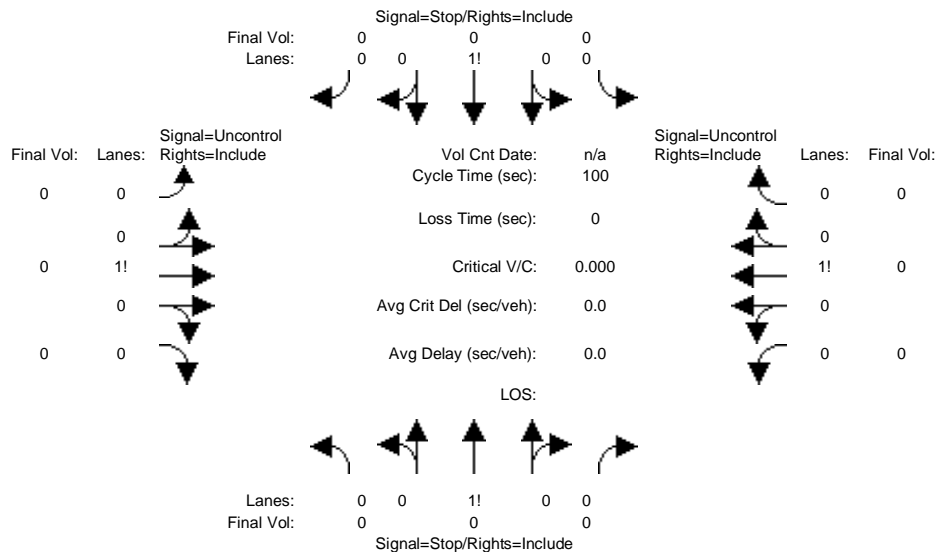
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #1081: Tara Road and Bay Road



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

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:

Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:

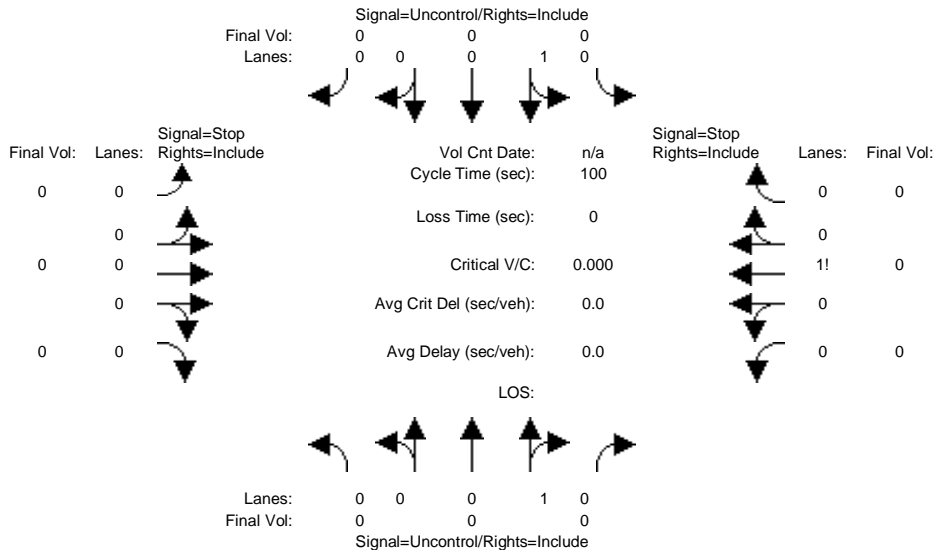
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0								
LOS by Move:																				
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		
Shared LOS:																				
ApproachDel:	0.0			0.0			0.0			0.0										
ApproachLOS:																				

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

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Hexagon Transportation Consultants
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2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #1083: Demeter Street/Emmerson Street(Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:												
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

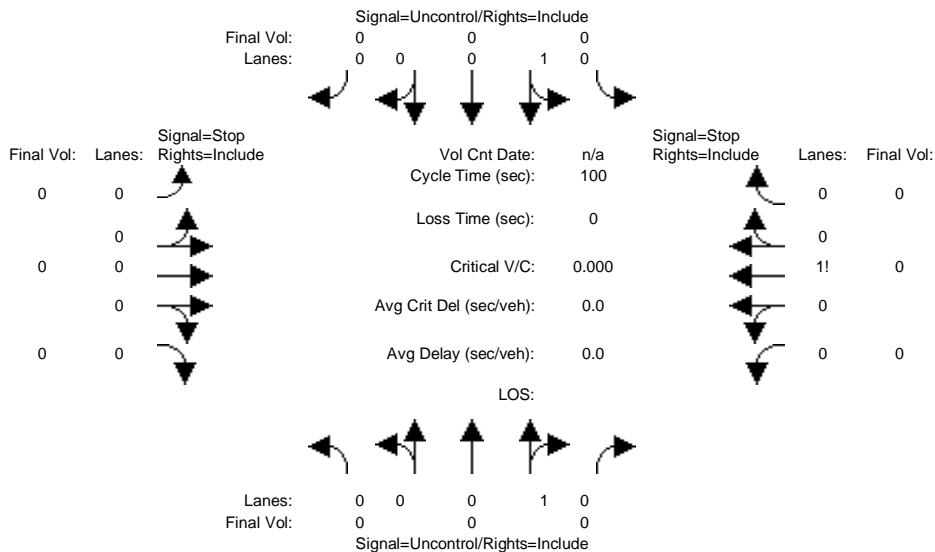
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
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2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #1083: Demeter Street/Emmerson Street(Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:

Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:

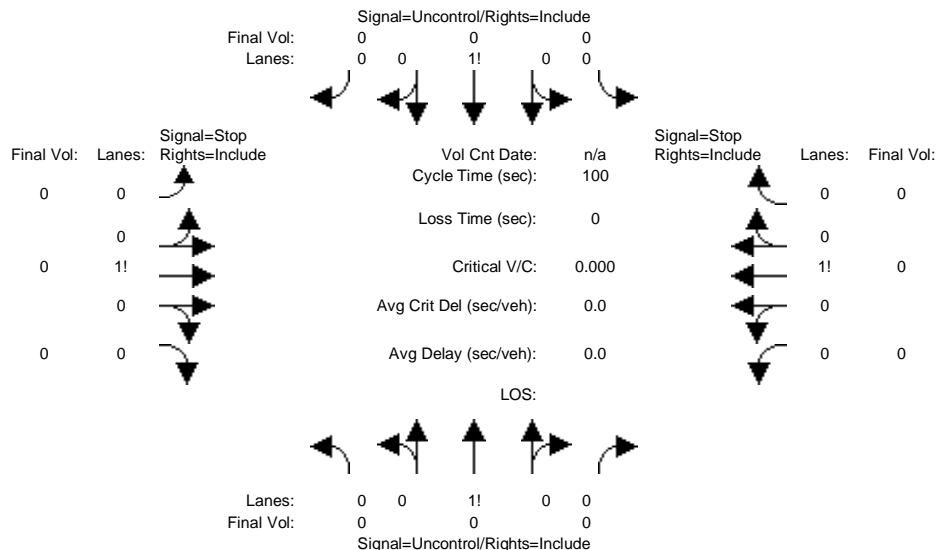
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:	ApproachDel: 0.0			ApproachDel: 0.0			ApproachDel: 0.0			ApproachDel: 0.0		

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

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

Intersection #1091: Tara Road/Emmerson Street (Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:	L	T	R	L	T	R	L	T	R	L	T	R
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:	L	T	R	L	T	R	L	T	R	L	T	R
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

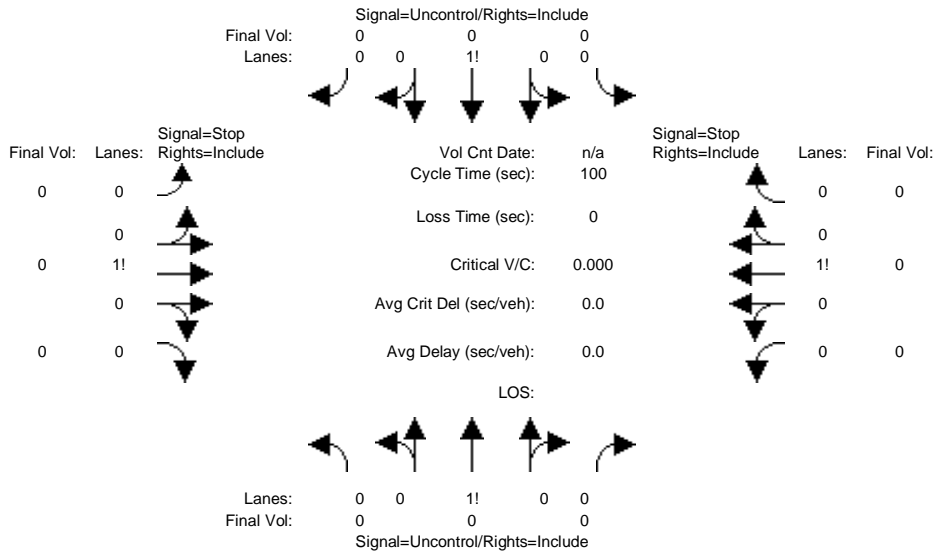
Level Of Service Module:	L	T	R	L	T	R	L	T	R	L	T	R
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #1091: Tara Road/Emmerson Street (Future)



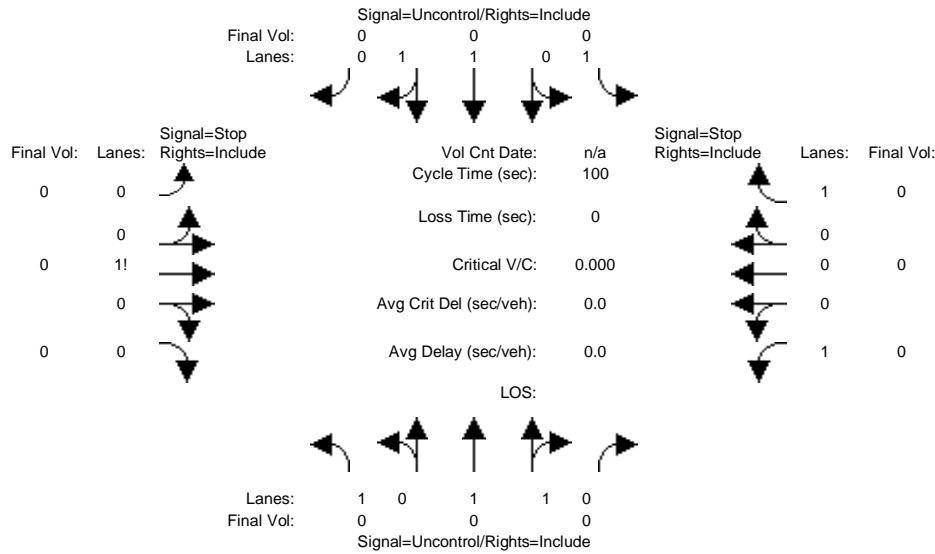
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

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2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #1094: University Ave & 4 Corners Dwy



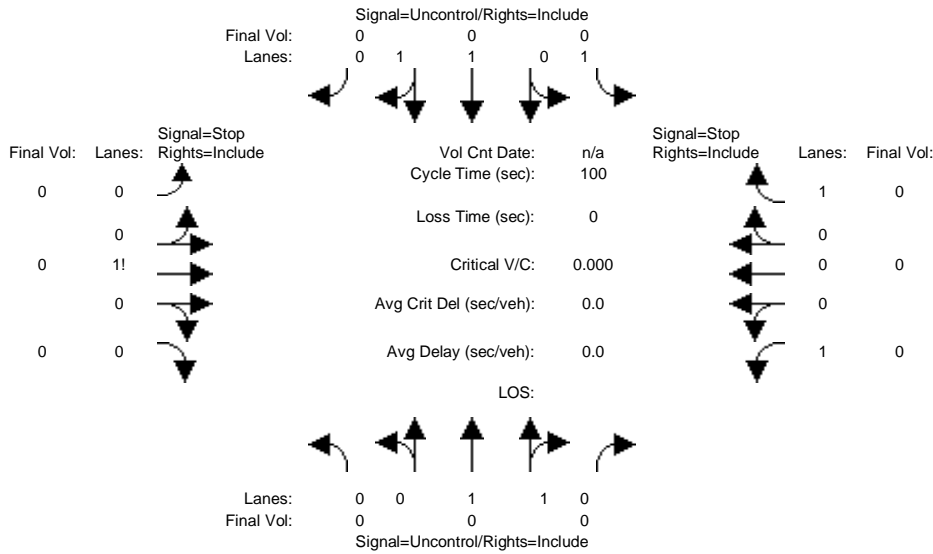
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #1094: University Ave & 4 Corners Dwy



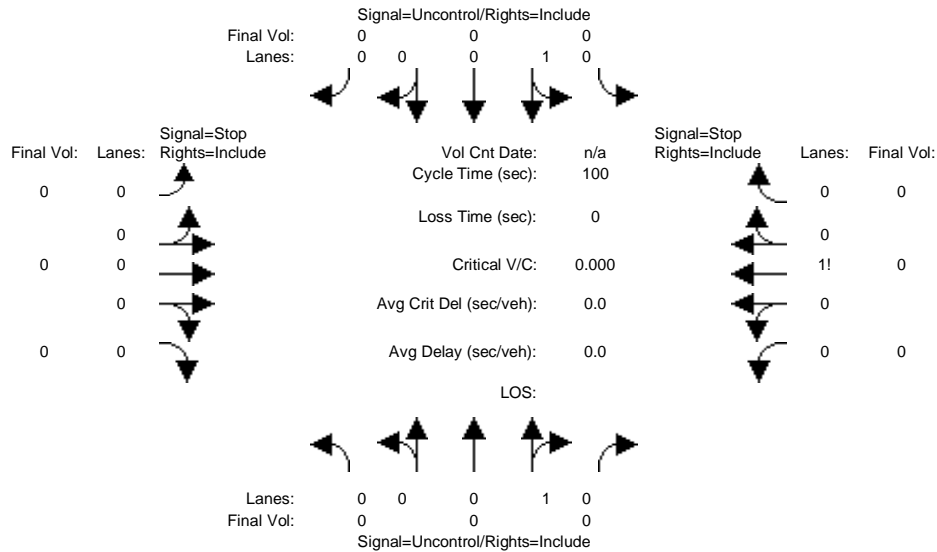
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #1097: Pulgas Avenue & Montage Street (Future)



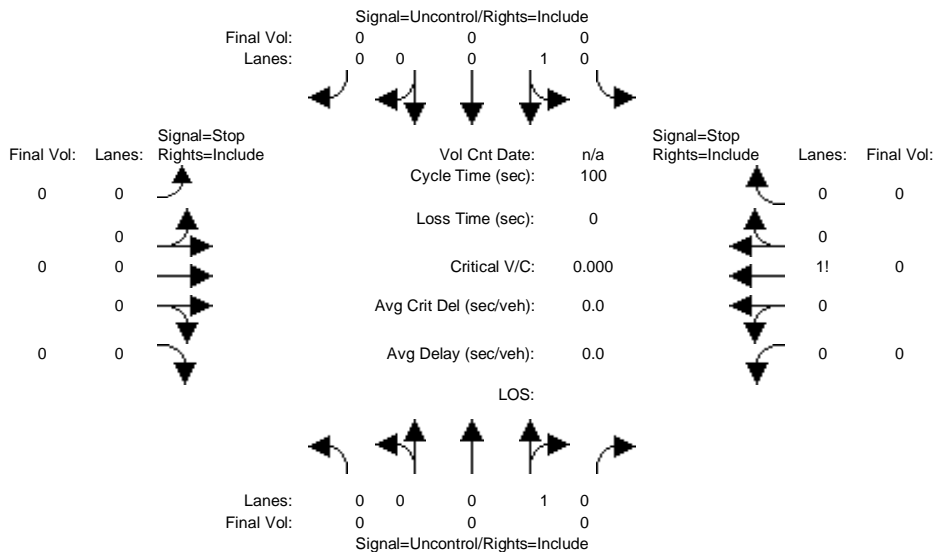
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #1097: Pulgas Avenue & Montage Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:

Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOS by Move:

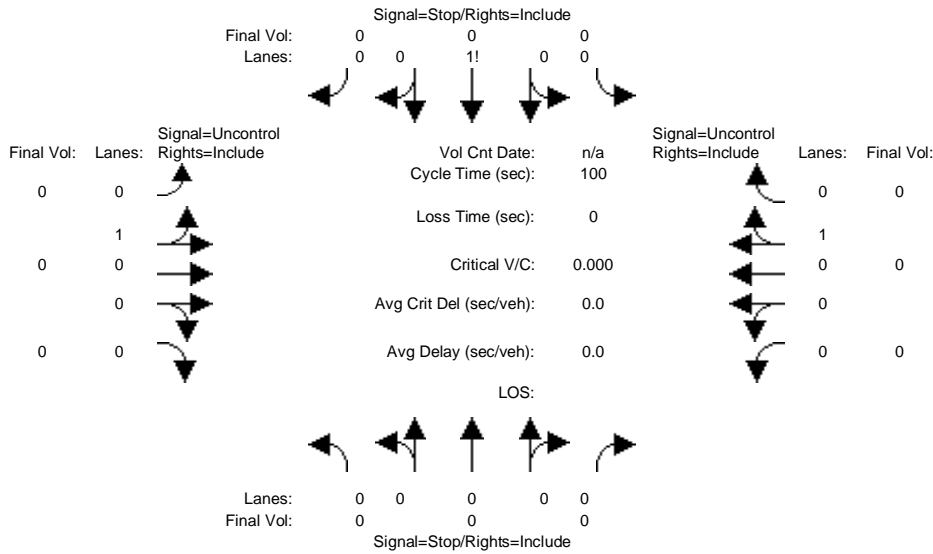
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT								
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0		0.0		0.0		0.0		0.0			
ApproachLOS:												

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #1101: Tara Road and Weeks Street (Future)



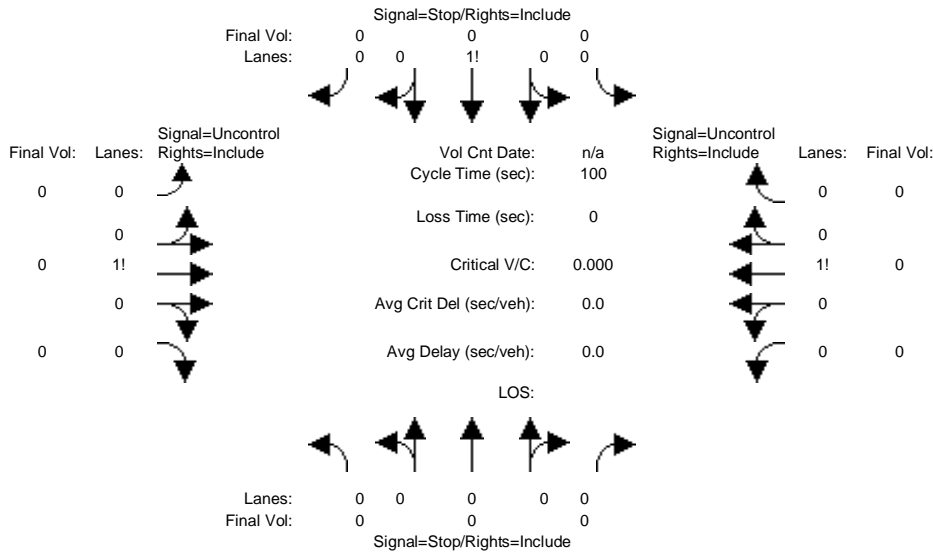
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #1101: Tara Road and Weeks Street (Future)



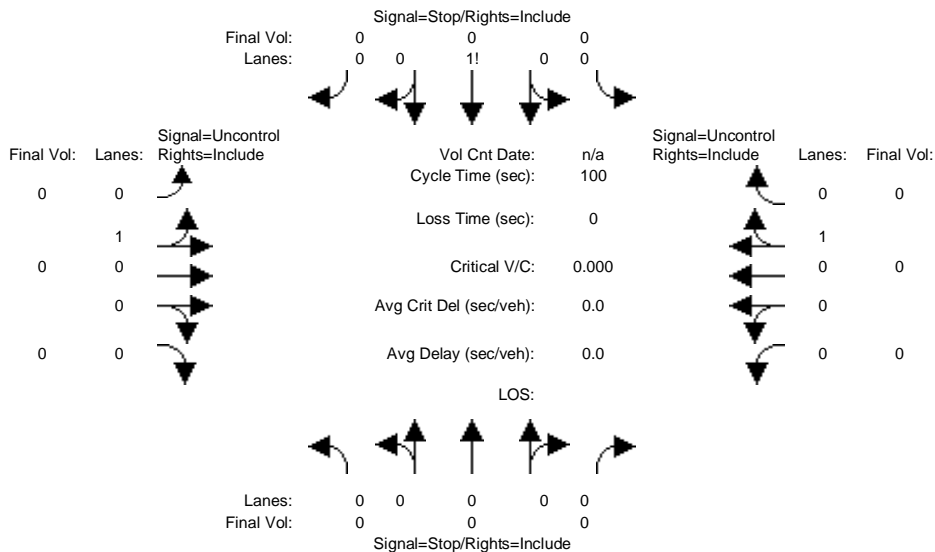
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:

Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOS by Move:

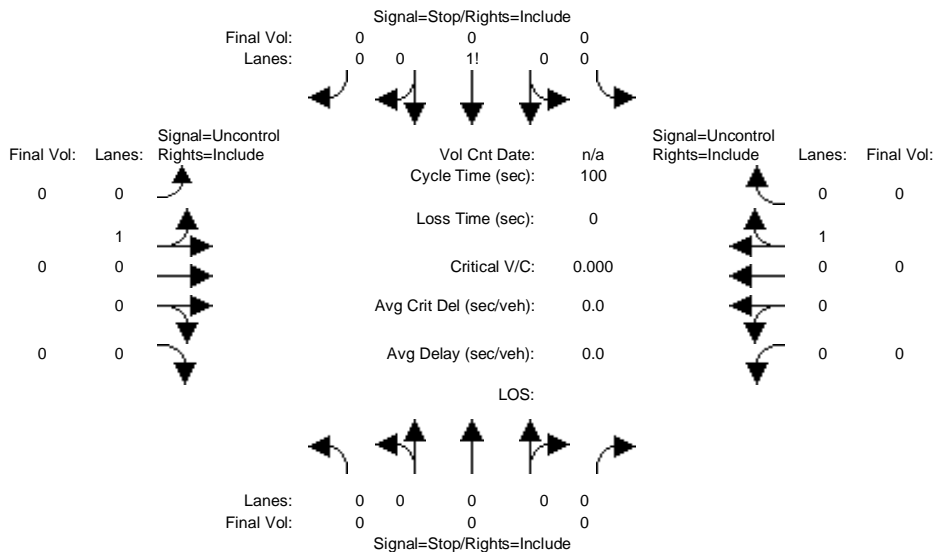
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT					
Shared Cap.:	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:									
ApproachDel:	0.0		0.0		0.0		0.0		0.0
ApproachLOS:									

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:

Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOS by Move:

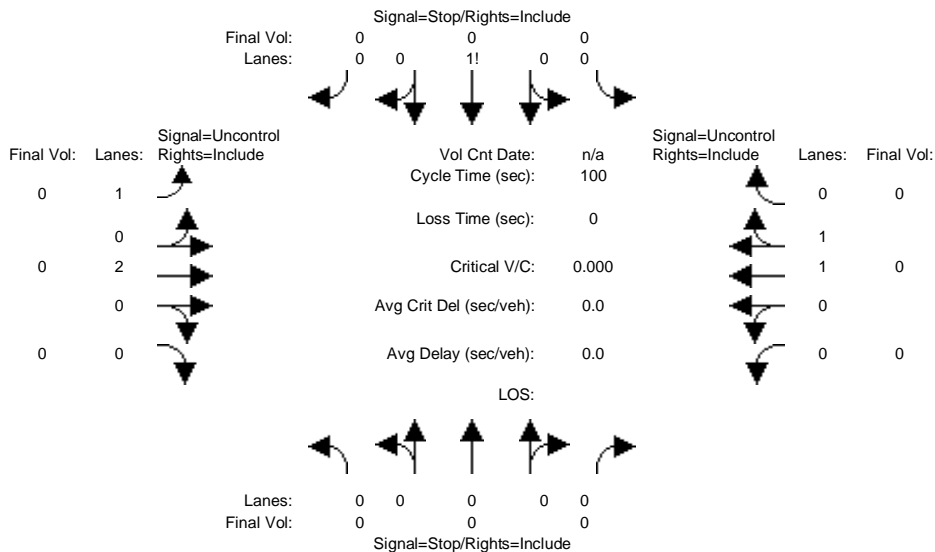
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT								
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #1159: 4 Corners Dwy & Bay Road



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:

Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOS by Move:

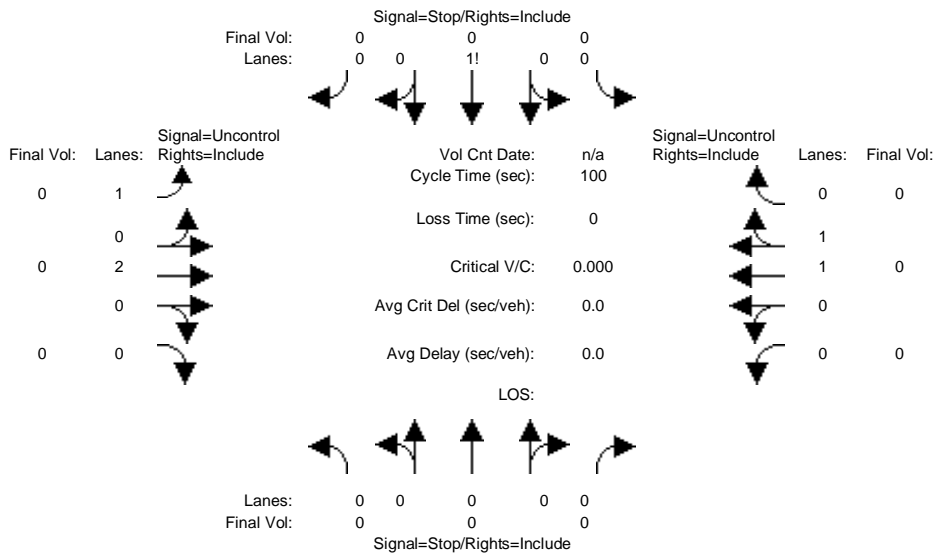
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT								
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #1159: 4 Corners Dwy & Bay Road



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:

Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOS by Move:

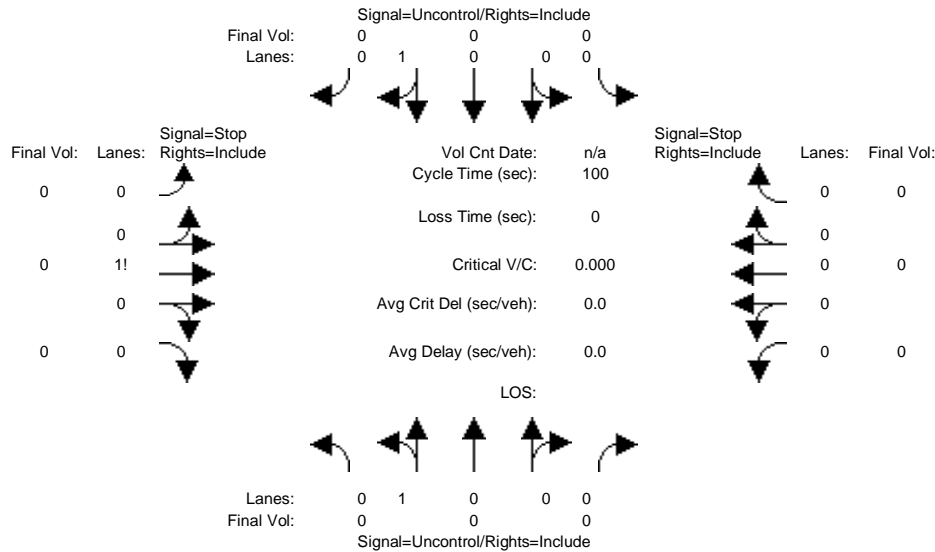
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT								
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0		0.0		0.0		0.0		0.0			
ApproachLOS:												

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #1163: Tara Road and Montage Street (Future)



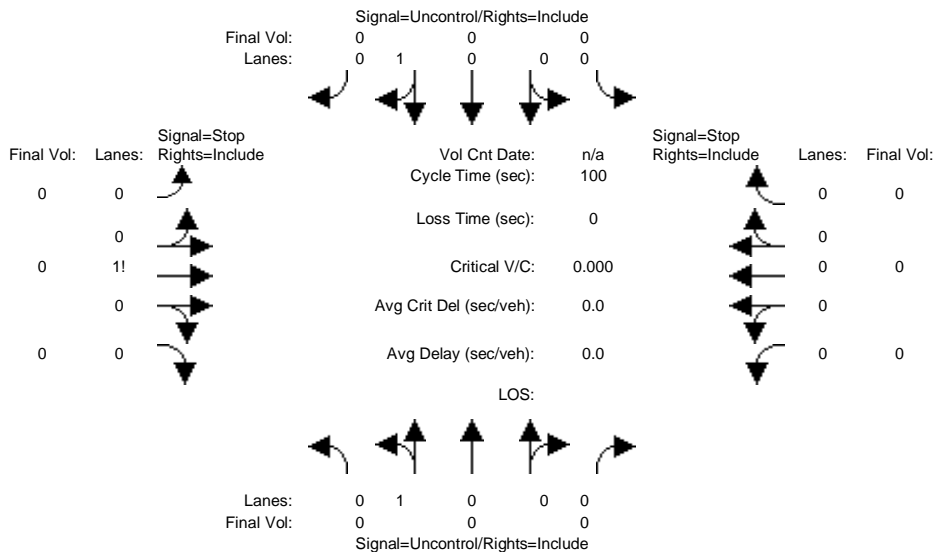
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #1163: Tara Road and Montage Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:

Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOS by Move:

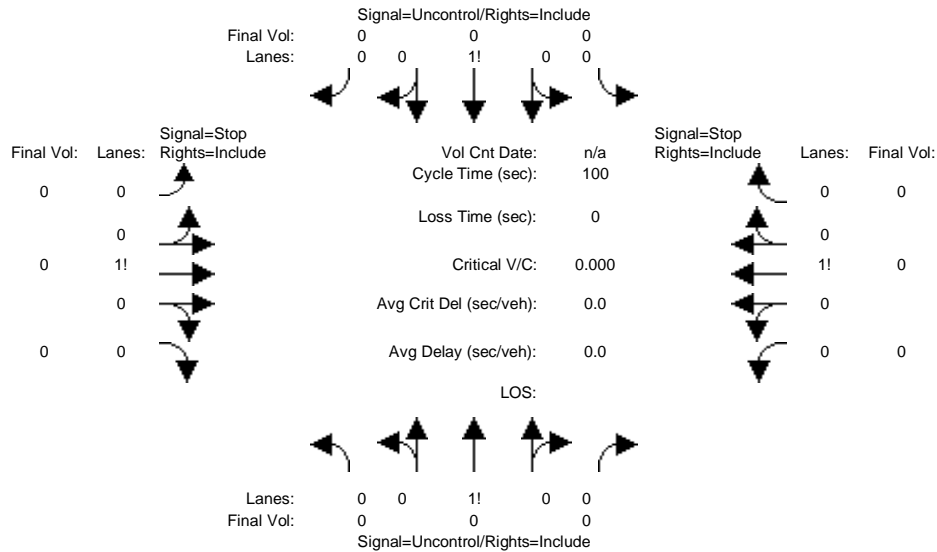
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0
Shared LOS:				
ApproachDel:	0.0	0.0	0.0	0.0
ApproachLOS:				

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



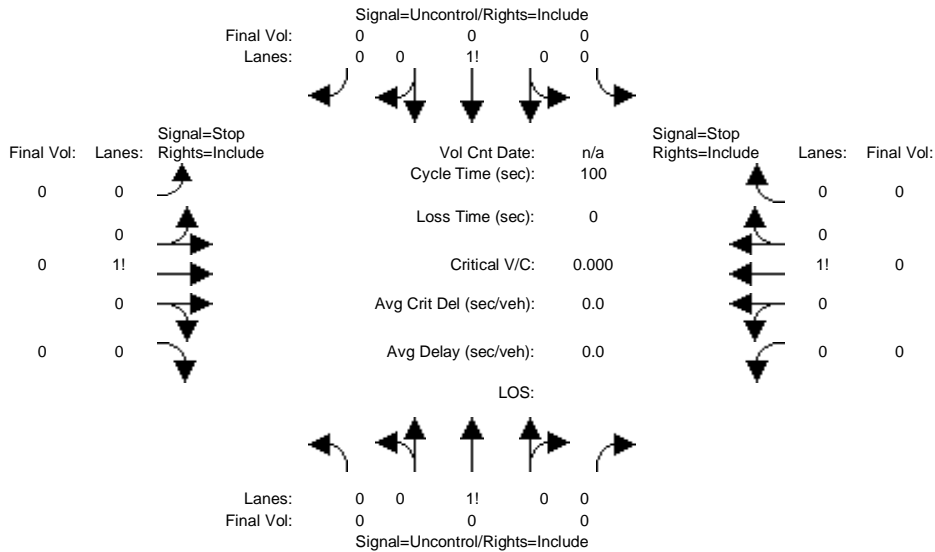
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Capacity Module:												
Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:												
ApproachDel:	0.0			0.0			0.0			0.0		
ApproachLOS:												

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
FollowUpTim:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Capacity Module:

Cnflct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Potent Cap.:	0	0	0	0	0	0	0	0	0	0	0	0
Move Cap.:	1	1	1	1	1	1	1	1	1	1	1	1
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Level Of Service Module:

2Way95thQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Del:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LOS by Move:

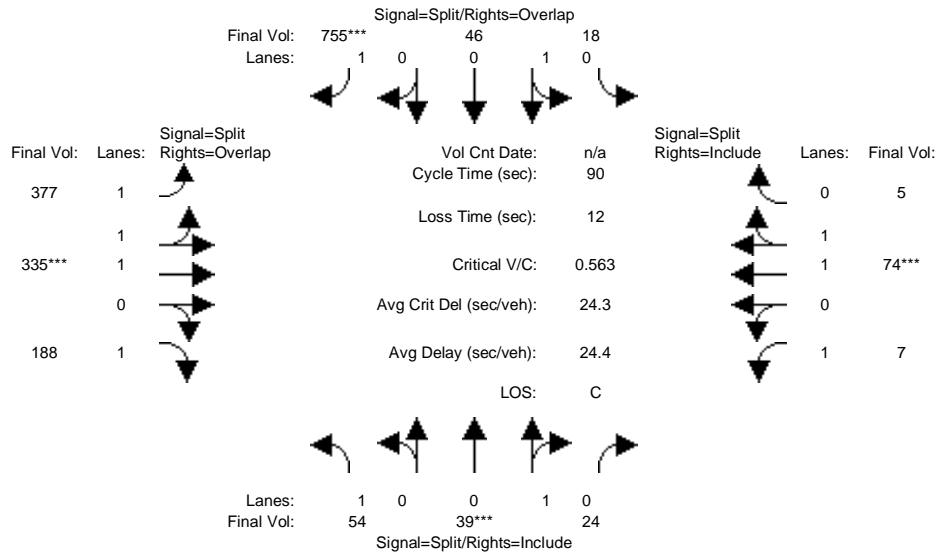
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT					
Shared Cap.:	0	0	0	0	0	0	0	0	0
SharedQueue:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Shrd ConDel:	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Shared LOS:									
ApproachDel:	0.0		0.0		0.0		0.0		0.0
ApproachLOS:									

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	54	39	24	18	46	755	377	335	188	7	74	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:	54	39	24	18	46	755	377	335	188	7	74	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:	54	39	24	18	46	755	377	335	188	7	74	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:	54	39	24	18	46	755	377	335	188	7	74	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	39	24	18	46	755	377	335	188	7	74	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
Final Volume:	54	39	24	18	46	755	377	335	188	7	74	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.98	0.92	0.92	0.98	0.95
Lanes:	1.00	0.62	0.38	0.28	0.72	1.00	1.63	1.37	1.00	1.00	1.87	0.13
Final Sat.:	1750	1114	686	506	1294	1750	2883	2562	1750	1750	3466	234

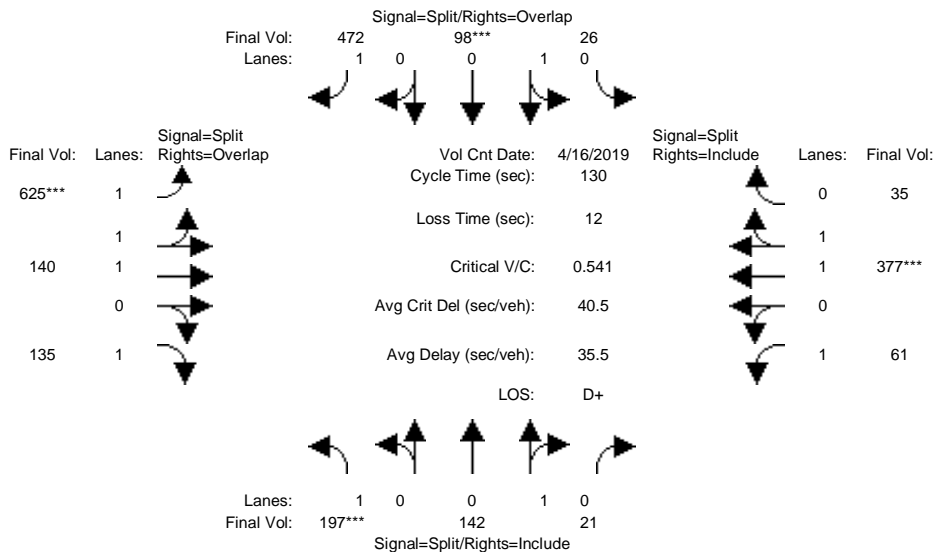
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.04	0.04	0.43	0.13	0.13	0.11	0.00	0.02	0.02
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	40.4	40.4	58.0	17.6	17.6	27.6	10.0	10.0	10.0
Volume/Cap:	0.28	0.32	0.32	0.08	0.08	0.67	0.67	0.67	0.35	0.04	0.19	0.19
Delay/Veh:	37.5	37.8	37.8	14.2	14.2	11.6	35.2	35.2	24.7	35.8	36.6	36.6
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:	37.5	37.8	37.8	14.2	14.2	11.6	35.2	35.2	24.7	35.8	36.6	36.6
LOS by Move:	D+	D+	D+	B	B	B+	D+	D+	C	D+	D+	D+
HCM2kAvgQ:	2	2	2	1	1	15	8	8	4	0	1	1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 16 Apr 2019 <<											
Base Vol:	197	142	21	26	98	472	625	140	135	61	377	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	142	21	26	98	472	625	140	135	61	377	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	142	21	26	98	472	625	140	135	61	377	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	142	21	26	98	472	625	140	135	61	377	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	142	21	26	98	472	625	140	135	61	377	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	142	21	26	98	472	625	140	135	61	377	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.87	0.13	0.21	0.79	1.00	2.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1750	1568	232	377	1423	1750	3150	1900	1750	1750	3385	314

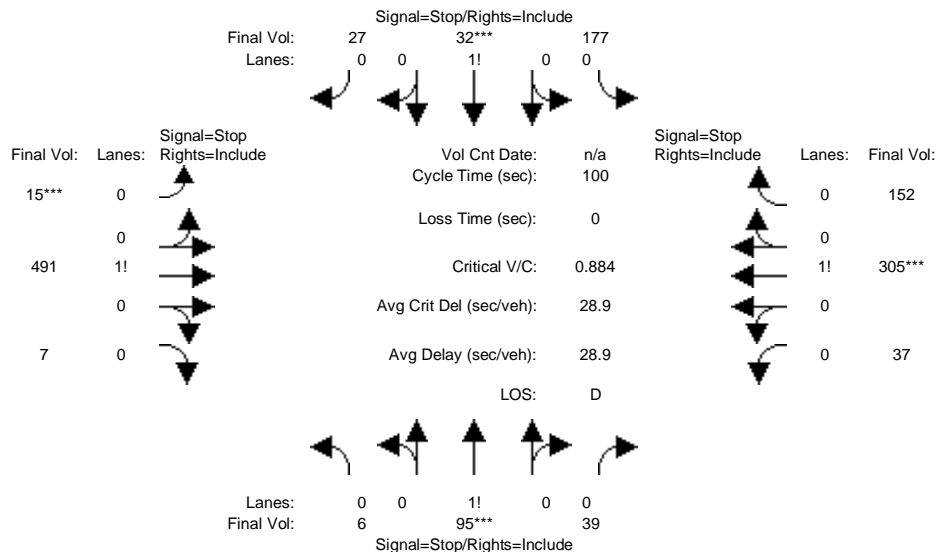
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.07	0.07	0.27	0.20	0.07	0.08	0.03	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	27.0	27.0	27.0	17.1	17.1	64.8	47.7	47.7	74.7	26.7	26.7	26.7
Volume/Cap:	0.54	0.44	0.44	0.52	0.52	0.54	0.54	0.20	0.13	0.17	0.54	0.54
Delay/Veh:	47.6	45.6	45.6	54.7	54.7	23.1	33.0	28.2	12.8	42.7	46.9	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.6	45.6	45.6	54.7	54.7	23.1	33.0	28.2	12.8	42.7	46.9	46.9
LOS by Move:	D	D	D	D-	D-	C	C-	C	B	D	D	D
HCM2kAvgQ:	8	6	6	5	5	14	12	4	3	2	8	8

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



Street Name: Ralmar Ave/Bay Rd Newbridge St/Bay Rd
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

	Ralmar Ave/Bay Rd			Newbridge St/Bay Rd		
	L	T	R	L	T	R
Base Vol:	6	95	39	177	32	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	95	39	177	32	27
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	6	95	39	177	32	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	95	39	177	32	27
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	6	95	39	177	32	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	95	39	177	32	27

Saturation Flow Module:

	Ralmar Ave/Bay Rd			Newbridge St/Bay Rd		
	L	T	R	L	T	R
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.68	0.28	0.75	0.14	0.11
Final Sat.:	19	303	124	350	63	53

Capacity Analysis Module:

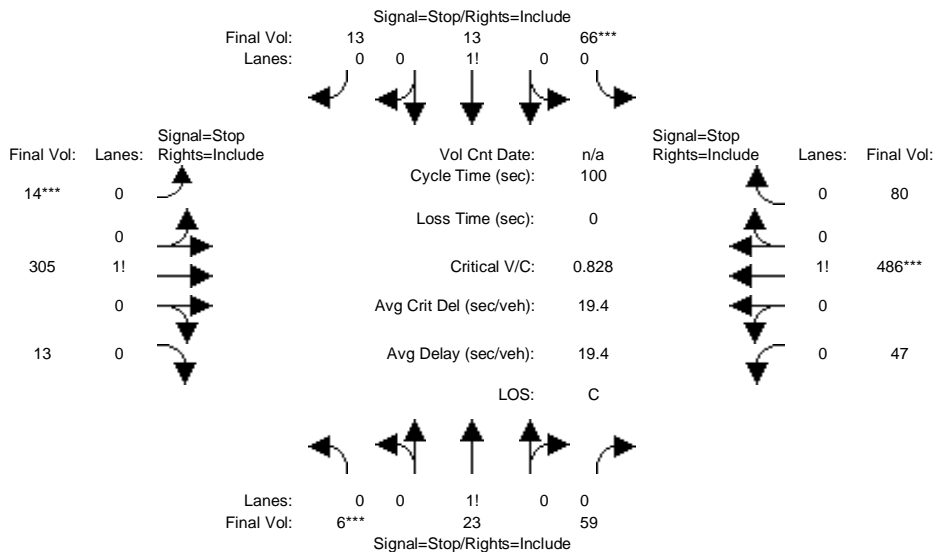
	Ralmar Ave/Bay Rd			Newbridge St/Bay Rd		
	L	T	R	L	T	R
Vol/Sat:	0.31	0.31	0.31	0.51	0.51	0.51
Crit Moves:	****			****		
Delay/Veh:	13.1	13.1	13.1	16.2	16.2	16.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	16.2	16.2	16.2
LOS by Move:	B	B	B	C	C	C
ApproachDel:		13.1			16.2	
Delay Adj:		1.00			1.00	
ApprAdjDel:		13.1			16.2	
LOS by Appr:		B			C	
AllWayAvgQ:	0.3	0.3	0.3	0.8	0.8	0.8

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:												
Base Vol:	6	23	59	66	13	13	14	305	13	47	486	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:	6	23	59	66	13	13	14	305	13	47	486	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:	6	23	59	66	13	13	14	305	13	47	486	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:	6	23	59	66	13	13	14	305	13	47	486	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	23	59	66	13	13	14	305	13	47	486	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:	6	23	59	66	13	13	14	305	13	47	486	80

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.26	0.67	0.72	0.14	0.14	0.04	0.92	0.04	0.08	0.79	0.13
Final Sat.:	38	144	370	373	74	74	28	617	26	57	587	97

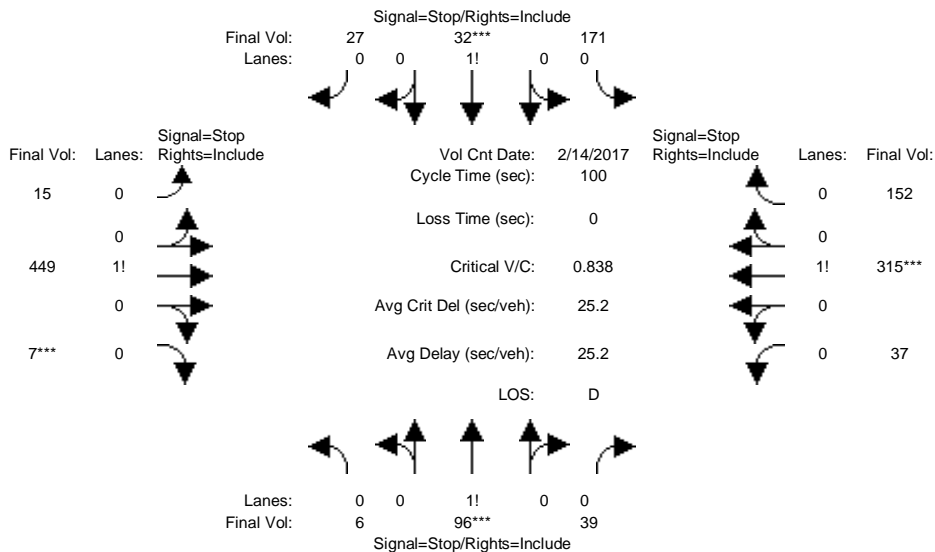
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.18	0.18	0.18	0.49	0.49	0.49	0.83	0.83	0.83
Crit Moves:	***			***			***			***		
Delay/Veh:	9.8	9.8	9.8	10.5	10.5	10.5	12.8	12.8	12.8	25.7	25.7	25.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.8	9.8	9.8	10.5	10.5	10.5	12.8	12.8	12.8	25.7	25.7	25.7
LOS by Move:	A	A	A	B	B	B	B	B	B	D	D	D
ApproachDel:		9.8			10.5			12.8			25.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.8			10.5			12.8			25.7	
LOS by Appr:		A			B			B			D	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.9	0.9	0.9	3.7	3.7	3.7

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	>>	Count	Date:	14 Feb 2017	<<												
Base Vol:	6	96	39	171	32	27	15	449	7	37	315	152					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	6	96	39	171	32	27	15	449	7	37	315	152					
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:	6	96	39	171	32	27	15	449	7	37	315	152					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	6	96	39	171	32	27	15	449	7	37	315	152					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	6	96	39	171	32	27	15	449	7	37	315	152					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	6	96	39	171	32	27	15	449	7	37	315	152					

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.68	0.28	0.74	0.14	0.12	0.03	0.96	0.01	0.07	0.63	0.30
Final Sat.:	19	305	124	347	65	55	18	552	9	44	376	181

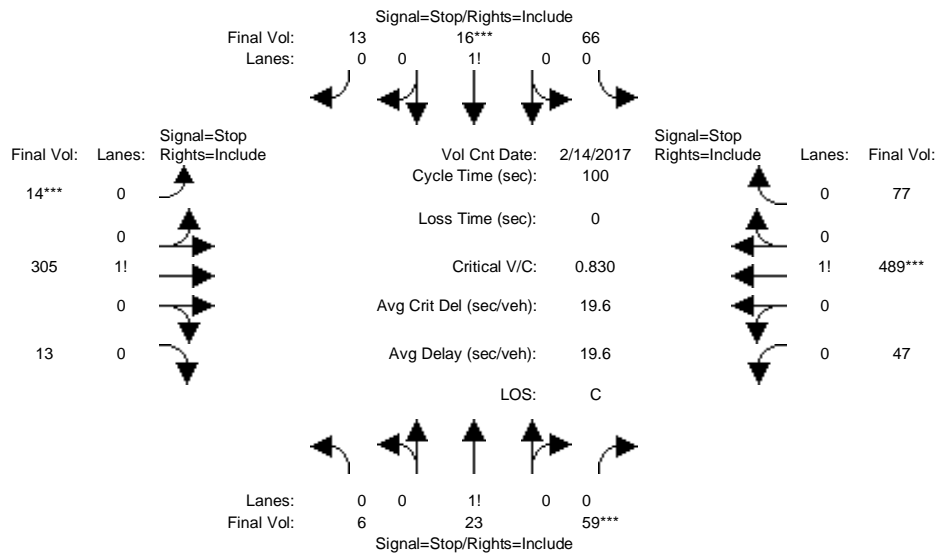
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.49	0.49	0.49	0.81	0.81	0.81	0.84	0.84	0.84
Crit Moves:	****			****			****			****		
Delay/Veh:	12.7	12.7	12.7	15.5	15.5	15.5	28.3	28.3	28.3	30.2	30.2	30.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	12.7	15.5	15.5	15.5	28.3	28.3	28.3	30.2	30.2	30.2
LOS by Move:	B	B	B	C	C	C	D	D	D	D	D	D
ApproachDel:	12.7			15.5			28.3			30.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.7			15.5			28.3			30.2		
LOS by Appr:	B			C			D			D		
AllWayAvgQ:	0.3	0.3	0.3	0.7	0.7	0.7	3.1	3.1	3.1	3.6	3.6	3.6

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	>>	Count	Date:	14 Feb 2017	<<												
Base Vol:	6	23	59	66	16	13	14	305	13	47	489	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:	6	23	59	66	16	13	14	305	13	47	489	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:	6	23	59	66	16	13	14	305	13	47	489	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:	6	23	59	66	16	13	14	305	13	47	489	77					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	6	23	59	66	16	13	14	305	13	47	489	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					
Final Volume:	6	23	59	66	16	13	14	305	13	47	489	77					

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.26	0.67	0.69	0.17	0.14	0.04	0.92	0.04	0.08	0.80	0.12
Final Sat.:	38	144	370	362	88	71	28	616	26	57	589	93

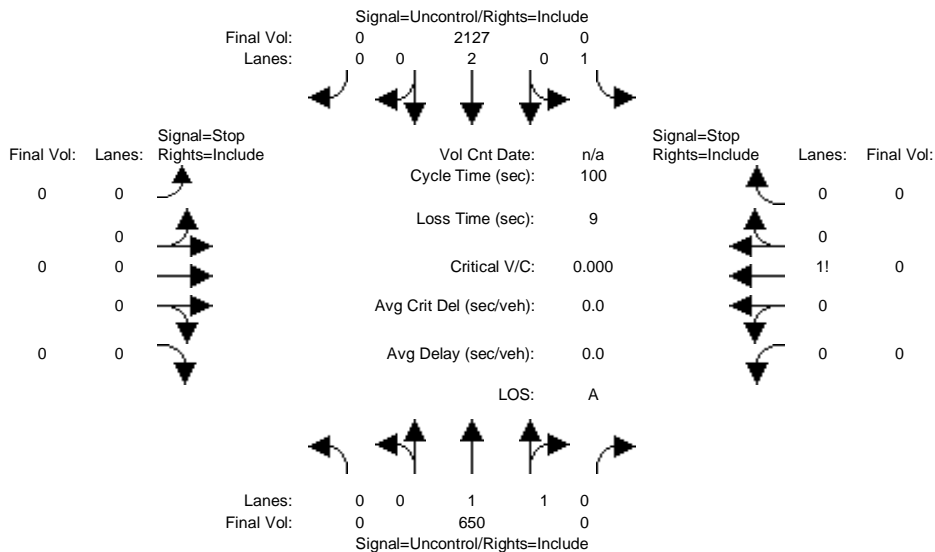
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.16	0.18	0.18	0.18	0.50	0.50	0.50	0.83	0.83	0.83
Crit Moves:			****			****			****			****
Delay/Veh:	9.9	9.9	9.9	10.5	10.5	10.5	12.8	12.8	12.8	26.0	26.0	26.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.9	9.9	9.9	10.5	10.5	10.5	12.8	12.8	12.8	26.0	26.0	26.0
LOS by Move:	A	A	A	B	B	B	B	B	B	D	D	D
ApproachDel:		9.9			10.5			12.8			26.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		9.9			10.5			12.8			26.0	
LOS by Appr:		A			B			B			D	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.9	0.9	0.9	3.7	3.7	3.7

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #7: University Avenue and Loop Road [Future]



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

Volume Module:

Base Vol:	0	650	0	0	2127	0	0	0	0	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:	0	650	0	0	2127	0	0	0	0	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:	0	650	0	0	2127	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	650	0	0	2127	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	650	0	0	2127	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1714	2777	325
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	83	19	677
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	83	19	677
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.00	0.00	0.00

Level Of Service Module:

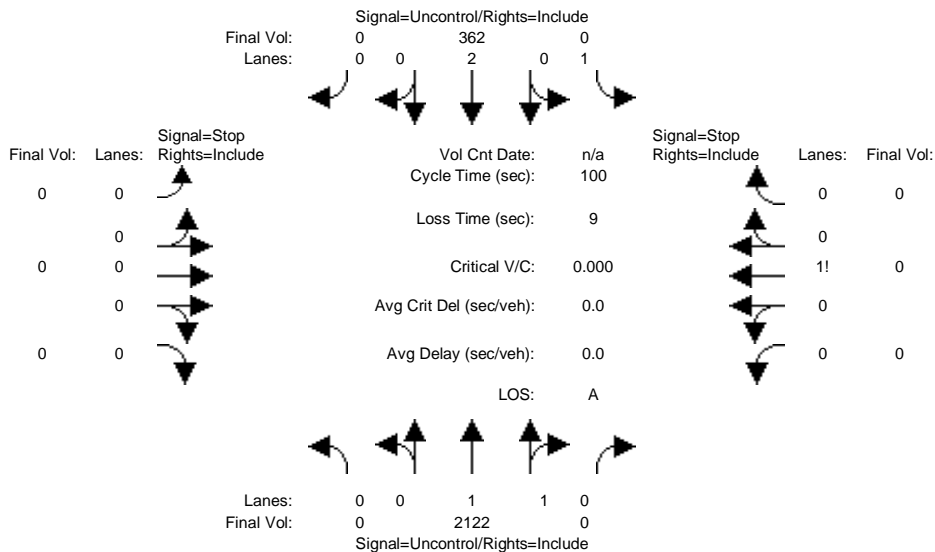
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #7: University Avenue and Loop Road [Future]



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

Volume Module:

Base Vol:	0	2122	0	0	362	0	0	0	0	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:	0	2122	0	0	362	0	0	0	0	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:	0	2122	0	0	362	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2122	0	0	362	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2122	0	0	362	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2303	2484	1061
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	33	30	223
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	33	30	223
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.00	0.00	0.00

Level Of Service Module:

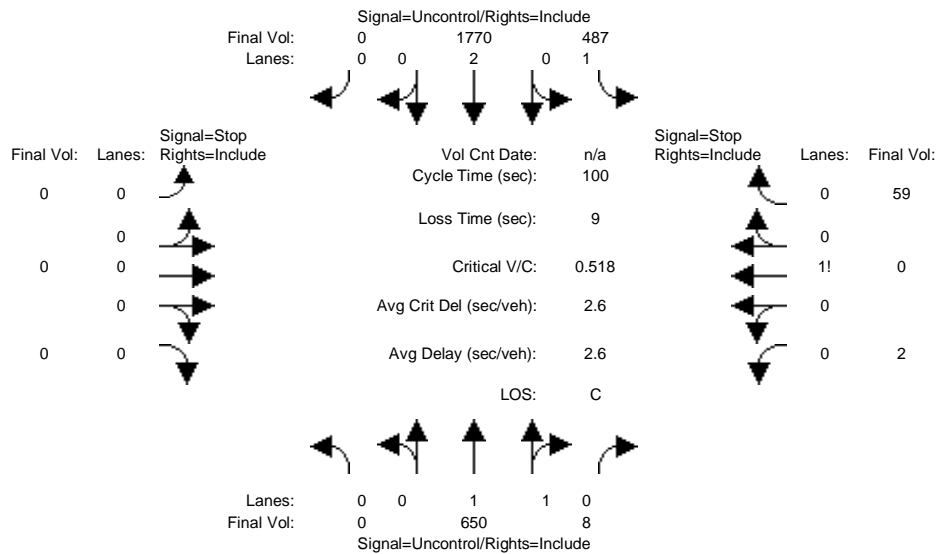
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		*

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

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #7: University Avenue and Loop Road [Future]



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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	650	8	487	1770	0	0	0	0	2	0	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	650	8	487	1770	0	0	0	0	2	0	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	650	8	487	1770	0	0	0	0	2	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	650	8	487	1770	0	0	0	0	2	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	650	8	487	1770	0	0	0	0	2	0	59

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	658	xxxx	xxxxx	xxxx	xxxx	xxxxx	2513	3398	329
Potent Cap.:	xxxx	xxxx	xxxxx	939	xxxx	xxxxx	xxxx	xxxx	xxxxx	24	8	673
Move Cap.:	xxxx	xxxx	xxxxx	939	xxxx	xxxxx	xxxx	xxxx	xxxxx	14	4	673
Volume/Cap:	xxxx	xxxx	xxxx	0.52	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	0.00	0.09

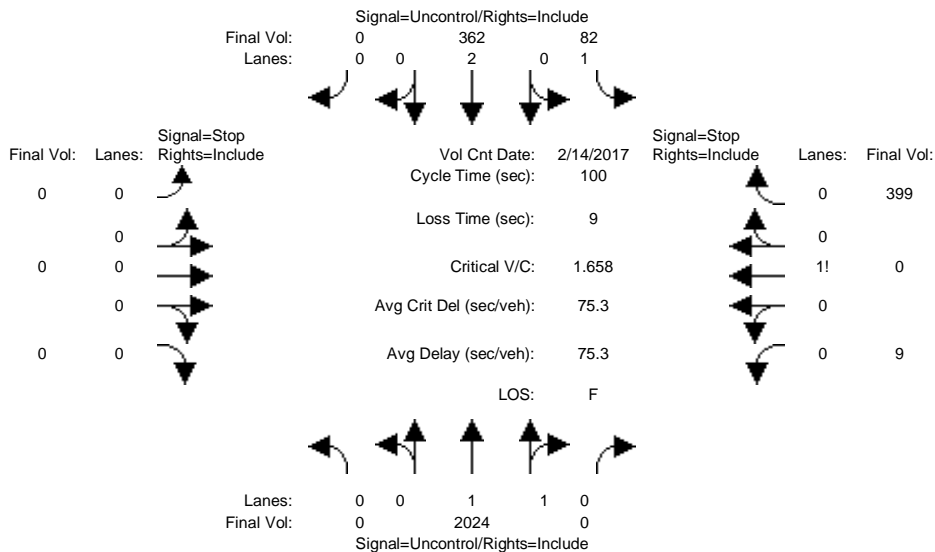
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	3.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	266	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	22.5	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	C	*

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

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #7: University Avenue and Loop Road [Future]



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

Volume Module:	>>	Count	Date:	14 Feb 2017	<<												
Base Vol:	0	2024	0	82	362	0	0	0	0	9	0	399					
Growth Adj:	1.00	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	2024	0	82	362	0	0	0	0	9	0	399					
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	2024	0	82	362	0	0	0	0	9	0	399					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Volume:	0	2024	0	82	362	0	0	0	0	9	0	399					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
FinalVolume:	0	2024	0	82	362	0	0	0	0	9	0	399					

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3			

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2024	xxxx	xxxxx	xxxx	xxxx	xxxxx	2369	2550	1012			
Potent Cap.:	xxxx	xxxx	xxxxx	284	xxxx	xxxxx	xxxx	xxxx	xxxxx	30	27	241			
Move Cap.:	xxxx	xxxx	xxxxx	284	xxxx	xxxxx	xxxx	xxxx	xxxxx	23	19	241			
Volume/Cap:	xxxx	xxxx	xxxx	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	0.39	0.00	1.66			

Level Of Service Module:

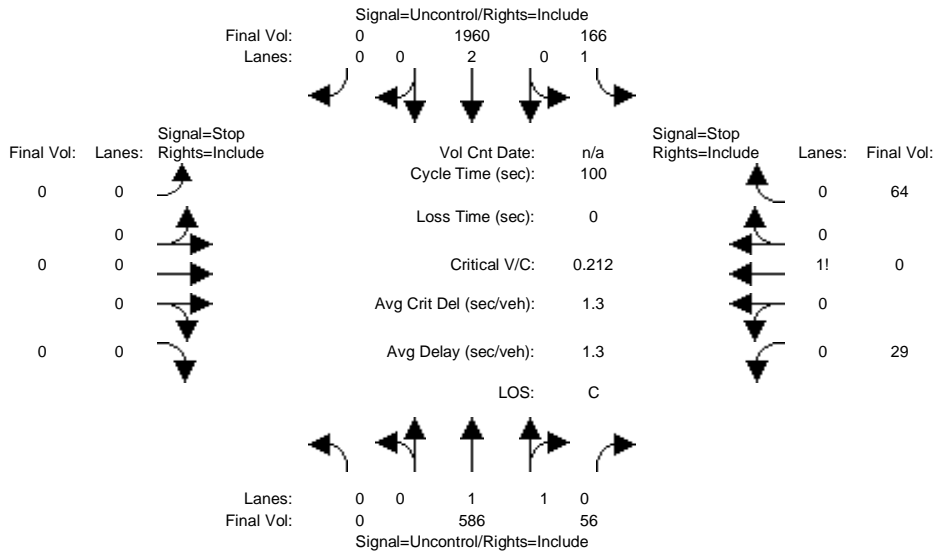
2Way95thQ:	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	22.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*			
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	200	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	31.0	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	526	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*			
ApproachDel:	xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		526.0				
ApproachLOS:	*		*		*		*		*		F				

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

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	586	56	166	1960	0	0	0	0	29	0	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:	0	586	56	166	1960	0	0	0	0	29	0	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:	0	586	56	166	1960	0	0	0	0	29	0	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:	0	586	56	166	1960	0	0	0	0	29	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	586	56	166	1960	0	0	0	0	29	0	64

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	642	xxxx	xxxxx	xxxx	xxxx	xxxxx	1926	2906	321
Potent Cap.:	xxxx	xxxx	xxxxx	932	xxxx	xxxxx	xxxx	xxxx	xxxxx	58	15	675
Move Cap.:	xxxx	xxxx	xxxxx	932	xxxx	xxxxx	xxxx	xxxx	xxxxx	50	13	675
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	29	49	xxxxx	137	51	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	0.00	0.09

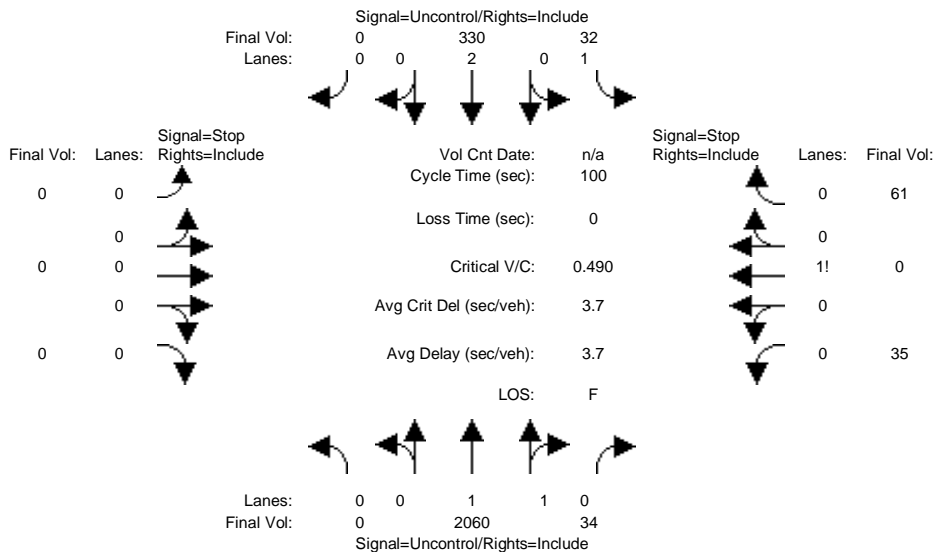
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	303	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx				22.1	
ApproachLOS:		*		*			*				C	

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	2060	34	32	330	0	0	0	0	35	0	61
Growth Adj:	1.00	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	2060	34	32	330	0	0	0	0	35	0	61
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	2060	34	32	330	0	0	0	0	35	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2060	34	32	330	0	0	0	0	35	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2060	34	32	330	0	0	0	0	35	0	61

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2094	xxxx	xxxxx	xxxx	xxxx	xxxxx	2306	2471	1047
Potent Cap.:	xxxx	xxxx	xxxxx	256	xxxx	xxxxx	xxxx	xxxx	xxxxx	32	30	225
Move Cap.:	xxxx	xxxx	xxxxx	256	xxxx	xxxxx	xxxx	xxxx	xxxxx	29	26	225
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	124	53	xxxxx	71	79	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.49	0.00	0.27

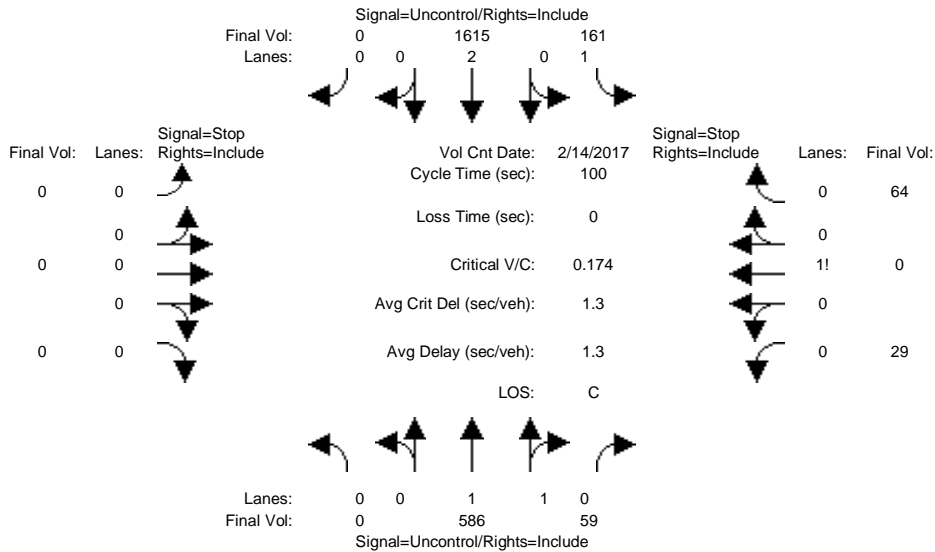
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	21.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	126	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	92.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			92.3		
ApproachLOS:		*		*			*			F		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
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:	14 Feb 2017	<<													
Base Vol:	0	586	59	161	1615	0	0	0	0	29	0	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:	0	586	59	161	1615	0	0	0	0	29	0	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:	0	586	59	161	1615	0	0	0	0	29	0	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:	0	586	59	161	1615	0	0	0	0	29	0	64						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
FinalVolume:	0	586	59	161	1615	0	0	0	0	29	0	64						

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	645	xxxx	xxxxx	xxxx	xxxx	xxxxx	1745	2553	323
Potent Cap.:	xxxx	xxxx	xxxxx	929	xxxx	xxxxx	xxxx	xxxx	xxxxx	77	26	673
Move Cap.:	xxxx	xxxx	xxxxx	929	xxxx	xxxxx	xxxx	xxxx	xxxxx	67	22	673
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	48	71	xxxxx	166	75	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.10

Level Of Service Module:

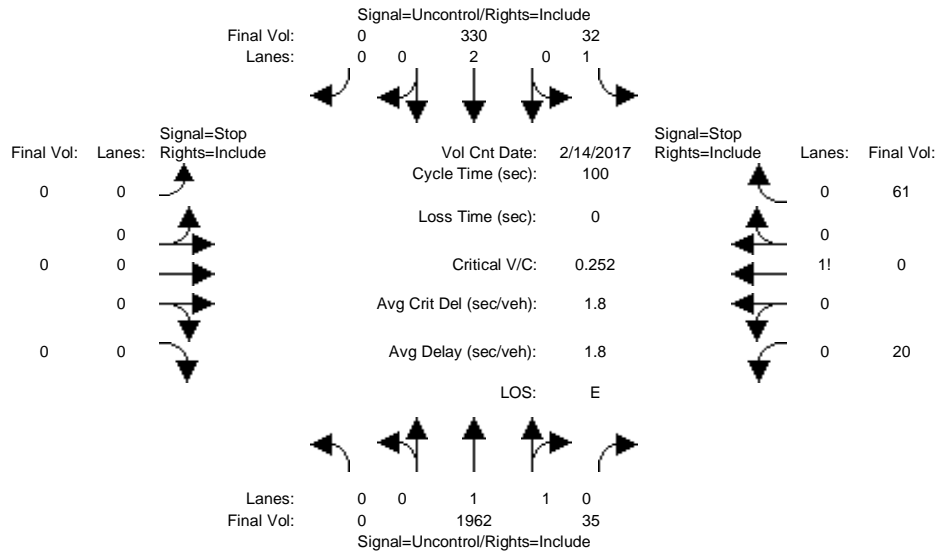
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	345	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		19.2	
ApproachLOS:		*		*		*		*			C	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
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:	14 Feb 2017	<<								
Base Vol:	0	1962	35	32	330	0	0	0	0	20	0	61	
Growth Adj:	1.00	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	1962	35	32	330	0	0	0	0	20	0	61	
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	1962	35	32	330	0	0	0	0	20	0	61	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	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	1962	35	32	330	0	0	0	0	20	0	61	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	1962	35	32	330	0	0	0	0	20	0	61	

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1997	xxxx	xxxxx	xxxx	xxxx	xxxxx	2209	2374	999
Potent Cap.:	xxxx	xxxx	xxxxx	280	xxxx	xxxxx	xxxx	xxxx	xxxxx	38	34	242
Move Cap.:	xxxx	xxxx	xxxxx	280	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	30	242
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	138	62	xxxxx	81	88	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.25

Level Of Service Module:

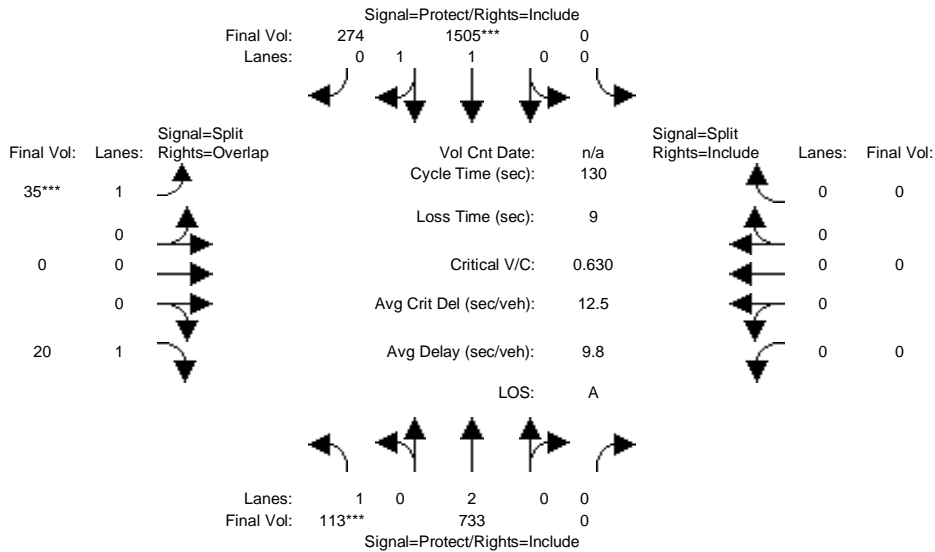
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	19.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	162	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	47.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		47.6	
ApproachLOS:		*		*		*		*			E	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #9: University Avenue and O'Brien Drive



Street Name:	University Avenue						O'Brien Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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:	113	733	0	0	1505	274	35	0	20	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:	113	733	0	0	1505	274	35	0	20	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:	113	733	0	0	1505	274	35	0	20	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:	113	733	0	0	1505	274	35	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	733	0	0	1505	274	35	0	20	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
Final Volume:	113	733	0	0	1505	274	35	0	20	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.69	0.31	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2984	543	1805	0	1615	0	0	0

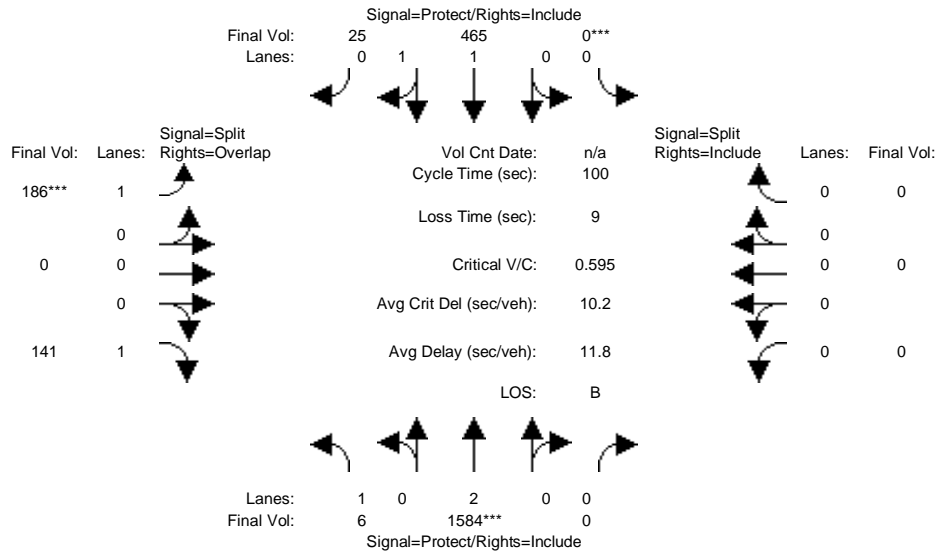
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.00	0.00	0.50	0.50	0.02	0.00	0.01	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green/Cycle:	0.09	0.85	0.00	0.00	0.76	0.76	0.08	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.66	0.24	0.00	0.00	0.66	0.66	0.25	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	66.4	1.8	0.0	0.0	8.2	8.2	57.4	0.0	45.3	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:	66.4	1.8	0.0	0.0	8.2	8.2	57.4	0.0	45.3	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	D	A	A	A
HCM2kAvgQ:	4	3	0	0	18	18	2	0	1	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #9: University Avenue and O'Brien Drive



Street Name:	University Avenue						O'Brien Drive					
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	0	0	10	10	10	0	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:	6	1584	0	0	465	25	186	0	141	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:	6	1584	0	0	465	25	186	0	141	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:	6	1584	0	0	465	25	186	0	141	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:	6	1584	0	0	465	25	186	0	141	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1584	0	0	465	25	186	0	141	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
Final Volume:	6	1584	0	0	465	25	186	0	141	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.90	0.10	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3398	183	1805	0	1615	0	0	0

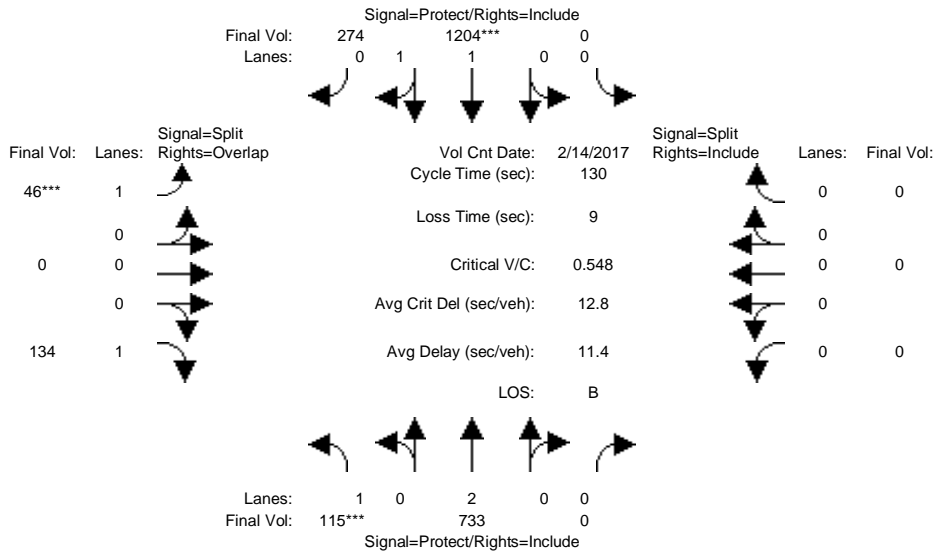
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.00	0.00	0.14	0.14	0.10	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.25	0.74	0.00	0.00	0.49	0.49	0.17	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.01	0.60	0.00	0.00	0.28	0.28	0.60	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	28.3	6.5	0.0	0.0	15.3	15.3	41.2	0.0	18.4	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:	28.3	6.5	0.0	0.0	15.3	15.3	41.2	0.0	18.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	B	A	A	A
HCM2kAvgQ:	0	12	0	0	5	5	6	0	3	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #9: University Avenue and O'Brien Drive



Street Name:	University Avenue						O'Brien Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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:	14 Feb 2017	<<							
Base Vol:	115	733	0	0	1204	274	46	0	134	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:	115	733	0	0	1204	274	46	0	134	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:	115	733	0	0	1204	274	46	0	134	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:	115	733	0	0	1204	274	46	0	134	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	733	0	0	1204	274	46	0	134	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
Final Volume:	115	733	0	0	1204	274	46	0	134	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.92	0.92	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.63	0.37	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2858	651	1805	0	1615	0	0	0

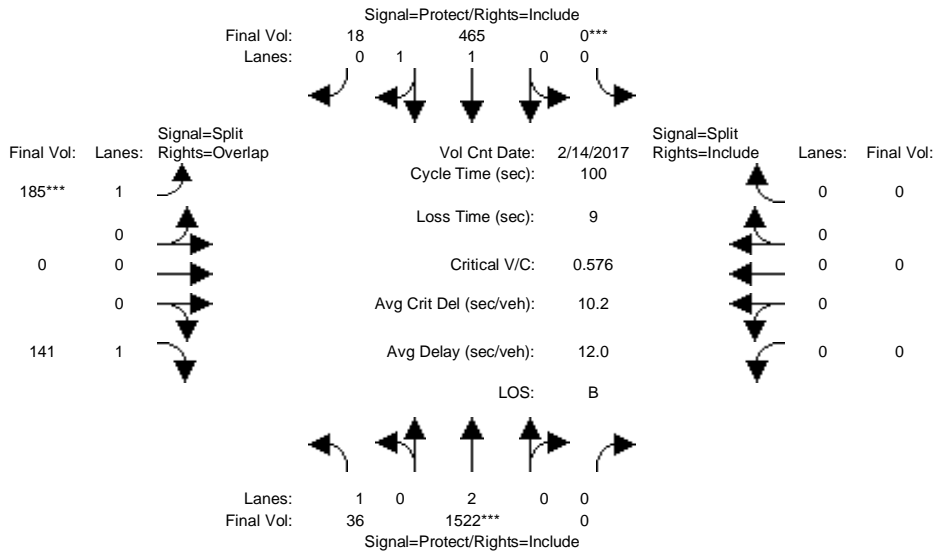
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.00	0.00	0.42	0.42	0.03	0.00	0.08	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green/Cycle:	0.11	0.85	0.00	0.00	0.74	0.74	0.08	0.00	0.19	0.00	0.00	0.00
Volume/Cap:	0.57	0.24	0.00	0.00	0.57	0.57	0.33	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	58.5	1.8	0.0	0.0	7.8	7.8	58.2	0.0	47.6	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:	58.5	1.8	0.0	0.0	7.8	7.8	58.2	0.0	47.6	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	D	A	A	A
HCM2kAvgQ:	4	3	0	0	14	14	2	0	5	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #9: University Avenue and O'Brien Drive



Street Name:	University Avenue						O'Brien Drive					
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	0	0	10	10	10	0	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:	14 Feb 2017	<<							
Base Vol:	36	1522	0	0	465	18	185	0	141	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:	36	1522	0	0	465	18	185	0	141	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:	36	1522	0	0	465	18	185	0	141	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:	36	1522	0	0	465	18	185	0	141	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1522	0	0	465	18	185	0	141	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
Final Volume:	36	1522	0	0	465	18	185	0	141	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.93	0.07	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3455	134	1805	0	1615	0	0	0

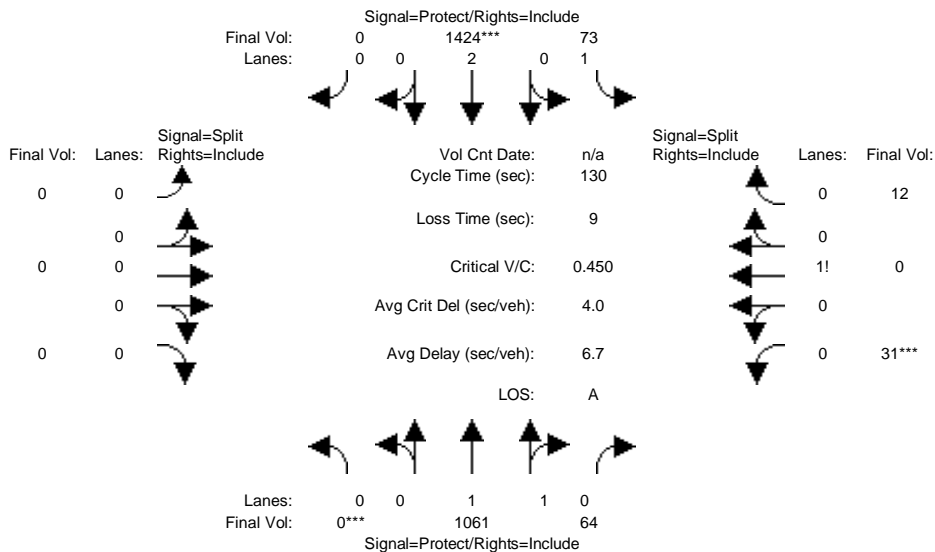
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.00	0.00	0.13	0.13	0.10	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.25	0.73	0.00	0.00	0.48	0.48	0.18	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.08	0.58	0.00	0.00	0.28	0.28	0.58	0.00	0.20	0.00	0.00	0.00
Delay/Veh:	28.7	6.5	0.0	0.0	15.6	15.6	40.2	0.0	18.0	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:	28.7	6.5	0.0	0.0	15.6	15.6	40.2	0.0	18.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	B	A	A	A
HCM2kAvgQ:	1	11	0	0	4	4	6	0	3	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame 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	10	10	7	10	0	0	0	0	10	0	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:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Base Vol:	0	1061	64	73	1424	0	0	0	0	31	0	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:	0	1061	64	73	1424	0	0	0	0	31	0	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:	0	1061	64	73	1424	0	0	0	0	31	0	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:	0	1061	64	73	1424	0	0	0	0	31	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1061	64	73	1424	0	0	0	0	31	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1061	64	73	1424	0	0	0	0	31	0	12

Saturation Flow Module:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	0.72	0.00	0.28
Final Sat.:	0	3374	204	1805	3610	0	0	0	0	1272	0	492

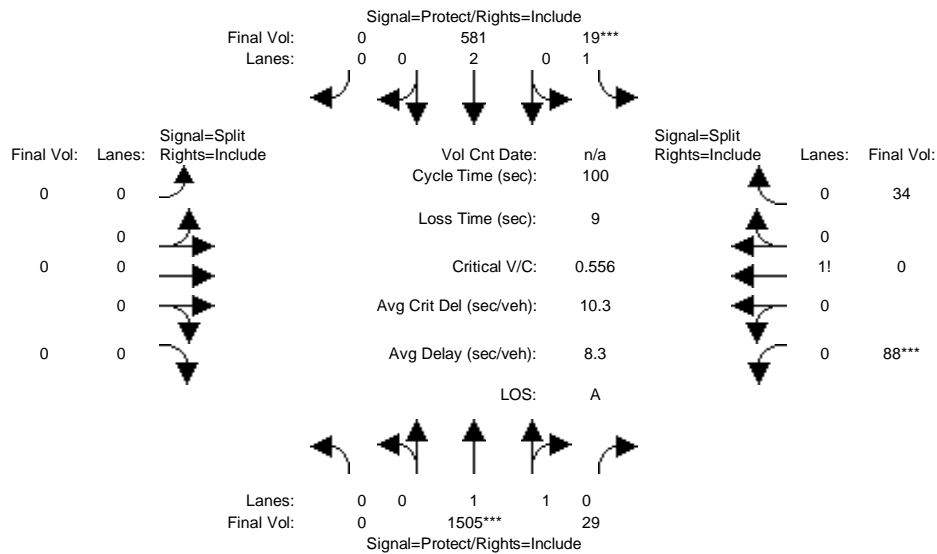
Capacity Analysis Module:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Vol/Sat:	0.00	0.31	0.31	0.04	0.39	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.73	0.73	0.12	0.85	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.43	0.43	0.32	0.46	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Delay/Veh:	0.0	7.1	7.1	52.7	2.4	0.0	0.0	0.0	0.0	58.1	0.0	58.1
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	7.1	7.1	52.7	2.4	0.0	0.0	0.0	0.0	58.1	0.0	58.1
LOS by Move:	A	A	A	D	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	9	9	3	7	0	0	0	0	2	0	2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #10: University Avenue and Notre Dame Avenue



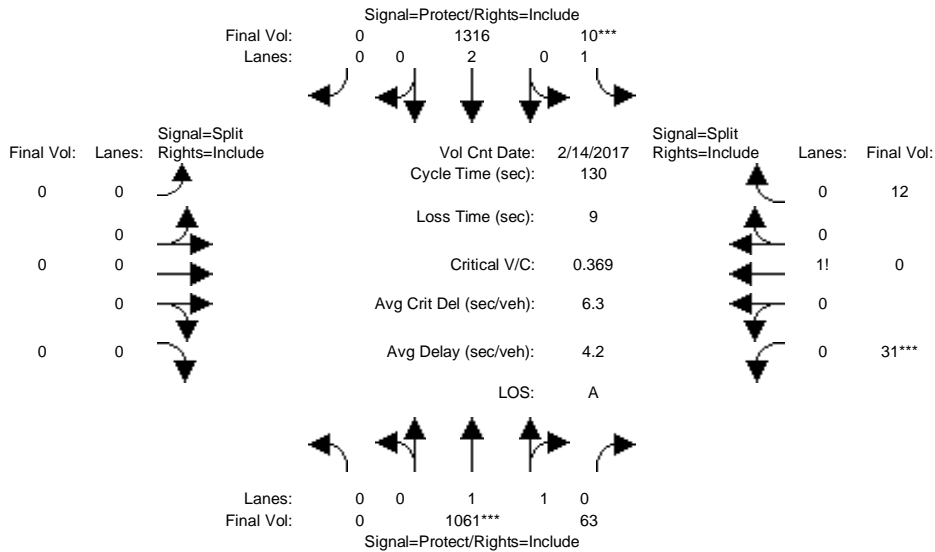
Street Name:	University Avenue						Notre Dame Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1505	29	19	581	0	0	0	0	88	0	34
Growth Adj:	1.00	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	1505	29	19	581	0	0	0	0	88	0	34
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	1505	29	19	581	0	0	0	0	88	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1505	29	19	581	0	0	0	0	88	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1505	29	19	581	0	0	0	0	88	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1505	29	19	581	0	0	0	0	88	0	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.72	0.00	0.28
Final Sat.:	0	3531	68	1805	3610	0	0	0	0	1272	0	492
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.01	0.16	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.72	0.72	0.07	0.79	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.59	0.59	0.15	0.20	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Delay/Veh:	0.0	7.1	7.1	44.3	2.6	0.0	0.0	0.0	0.0	46.3	0.0	46.3
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	7.1	7.1	44.3	2.6	0.0	0.0	0.0	0.0	46.3	0.0	46.3
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	12	12	1	2	0	0	0	0	4	0	4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #10: University Avenue and Notre Dame Avenue



Street Name: University Avenue Notre Dame 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	10	10	7	10	0	0	0	0	10	0	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: 14 Feb 2017 <<

Base Vol:	0	1061	63	10	1316	0	0	0	0	31	0	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:	0	1061	63	10	1316	0	0	0	0	31	0	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:	0	1061	63	10	1316	0	0	0	0	31	0	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:	0	1061	63	10	1316	0	0	0	0	31	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1061	63	10	1316	0	0	0	0	31	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1061	63	10	1316	0	0	0	0	31	0	12

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	0.72	0.00	0.28
Final Sat.:	0	3380	201	1805	3610	0	0	0	0	1272	0	492

Capacity Analysis Module:

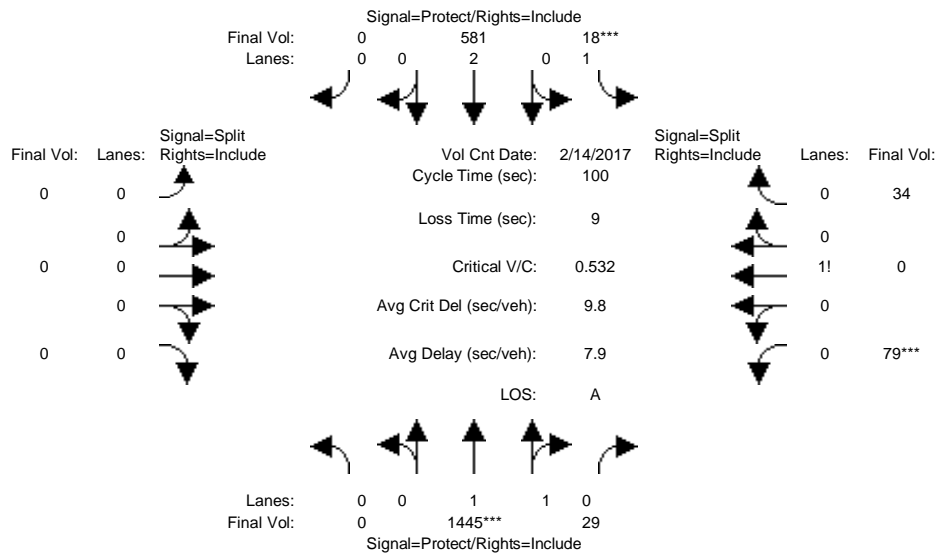
Vol/Sat:	0.00	0.31	0.31	0.01	0.36	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.80	0.80	0.05	0.85	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.39	0.39	0.10	0.43	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Delay/Veh:	0.0	3.9	3.9	59.0	2.3	0.0	0.0	0.0	0.0	58.1	0.0	58.1
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	3.9	3.9	59.0	2.3	0.0	0.0	0.0	0.0	58.1	0.0	58.1
LOS by Move:	A	A	A	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	7	7	0	6	0	0	0	0	2	0	2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame 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	10	10	7	10	0	0	0	0	10	0	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:	14 Feb 2017	<<											
Base Vol:	0	1445	29	18	581	0	0	0	0	79	0	34				
Growth Adj:	1.00	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	1445	29	18	581	0	0	0	0	79	0	34				
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	1445	29	18	581	0	0	0	0	79	0	34				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	1445	29	18	581	0	0	0	0	79	0	34				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	1445	29	18	581	0	0	0	0	79	0	34				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	0	1445	29	18	581	0	0	0	0	79	0	34				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.70	0.00	0.30
Final Sat.:	0	3528	71	1805	3610	0	0	0	0	1231	0	530

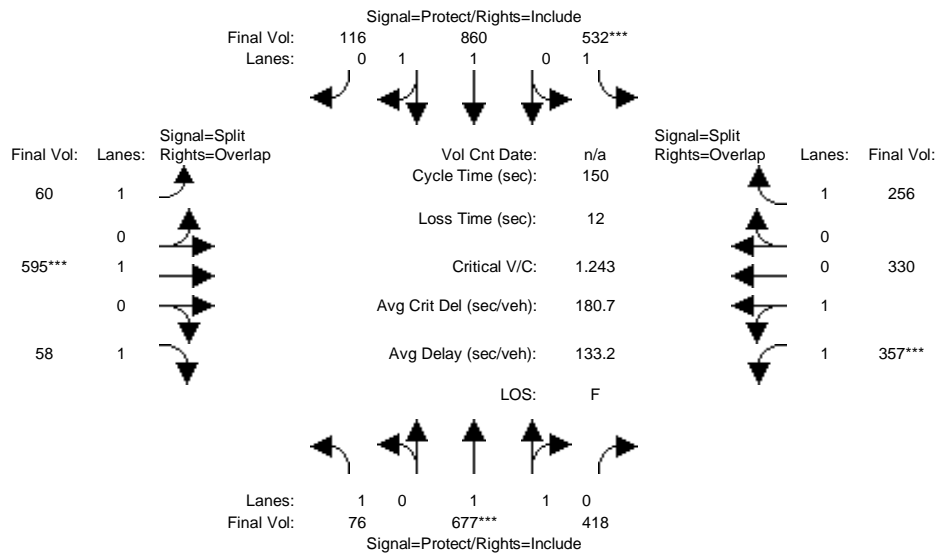
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.01	0.16	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.73	0.73	0.07	0.80	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.00	0.56	0.56	0.14	0.20	0.00	0.00	0.00	0.00	0.56	0.00	0.56
Delay/Veh:	0.0	6.6	6.6	44.2	2.5	0.0	0.0	0.0	0.0	45.6	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.6	6.6	44.2	2.5	0.0	0.0	0.0	0.0	45.6	0.0	45.6
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	11	11	1	2	0	0	0	0	3	0	3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #11: University Avenue and Bay Road



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

Volume Module:	University Avenue NB			University Avenue SB			Bay Road EB			Bay Road WB		
Base Vol:	76	677	418	532	860	116	60	595	58	357	330	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	677	418	532	860	116	60	595	58	357	330	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	677	418	532	860	116	60	595	58	357	330	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	677	418	532	860	116	60	595	58	357	330	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	677	418	532	860	116	60	595	58	357	330	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	677	418	532	860	116	60	595	58	357	330	256

Saturation Flow Module:	University Avenue NB			University Avenue SB			Bay Road EB			Bay Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.92	0.91	0.91	0.93	0.98	0.83	0.96	0.96	0.83
Lanes:	1.00	1.24	0.76	1.00	1.76	0.24	1.00	1.00	1.00	1.04	0.96	1.00
Final Sat.:	1753	2044	1262	1753	3033	409	1769	1862	1583	1887	1744	1583

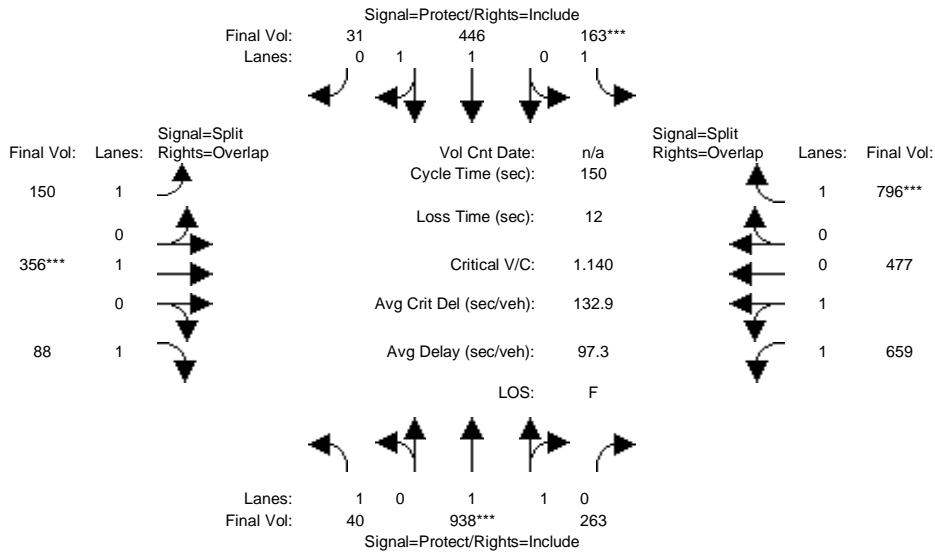
Capacity Analysis Module:	University Avenue NB			University Avenue SB			Bay Road EB			Bay Road WB		
Vol/Sat:	0.04	0.33	0.33	0.30	0.28	0.28	0.03	0.32	0.04	0.19	0.19	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.27	0.27	0.24	0.44	0.44	0.26	0.26	0.33	0.15	0.15	0.40
Volume/Cap:	0.60	1.24	1.24	1.24	0.65	0.65	0.13	1.24	0.11	1.24	1.24	0.41
Delay/Veh:	75.3	174	174.0	184.4	34.0	34.0	43.0	182	35.1	187.6	188	33.0
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:	75.3	174	174.0	184.4	34.0	34.0	43.0	182	35.1	187.6	188	33.0
LOS by Move:	E	F	F	F	C	C	D	F	D	F	F	C
HCM2kAvgQ:	4	42	42	39	19	19	2	43	2	26	26	8

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #11: University Avenue and Bay Road



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

Volume Module:	University Avenue North Bound			University Avenue South Bound			Bay Road East Bound			Bay Road West Bound		
Base Vol:	40	938	263	163	446	31	150	356	88	659	477	796
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	938	263	163	446	31	150	356	88	659	477	796
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	938	263	163	446	31	150	356	88	659	477	796
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	938	263	163	446	31	150	356	88	659	477	796
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	938	263	163	446	31	150	356	88	659	477	796
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	938	263	163	446	31	150	356	88	659	477	796

Saturation Flow Module:	University Avenue North Bound			University Avenue South Bound			Bay Road East Bound			Bay Road West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.91	0.91	0.93	0.98	0.83	0.95	0.95	0.83
Lanes:	1.00	1.56	0.44	1.00	1.87	0.13	1.00	1.00	1.00	1.16	0.84	1.00
Final Sat.:	1753	2647	742	1753	3245	226	1769	1862	1583	2100	1520	1583

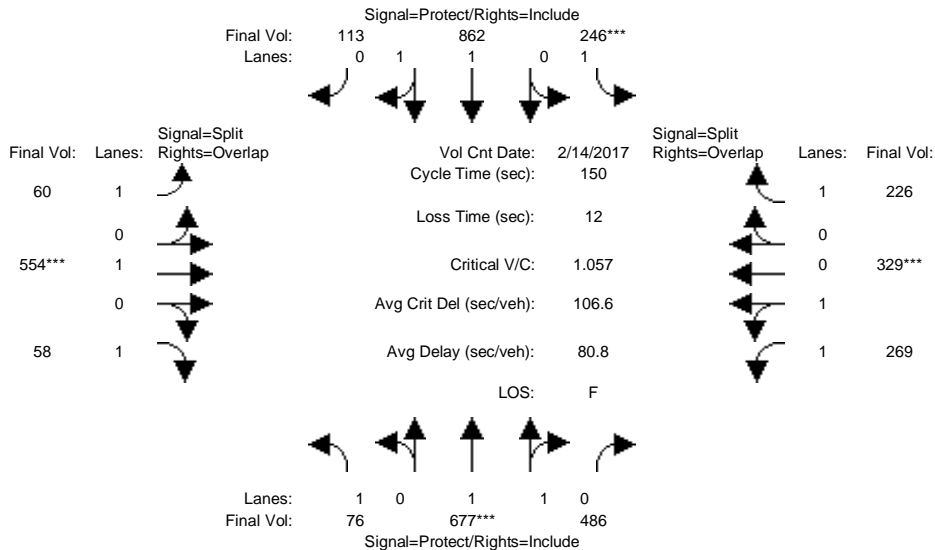
Capacity Analysis Module:	University Avenue North Bound			University Avenue South Bound			Bay Road East Bound			Bay Road West Bound		
Vol/Sat:	0.02	0.35	0.35	0.09	0.14	0.14	0.08	0.19	0.06	0.31	0.31	0.50
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.31	0.31	0.08	0.29	0.29	0.17	0.17	0.27	0.36	0.36	0.44
Volume/Cap:	0.23	1.14	1.14	1.14	0.47	0.47	0.51	1.14	0.21	0.87	0.87	1.14
Delay/Veh:	62.9	126	126.3	186.6	43.8	43.8	58.2	157	42.9	51.5	51.5	121.4
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:	62.9	126	126.3	186.6	43.8	43.8	58.2	157	42.9	51.5	51.5	121.4
LOS by Move:	E	F	F	F	D	D	E	F	D	D	D	F
HCM2kAvgQ:	2	41	41	13	9	9	7	25	3	27	27	51

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #11: University Avenue and Bay Road



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

Volume Module:	>>	Count	Date:	14 Feb 2017	<<											
Base Vol:	76	677	486	246	862	113	60	554	58	269	329	226				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	76	677	486	246	862	113	60	554	58	269	329	226				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	76	677	486	246	862	113	60	554	58	269	329	226				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	76	677	486	246	862	113	60	554	58	269	329	226				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	76	677	486	246	862	113	60	554	58	269	329	226				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	76	677	486	246	862	113	60	554	58	269	329	226				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.92	0.91	0.91	0.93	0.98	0.83	0.96	0.96	0.83
Lanes:	1.00	1.16	0.84	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1753	1912	1373	1753	3046	399	1769	1862	1583	1821	1821	1583

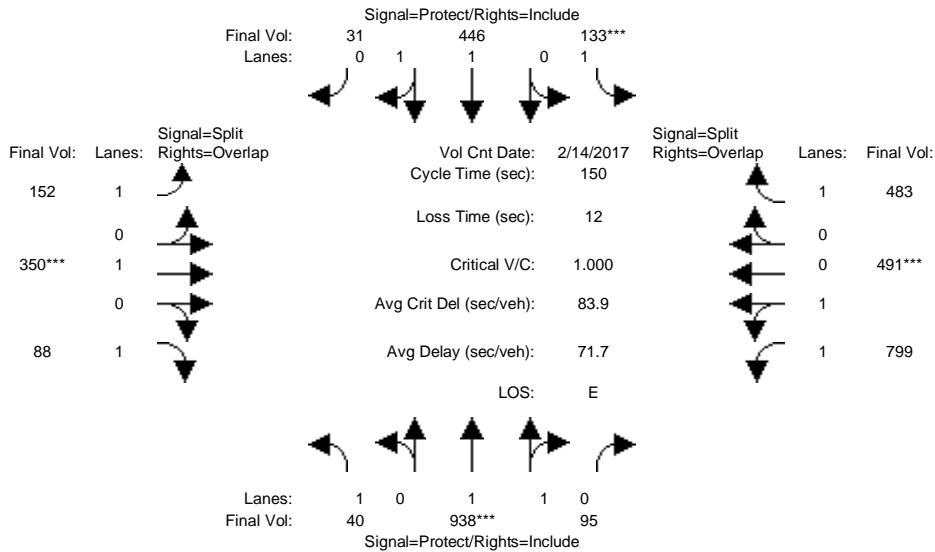
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.14	0.28	0.28	0.03	0.30	0.04	0.15	0.18	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.33	0.33	0.13	0.40	0.40	0.28	0.28	0.35	0.17	0.17	0.30
Volume/Cap:	0.65	1.06	1.06	1.06	0.70	0.70	0.12	1.06	0.11	0.86	1.06	0.47
Delay/Veh:	81.1	93.5	93.5	139.9	39.1	39.1	40.2	109	33.2	71.5	116	43.2
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:	81.1	93.5	93.5	139.9	39.1	39.1	40.2	109	33.2	71.5	116	43.2
LOS by Move:	F	F	F	F	D	D	D	F	C	E	F	D
HCM2kAvgQ:	5	37	37	17	20	20	2	33	2	15	21	9

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	14 Feb 2017	<<							
Base Vol:	40	938	95	133	446	31	152	350	88	799	491	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	938	95	133	446	31	152	350	88	799	491	483
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	938	95	133	446	31	152	350	88	799	491	483
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	938	95	133	446	31	152	350	88	799	491	483
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	938	95	133	446	31	152	350	88	799	491	483
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	938	95	133	446	31	152	350	88	799	491	483

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.91	0.91	0.93	0.98	0.83	0.95	0.95	0.83
Lanes:	1.00	1.82	0.18	1.00	1.87	0.13	1.00	1.00	1.00	1.24	0.76	1.00
Final Sat.:	1753	3138	318	1753	3245	226	1769	1862	1583	2237	1375	1583

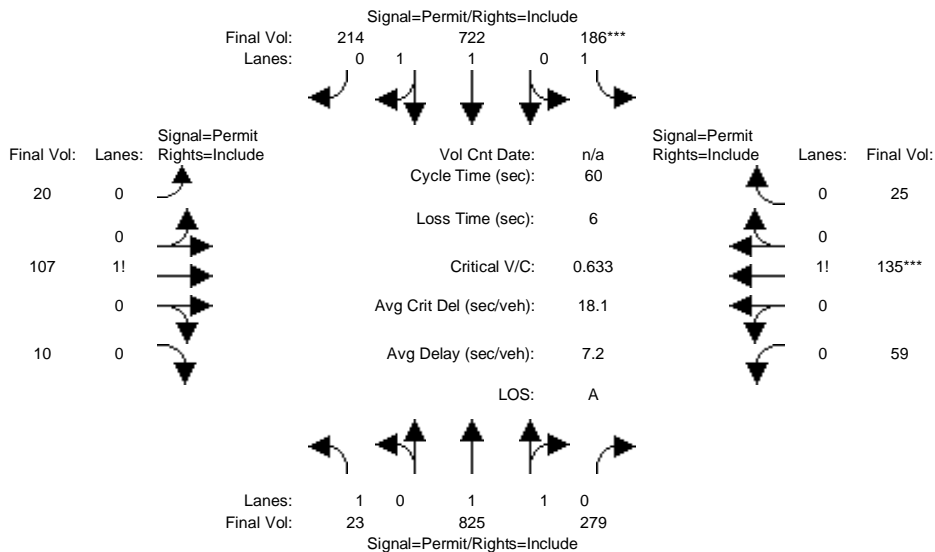
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.08	0.14	0.14	0.09	0.19	0.06	0.36	0.36	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.30	0.30	0.08	0.28	0.28	0.19	0.19	0.28	0.36	0.36	0.43
Volume/Cap:	0.24	1.00	1.00	1.00	0.49	0.49	0.46	1.00	0.20	1.00	1.00	0.70
Delay/Veh:	63.6	80.5	80.5	147.3	45.5	45.5	55.1	109	41.0	73.2	73.2	38.0
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:	63.6	80.5	80.5	147.3	45.5	45.5	55.1	109	41.0	73.2	73.2	38.0
LOS by Move:	E	F	F	F	D	D	E	F	D	E	E	D
HCM2kAvgQ:	2	31	31	10	10	10	6	21	3	36	36	19

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	23	825	279	186	722	214	20	107	10	59	135	25
Growth Adj:	1.00	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	825	279	186	722	214	20	107	10	59	135	25
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	825	279	186	722	214	20	107	10	59	135	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	825	279	186	722	214	20	107	10	59	135	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	825	279	186	722	214	20	107	10	59	135	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	825	279	186	722	214	20	107	10	59	135	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.91	0.91	0.22	0.92	0.92	0.94	0.94	0.94	0.89	0.89	0.89
Lanes:	1.00	1.49	0.51	1.00	1.54	0.46	0.15	0.78	0.07	0.27	0.62	0.11
Final Sat.:	528	2595	878	424	2690	797	260	1392	130	453	1037	192

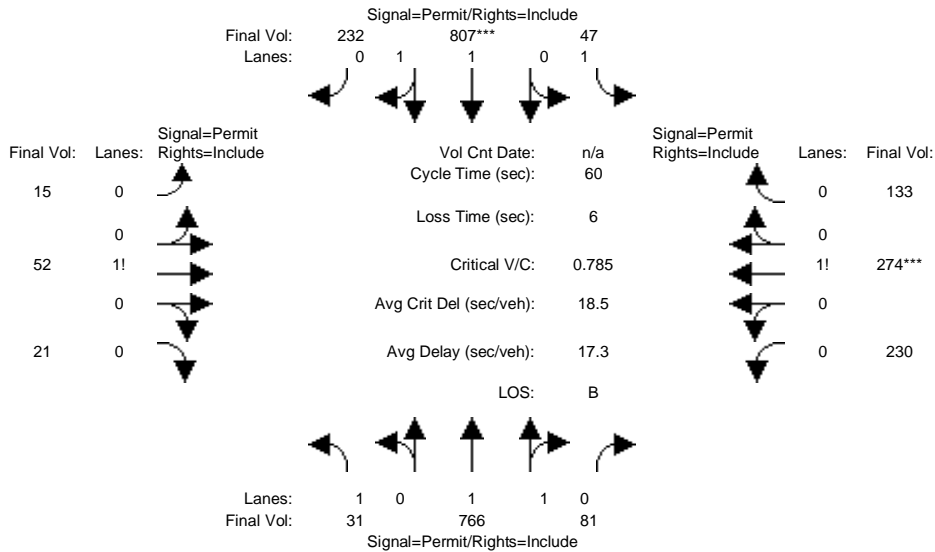
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.44	0.27	0.27	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:				****						****		
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.06	0.46	0.46	0.63	0.39	0.39	0.37	0.37	0.37	0.63	0.63	0.63
Delay/Veh:	3.0	4.3	4.3	9.4	3.9	3.9	21.1	21.1	21.1	25.5	25.5	25.5
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:	3.0	4.3	4.3	9.4	3.9	3.9	21.1	21.1	21.1	25.5	25.5	25.5
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	5	3	4	4	3	3	3	5	5	5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	31	766	81	47	807	232	15	52	21	230	274	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	766	81	47	807	232	15	52	21	230	274	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	766	81	47	807	232	15	52	21	230	274	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	766	81	47	807	232	15	52	21	230	274	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	766	81	47	807	232	15	52	21	230	274	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	31	766	81	47	807	232	15	52	21	230	274	133

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.18	0.94	0.94	0.20	0.92	0.92	0.88	0.88	0.88	0.82	0.82	0.82
Lanes:	1.00	1.81	0.19	1.00	1.55	0.45	0.17	0.59	0.24	0.36	0.43	0.21
Final Sat.:	334	3219	340	372	2711	779	285	989	399	563	670	325

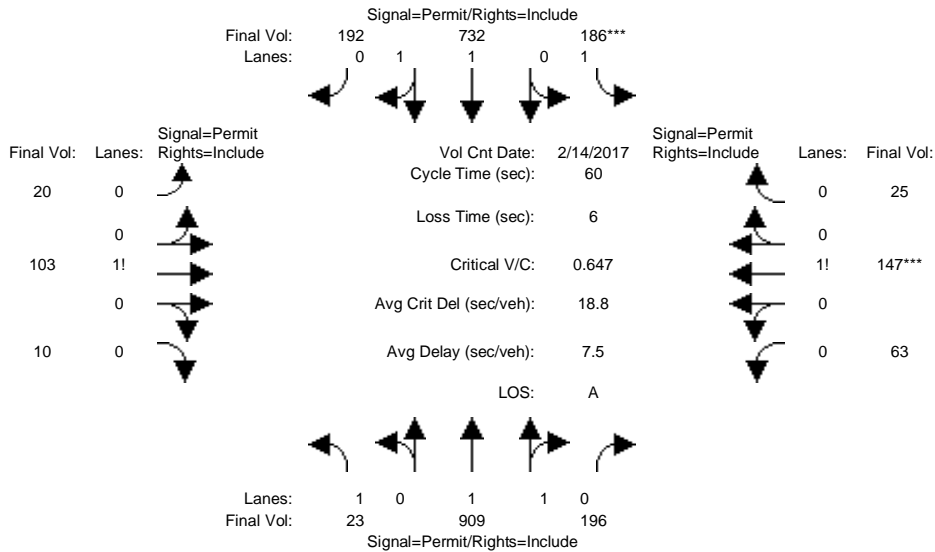
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.24	0.24	0.13	0.30	0.30	0.05	0.05	0.05	0.41	0.41	0.41
Crit Moves:					****						****	
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.24	0.63	0.63	0.33	0.78	0.78	0.10	0.10	0.10	0.78	0.78	0.78
Delay/Veh:	13.7	16.1	16.1	14.6	19.6	19.6	7.3	7.3	7.3	16.7	16.7	16.7
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:	13.7	16.1	16.1	14.6	19.6	19.6	7.3	7.3	7.3	16.7	16.7	16.7
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
HCM2kAvgQ:	0	7	7	1	11	11	1	1	1	12	12	12

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	14 Feb 2017	<<							
Base Vol:	23	909	196	186	732	192	20	103	10	63	147	25
Growth Adj:	1.00	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	909	196	186	732	192	20	103	10	63	147	25
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	909	196	186	732	192	20	103	10	63	147	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	909	196	186	732	192	20	103	10	63	147	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	909	196	186	732	192	20	103	10	63	147	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	909	196	186	732	192	20	103	10	63	147	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.92	0.92	0.22	0.92	0.92	0.94	0.94	0.94	0.89	0.89	0.89
Lanes:	1.00	1.65	0.35	1.00	1.58	0.42	0.15	0.77	0.08	0.27	0.62	0.11
Final Sat.:	530	2889	623	420	2771	727	267	1377	134	453	1057	180

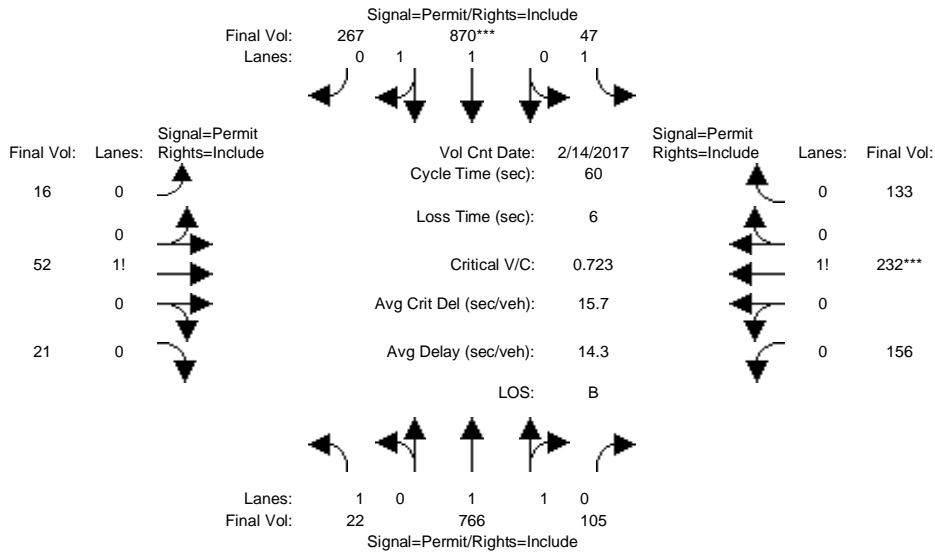
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.44	0.26	0.26	0.07	0.07	0.07	0.14	0.14	0.14
Crit Moves:	****						****					
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.06	0.46	0.46	0.65	0.39	0.39	0.35	0.35	0.35	0.65	0.65	0.65
Delay/Veh:	3.2	4.5	4.5	10.4	4.2	4.2	20.5	20.5	20.5	25.5	25.5	25.5
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:	3.2	4.5	4.5	10.4	4.2	4.2	20.5	20.5	20.5	25.5	25.5	25.5
LOS by Move:	A	A	A	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	5	3	4	4	2	2	2	5	5	5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	14 Feb 2017	<<							
Base Vol:	22	766	105	47	870	267	16	52	21	156	232	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	766	105	47	870	267	16	52	21	156	232	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	766	105	47	870	267	16	52	21	156	232	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	766	105	47	870	267	16	52	21	156	232	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	766	105	47	870	267	16	52	21	156	232	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	766	105	47	870	267	16	52	21	156	232	133

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.93	0.93	0.23	0.92	0.92	0.88	0.88	0.88	0.85	0.85	0.85
Lanes:	1.00	1.76	0.24	1.00	1.53	0.47	0.18	0.58	0.24	0.30	0.45	0.25
Final Sat.:	281	3118	427	428	2666	818	302	981	396	481	715	410

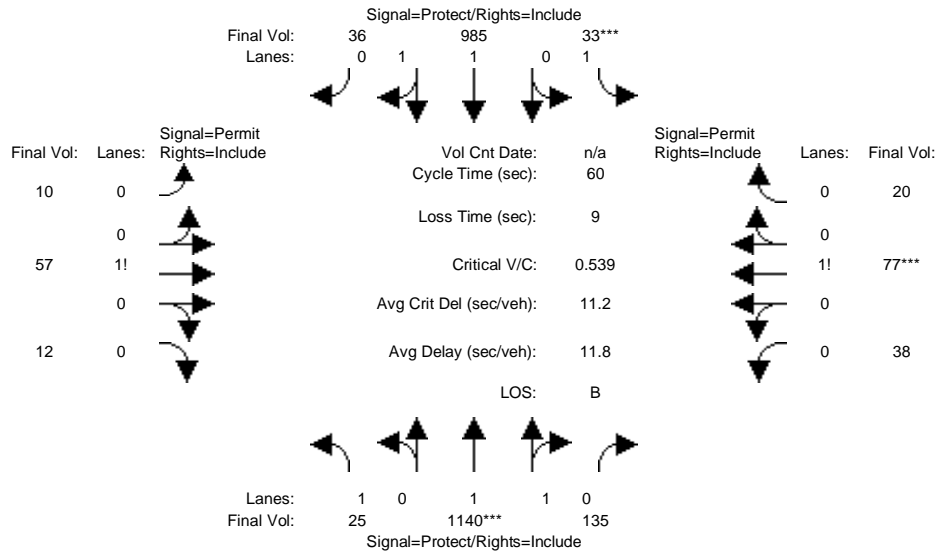
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.25	0.11	0.33	0.33	0.05	0.05	0.05	0.32	0.32	0.32
Crit Moves:					****						****	
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.17	0.54	0.54	0.24	0.72	0.72	0.12	0.12	0.12	0.72	0.72	0.72
Delay/Veh:	10.4	12.4	12.4	10.8	15.1	15.1	9.7	9.7	9.7	17.1	17.1	17.1
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:	10.4	12.4	12.4	10.8	15.1	15.1	9.7	9.7	9.7	17.1	17.1	17.1
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
HCM2kAvgQ:	0	6	6	1	11	11	1	1	1	9	9	9

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #13: University Avenue and Bell Street



Street Name: University Avenue Bell Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	7	10	10	7	10	10	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:	25	1140	135	33	985	36	10	57	12	38	77	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1140	135	33	985	36	10	57	12	38	77	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1140	135	33	985	36	10	57	12	38	77	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1140	135	33	985	36	10	57	12	38	77	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1140	135	33	985	36	10	57	12	38	77	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	1140	135	33	985	36	10	57	12	38	77	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.94	0.94	0.94	0.88	0.88	0.88
Lanes:	1.00	1.79	0.21	1.00	1.93	0.07	0.13	0.72	0.15	0.28	0.57	0.15
Final Sat.:	1805	3176	376	1805	3465	127	226	1290	272	471	955	248

Capacity Analysis Module:

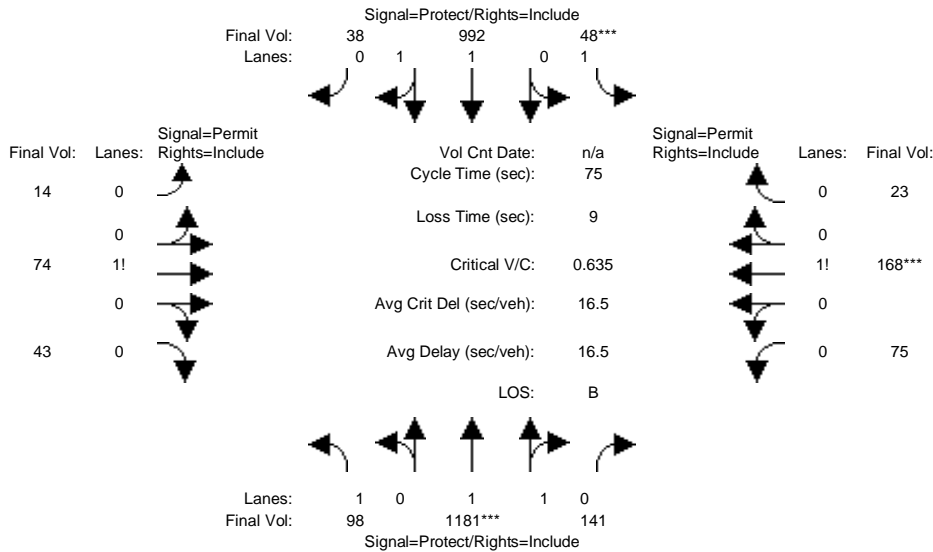
Vol/Sat:	0.01	0.36	0.36	0.02	0.28	0.28	0.04	0.04	0.04	0.08	0.08	0.08
Crit Moves:	****			****						****		
Green/Cycle:	0.20	0.57	0.57	0.12	0.48	0.48	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.07	0.63	0.63	0.16	0.59	0.59	0.27	0.27	0.27	0.48	0.48	0.48
Delay/Veh:	19.6	9.5	9.5	24.2	11.7	11.7	22.3	22.3	22.3	24.0	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:	19.6	9.5	9.5	24.2	11.7	11.7	22.3	22.3	22.3	24.0	24.0	24.0
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	8	8	1	7	7	2	2	2	3	3	3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #13: University Avenue and Bell Street



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

Volume Module:												
Base Vol:	98	1181	141	48	992	38	14	74	43	75	168	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1181	141	48	992	38	14	74	43	75	168	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1181	141	48	992	38	14	74	43	75	168	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1181	141	48	992	38	14	74	43	75	168	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1181	141	48	992	38	14	74	43	75	168	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	98	1181	141	48	992	38	14	74	43	75	168	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.94	0.94	0.92	0.92	0.92	0.87	0.87	0.87
Lanes:	1.00	1.79	0.21	1.00	1.93	0.07	0.11	0.56	0.33	0.28	0.63	0.09
Final Sat.:	1805	3173	379	1805	3456	132	187	990	575	468	1049	144

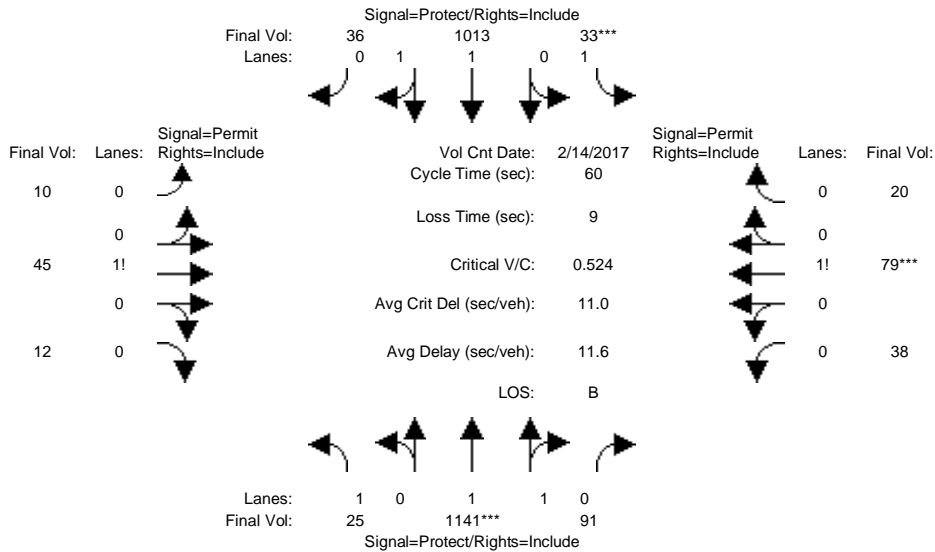
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.03	0.29	0.29	0.07	0.07	0.07	0.16	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.16	0.55	0.55	0.09	0.49	0.49	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.34	0.68	0.68	0.28	0.59	0.59	0.32	0.32	0.32	0.68	0.68	0.68
Delay/Veh:	28.8	13.1	13.1	32.6	14.5	14.5	24.1	24.1	24.1	30.7	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	13.1	13.1	32.6	14.5	14.5	24.1	24.1	24.1	30.7	30.7	30.7
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	12	12	1	9	9	3	3	3	7	7	7

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #13: University Avenue and Bell Street



Street Name:	University Avenue						Bell Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	14 Feb 2017	<< 7:15-8:15 AM
Base Vol:	25 1141 91	33 1013 36	10 45 12	38 79 20
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	25 1141 91	33 1013 36	10 45 12	38 79 20
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	25 1141 91	33 1013 36	10 45 12	38 79 20
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	25 1141 91	33 1013 36	10 45 12	38 79 20
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	25 1141 91	33 1013 36	10 45 12	38 79 20
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	25 1141 91	33 1013 36	10 45 12	38 79 20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.93	0.93	0.93	0.88	0.88	0.88
Lanes:	1.00	1.85	0.15	1.00	1.93	0.07	0.15	0.67	0.18	0.28	0.58	0.14
Final Sat.:	1805	3307	264	1805	3469	123	265	1191	318	464	965	244

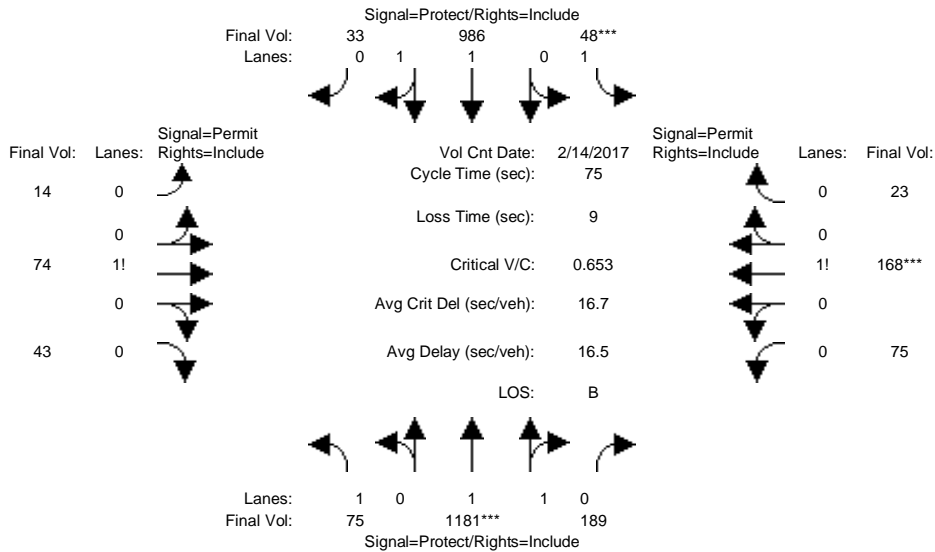
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.02	0.29	0.29	0.04	0.04	0.04	0.08	0.08	0.08
Crit Moves:	****			****						****		
Green/Cycle:	0.20	0.57	0.57	0.12	0.49	0.49	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.07	0.61	0.61	0.16	0.60	0.60	0.23	0.23	0.23	0.49	0.49	0.49
Delay/Veh:	19.8	9.1	9.1	24.2	11.7	11.7	22.0	22.0	22.0	24.1	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:	19.8	9.1	9.1	24.2	11.7	11.7	22.0	22.0	22.0	24.1	24.1	24.1
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	8	8	1	7	7	1	1	1	3	3	3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #13: University Avenue and Bell Street



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

Volume Module:	>>	Count	Date:	14 Feb 2017	<<	4:30-5:30 PM						
Base Vol:	75	1181	189	48	986	33	14	74	43	75	168	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1181	189	48	986	33	14	74	43	75	168	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1181	189	48	986	33	14	74	43	75	168	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1181	189	48	986	33	14	74	43	75	168	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1181	189	48	986	33	14	74	43	75	168	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	1181	189	48	986	33	14	74	43	75	168	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87
Lanes:	1.00	1.72	0.28	1.00	1.94	0.06	0.11	0.56	0.33	0.28	0.63	0.09
Final Sat.:	1805	3047	488	1805	3476	116	187	989	575	467	1046	143

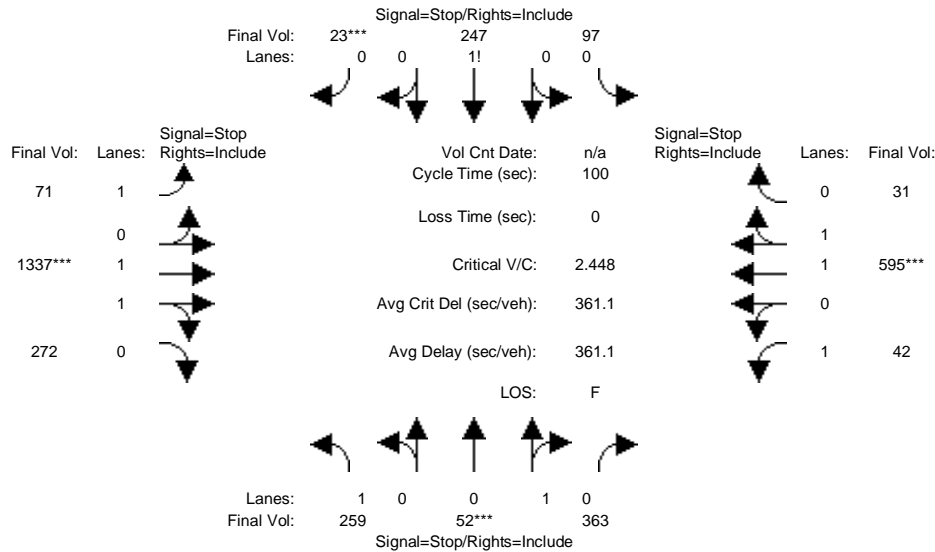
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.03	0.28	0.28	0.07	0.07	0.07	0.16	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.16	0.56	0.56	0.09	0.49	0.49	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.26	0.70	0.70	0.28	0.58	0.58	0.32	0.32	0.32	0.70	0.70	0.70
Delay/Veh:	28.0	13.2	13.2	32.6	14.2	14.2	24.5	24.5	24.5	32.0	32.0	32.0
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:	28.0	13.2	13.2	32.6	14.2	14.2	24.5	24.5	24.5	32.0	32.0	32.0
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	12	12	1	8	8	3	3	3	7	7	7

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #21: Clarke Avenue and Bay Road



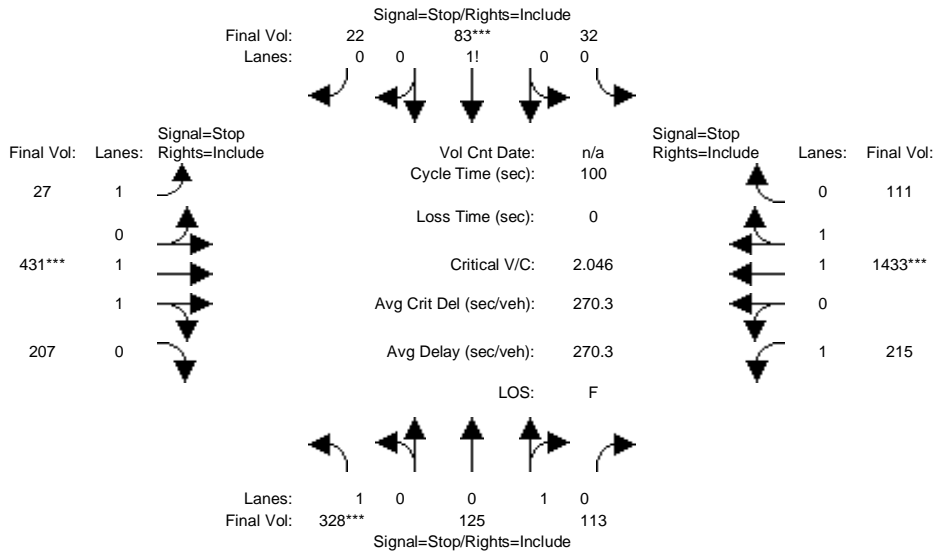
Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	259	52	363	97	247	23	71	1337	272	42	595	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	52	363	97	247	23	71	1337	272	42	595	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	52	363	97	247	23	71	1337	272	42	595	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	52	363	97	247	23	71	1337	272	42	595	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	52	363	97	247	23	71	1337	272	42	595	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	259	52	363	97	247	23	71	1337	272	42	595	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.13	0.87	0.26	0.68	0.06	1.00	1.66	0.34	1.00	1.90	0.10
Final Sat.:	341	48	334	97	248	23	309	546	113	305	613	32
Capacity Analysis Module:												
Vol/Sat:	0.76	1.09	1.09	1.00	1.00	1.00	0.23	2.45	2.42	0.14	0.97	0.97
Crit Moves:	****					****	****			****		
Delay/Veh:	39.7	102	102.1	78.1	78.1	78.1	17.6	681	666.5	16.2	77.5	76.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	102	102.1	78.1	78.1	78.1	17.6	681	666.5	16.2	77.5	76.6
LOS by Move:	E	F	F	F	F	F	C	F	F	C	F	F
ApproachDel:		78.1			78.1			650.7			73.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		78.1			78.1			650.7			73.7	
LOS by Appr:		F			F			F			F	
AllWayAvgQ:	2.5	9.5	9.5	6.7	6.7	6.7	0.3	61.3	60.4	0.2	5.8	5.6

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #21: Clarke Avenue and Bay Road



Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	328	125	113	32	83	22	27	431	207	215	1433	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	125	113	32	83	22	27	431	207	215	1433	111
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:	328	125	113	32	83	22	27	431	207	215	1433	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	125	113	32	83	22	27	431	207	215	1433	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	125	113	32	83	22	27	431	207	215	1433	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	328	125	113	32	83	22	27	431	207	215	1433	111

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	1.00	0.53	0.47	0.23	0.61	0.16	1.00	1.35	0.65	1.00	1.86	0.14
Final Sat.:	364	207	187	87	225	60	319	465	230	351	700	55

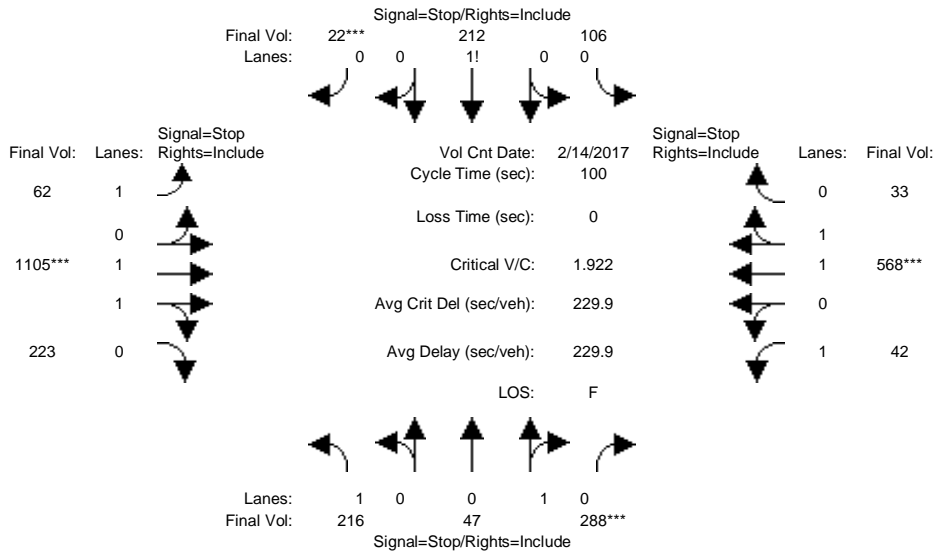
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.90	0.60	0.60	0.37	0.37	0.37	0.08	0.93	0.90	0.61	2.05	2.03
Crit Moves:	***			***			***			***		
Delay/Veh:	56.6	24.2	24.2	18.0	18.0	18.0	14.8	64.5	57.3	26.9	501	495.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	24.2	24.2	18.0	18.0	18.0	14.8	64.5	57.3	26.9	501	495.5
LOS by Move:	F	C	C	C	C	C	B	F	F	D	F	F
ApproachDel:	43.0			18.0			60.2			442.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	43.0			18.0			60.2			442.6		
LOS by Appr:	E			C			F			F		
AllWayAvgQ:	4.5	1.4	1.4	0.6	0.6	0.6	0.1	5.1	4.4	1.4	51.4	51.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #21: Clarke Avenue and Bay Road



Street Name: Clarke Ave Bay Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 14 Feb 2017 <<

Base Vol:	216	47	288	106	212	22	62	1105	223	42	568	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	47	288	106	212	22	62	1105	223	42	568	33
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:	216	47	288	106	212	22	62	1105	223	42	568	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	47	288	106	212	22	62	1105	223	42	568	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	47	288	106	212	22	62	1105	223	42	568	33
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:	216	47	288	106	212	22	62	1105	223	42	568	33

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.14	0.86	0.31	0.63	0.06	1.00	1.66	0.34	1.00	1.89	0.11
Final Sat.:	348	55	336	116	232	24	317	575	118	315	634	37

Capacity Analysis Module:

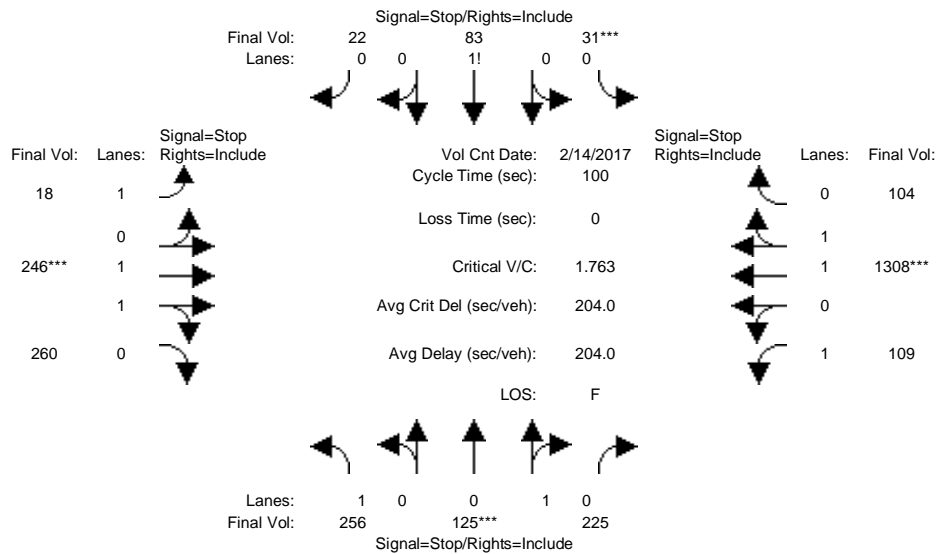
Vol/Sat:	0.62	0.86	0.86	0.91	0.91	0.91	0.20	1.92	1.90	0.13	0.90	0.89
Crit Moves:			****			****		****			****	
Delay/Veh:	28.1	46.8	46.8	58.3	58.3	58.3	16.3	449	436.8	15.6	59.5	58.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	46.8	46.8	58.3	58.3	58.3	16.3	449	436.8	15.6	59.5	58.7
LOS by Move:	D	E	E	F	F	F	C	F	F	C	F	F
ApproachDel:		39.5			58.3			427.4			56.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		39.5			58.3			427.4			56.6	
LOS by Appr:		E			F			F			F	
AllWayAvgQ:	1.5	3.8	3.8	4.7	4.7	4.7	0.2	42.2	41.2	0.1	4.3	4.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #21: Clarke Avenue and Bay Road



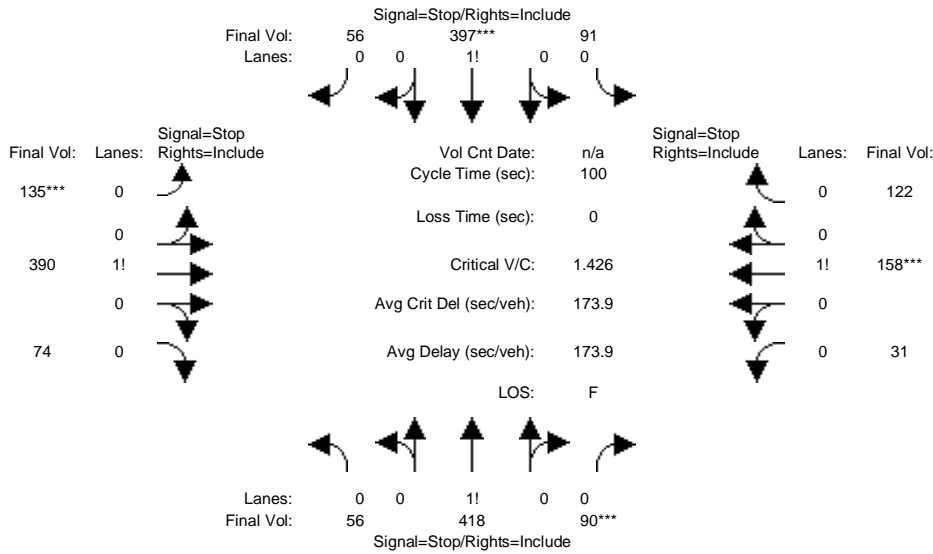
Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 14 Feb 2017 <<												
Base Vol:	256	125	225	31	83	22	18	246	260	109	1308	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	125	225	31	83	22	18	246	260	109	1308	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:	256	125	225	31	83	22	18	246	260	109	1308	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:	256	125	225	31	83	22	18	246	260	109	1308	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	125	225	31	83	22	18	246	260	109	1308	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:	256	125	225	31	83	22	18	246	260	109	1308	104
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	0.23	0.61	0.16	1.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	386	154	277	86	231	61	336	357	384	365	742	59
Capacity Analysis Module:												
Vol/Sat:	0.66	0.81	0.81	0.36	0.36	0.36	0.05	0.69	0.68	0.30	1.76	1.75
Crit Moves:	****			****			****			****		
Delay/Veh:	28.1	37.7	37.7	17.3	17.3	17.3	13.8	31.7	29.0	16.1	375	369.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	37.7	37.7	17.3	17.3	17.3	13.8	31.7	29.0	16.1	375	369.7
LOS by Move:	D	E	E	C	C	C	B	D	D	C	F	F
ApproachDel:	33.7			17.3			29.7			348.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	33.7			17.3			29.7			348.6		
LOS by Appr:	D			C			D			F		
AllWayAvgQ:	1.7	3.2	3.2	0.5	0.5	0.5	0.1	1.9	1.8	0.4	40.6	40.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #23: Clarke Avenue and Runnymede Street

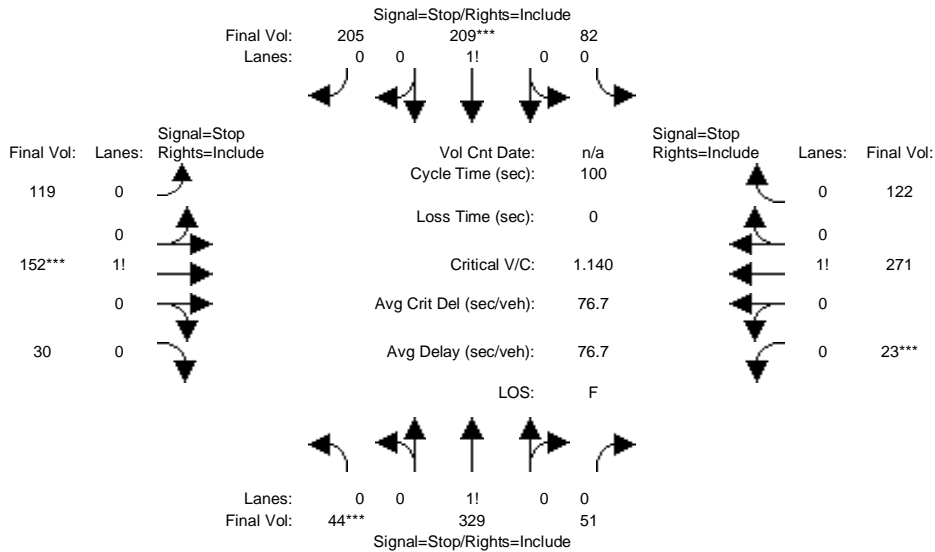


Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	56	418	90	91	397	56	135	390	74	31	158	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	418	90	91	397	56	135	390	74	31	158	122
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	418	90	91	397	56	135	390	74	31	158	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	418	90	91	397	56	135	390	74	31	158	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	418	90	91	397	56	135	390	74	31	158	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	418	90	91	397	56	135	390	74	31	158	122
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.74	0.16	0.17	0.73	0.10	0.23	0.65	0.12	0.10	0.51	0.39
Final Sat.:	42	313	67	70	307	43	95	274	52	40	205	159
Capacity Analysis Module:												
Vol/Sat:	1.34	1.34	1.34	1.30	1.30	1.30	1.43	1.43	1.43	0.77	0.77	0.77
Crit Moves:		****			****			****			****	
Delay/Veh:	190.9	191	190.9	174.9	175	174.9	228.6	229	228.6	36.0	36.0	36.0
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:	190.9	191	190.9	174.9	175	174.9	228.6	229	228.6	36.0	36.0	36.0
LOS by Move:	F	F	F	F	F	F	F	F	F	E	E	E
ApproachDel:		190.9			174.9			228.6			36.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		190.9			174.9			228.6			36.0	
LOS by Appr:		F			F			F			E	
AllWayAvgQ:	21.1	21.1	21.1	19.1	19.1	19.1	25.3	25.3	25.3	2.7	2.7	2.7

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #23: Clarke Avenue and Runnymede Street



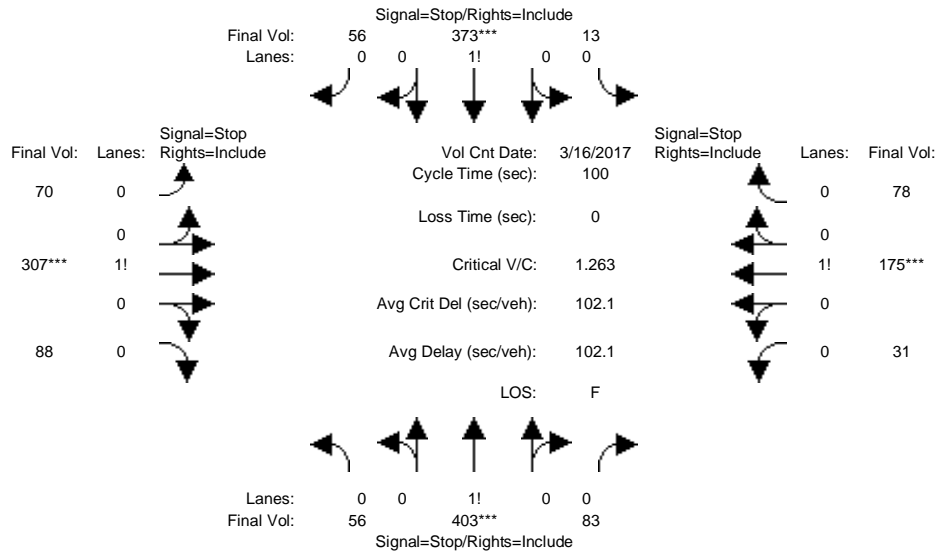
Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	44	329	51	82	209	205	119	152	30	23	271	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	329	51	82	209	205	119	152	30	23	271	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	329	51	82	209	205	119	152	30	23	271	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	329	51	82	209	205	119	152	30	23	271	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	329	51	82	209	205	119	152	30	23	271	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	44	329	51	82	209	205	119	152	30	23	271	122
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.78	0.12	0.17	0.42	0.41	0.40	0.50	0.10	0.06	0.65	0.29
Final Sat.:	44	331	51	72	183	180	156	199	39	24	278	125
Capacity Analysis Module:												
Vol/Sat:	1.00	1.00	1.00	1.14	1.14	1.14	0.76	0.76	0.76	0.97	0.97	0.97
Crit Moves:	****				****		****			****		
Delay/Veh:	71.9	71.9	71.9	115.3	115	115.3	35.4	35.4	35.4	65.6	65.6	65.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	71.9	71.9	115.3	115	115.3	35.4	35.4	35.4	65.6	65.6	65.6
LOS by Move:	F	F	F	F	F	F	E	E	E	F	F	F
ApproachDel:		71.9			115.3			35.4			65.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		71.9			115.3			35.4			65.6	
LOS by Appr:		F			F			E			F	
AllWayAvgQ:	7.2	7.2	7.2	12.6	12.6	12.6	2.6	2.6	2.6	6.4	6.4	6.4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #23: Clarke Avenue and Runnymede Street



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

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 16 Mar 2017 <<

Base Vol:	56	403	83	13	373	56	70	307	88	31	175	78
Growth Adj:	1.00	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	403	83	13	373	56	70	307	88	31	175	78
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	403	83	13	373	56	70	307	88	31	175	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	403	83	13	373	56	70	307	88	31	175	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	403	83	13	373	56	70	307	88	31	175	78
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	403	83	13	373	56	70	307	88	31	175	78

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.75	0.15	0.03	0.84	0.13	0.15	0.66	0.19	0.11	0.62	0.27
Final Sat.:	44	319	66	13	362	54	65	284	81	44	247	110

Capacity Analysis Module:

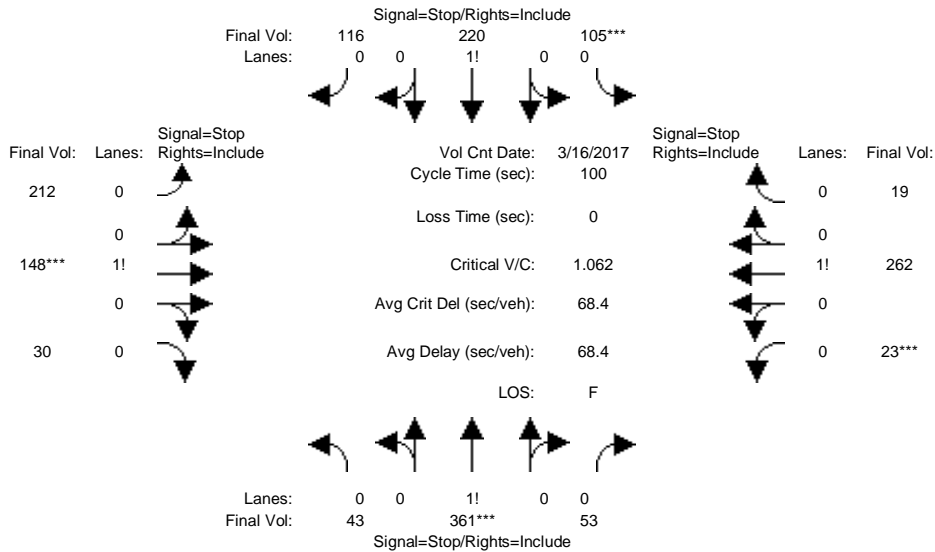
Vol/Sat:	1.26	1.26	1.26	1.03	1.03	1.03	1.08	1.08	1.08	0.71	0.71	0.71
Crit Moves:	****			****			****			****		
Delay/Veh:	161.5	161	161.5	80.9	80.9	80.9	96.3	96.3	96.3	31.0	31.0	31.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	161.5	161	161.5	80.9	80.9	80.9	96.3	96.3	96.3	31.0	31.0	31.0
LOS by Move:	F	F	F	F	F	F	F	F	F	D	D	D
ApproachDel:	161.5			80.9			96.3			31.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	161.5			80.9			96.3			31.0		
LOS by Appr:	F			F			F			D		
AllWayAvgQ:	17.9	17.9	17.9	8.3	8.3	8.3	10.1	10.1	10.1	2.1	2.1	2.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #23: Clarke Avenue and Runnymede Street



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

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 16 Mar 2017 <<

Base Vol:	43	361	53	105	220	116	212	148	30	23	262	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	361	53	105	220	116	212	148	30	23	262	19
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:	43	361	53	105	220	116	212	148	30	23	262	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	361	53	105	220	116	212	148	30	23	262	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	361	53	105	220	116	212	148	30	23	262	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	361	53	105	220	116	212	148	30	23	262	19

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.79	0.12	0.24	0.50	0.26	0.54	0.38	0.08	0.08	0.86	0.06
Final Sat.:	40	340	50	103	216	114	226	158	32	30	341	25

Capacity Analysis Module:

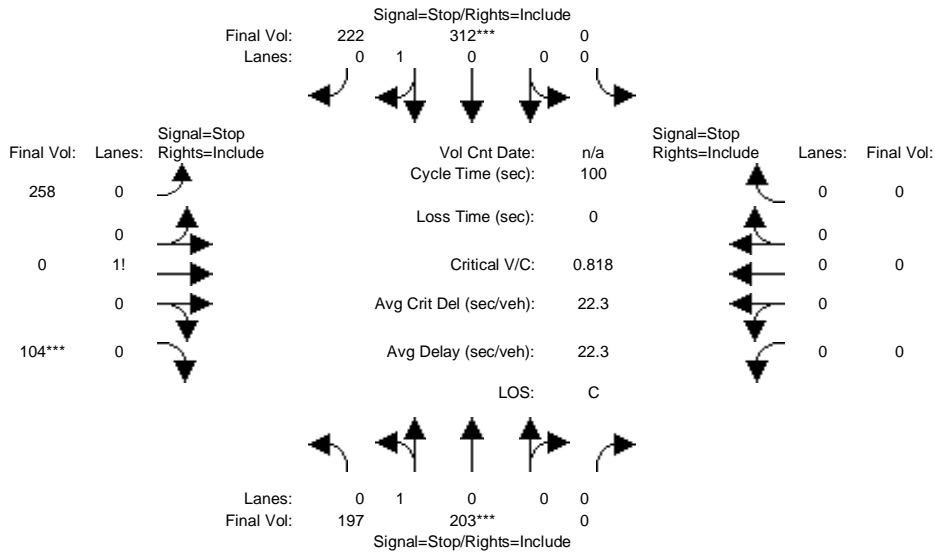
Vol/Sat:	1.06	1.06	1.06	1.02	1.02	1.02	0.94	0.94	0.94	0.77	0.77	0.77
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	90.2	90.2	90.2	77.2	77.2	77.2	59.0	59.0	59.0	34.9	34.9	34.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.2	90.2	90.2	77.2	77.2	77.2	59.0	59.0	59.0	34.9	34.9	34.9
LOS by Move:	F	F	F	F	F	F	F	F	F	D	D	D
ApproachDel:	90.2			77.2			59.0			34.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	90.2			77.2			59.0			34.9		
LOS by Appr:	F			F			F			D		
AllWayAvgQ:	9.4	9.4	9.4	7.9	7.9	7.9	5.5	5.5	5.5	2.5	2.5	2.5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #24: Clarke Avenue and Donohoe Street



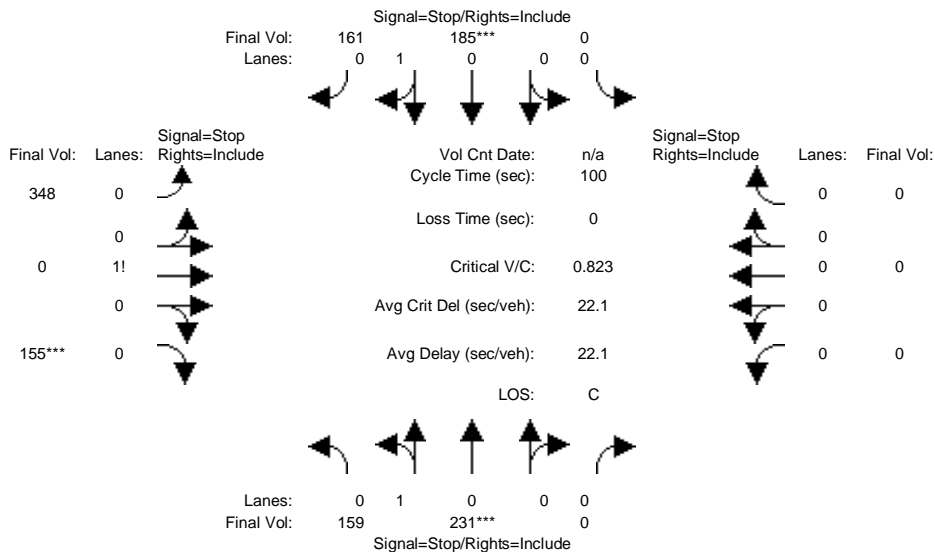
Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	197	203	0	0	312	222	258	0	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	203	0	0	312	222	258	0	104	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	203	0	0	312	222	258	0	104	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	203	0	0	312	222	258	0	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	203	0	0	312	222	258	0	104	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	203	0	0	312	222	258	0	104	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.49	0.51	0.00	0.00	0.58	0.42	0.71	0.00	0.29	0.00	0.00	0.00
Final Sat.:	291	300	0	0	381	271	401	0	162	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	xxxx	xxxx	0.82	0.82	0.64	xxxx	0.64	xxxx	xxxx	xxxx
Crit Moves:	****				****				****			
Delay/Veh:	19.6	19.6	0.0	0.0	27.0	27.0	18.3	0.0	18.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	19.6	0.0	0.0	27.0	27.0	18.3	0.0	18.3	0.0	0.0	0.0
LOS by Move:	C	C	*	*	D	D	C	*	C	*	*	*
ApproachDel:	19.6				27.0		18.3			xxxxxx		
Delay Adj:	1.00				1.00		1.00			xxxxxx		
ApprAdjDel:	19.6				27.0		18.3			xxxxxx		
LOS by Appr:	C				D		C			*		
AllWayAvgQ:	1.8	1.8	1.8	3.4	3.4	3.4	1.4	1.4	1.4	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #24: Clarke Avenue and Donohoe Street



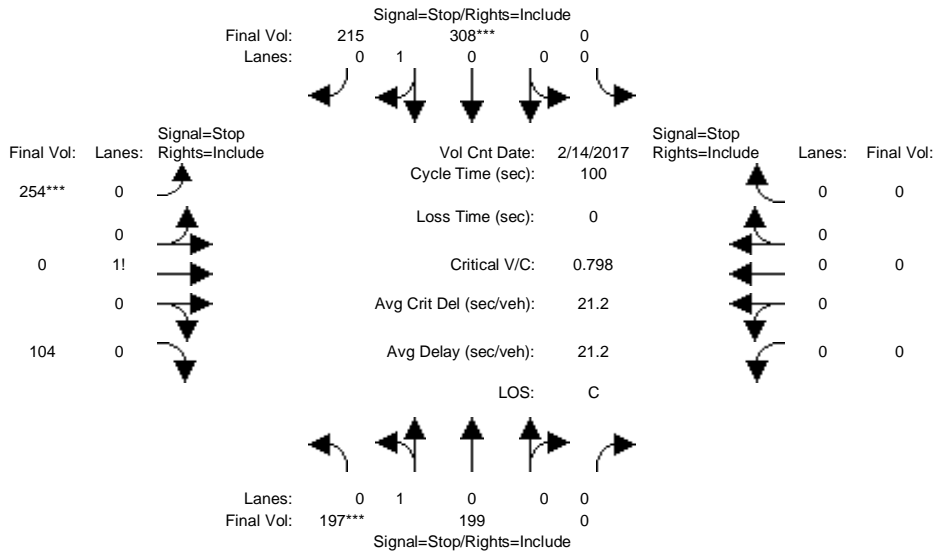
Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	159	231	0	0	185	161	348	0	155	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	231	0	0	185	161	348	0	155	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:	159	231	0	0	185	161	348	0	155	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:	159	231	0	0	185	161	348	0	155	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	231	0	0	185	161	348	0	155	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:	159	231	0	0	185	161	348	0	155	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	0.00	0.00	0.53	0.47	0.69	0.00	0.31	0.00	0.00	0.00
Final Sat.:	235	341	0	0	318	277	423	0	188	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	xxxx	xxxx	0.58	0.58	0.82	xxxx	0.82	xxxx	xxxx	xxxx
Crit Moves:	****				****			****				
Delay/Veh:	19.8	19.8	0.0	0.0	15.8	15.8	28.2	0.0	28.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	19.8	0.0	0.0	15.8	15.8	28.2	0.0	28.2	0.0	0.0	0.0
LOS by Move:	C	C	*	*	C	C	D	*	D	*	*	*
ApproachDel:	19.8				15.8			28.2		xxxxxx		
Delay Adj:	1.00				1.00			1.00		xxxxxx		
ApprAdjDel:	19.8				15.8			28.2		xxxxxx		
LOS by Appr:	C				C			D		*		
AllWayAvgQ:	1.7	1.7	1.7	1.2	1.2	1.2	3.3	3.3	3.3	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #24: Clarke Avenue and Donohoe Street



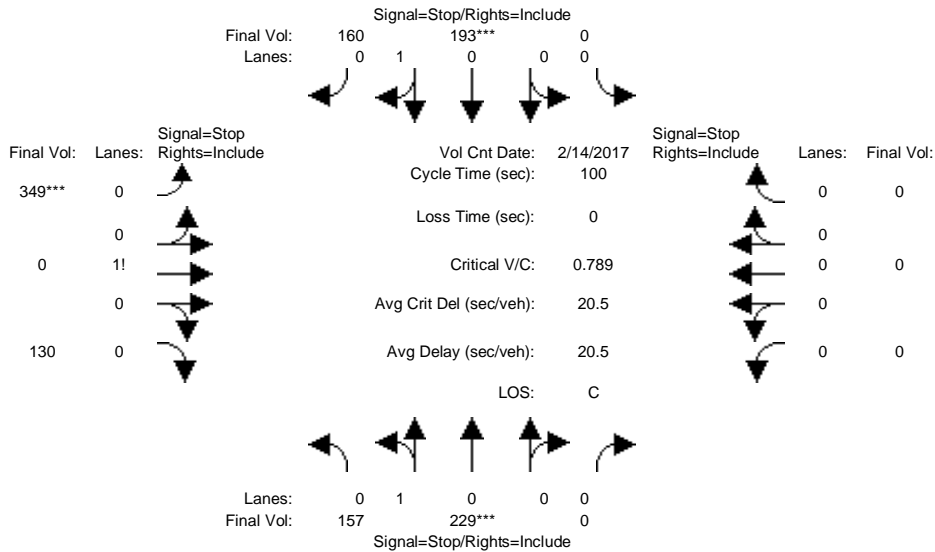
Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 14 Feb 2017 <<												
Base Vol:	197	199	0	0	308	215	254	0	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	199	0	0	308	215	254	0	104	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	199	0	0	308	215	254	0	104	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	199	0	0	308	215	254	0	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	199	0	0	308	215	254	0	104	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	199	0	0	308	215	254	0	104	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	0.00	0.00	0.59	0.41	0.71	0.00	0.29	0.00	0.00	0.00
Final Sat.:	296	299	0	0	386	269	402	0	164	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.67	0.67	xxxx	xxxx	0.80	0.80	0.63	xxxx	0.63	xxxx	xxxx	xxxx
Crit Moves:	***				***		***					
Delay/Veh:	19.0	19.0	0.0	0.0	25.2	25.2	17.9	0.0	17.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	19.0	0.0	0.0	25.2	25.2	17.9	0.0	17.9	0.0	0.0	0.0
LOS by Move:	C	C	*	*	D	D	C	*	C	*	*	*
ApproachDel:	19.0			25.2			17.9			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxxx		
ApprAdjDel:	19.0			25.2			17.9			xxxxxx		
LOS by Appr:	C			D			C			*		
AllWayAvgQ:	1.7	1.7	1.7	3.1	3.1	3.1	1.4	1.4	1.4	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #24: Clarke Avenue and Donohoe Street

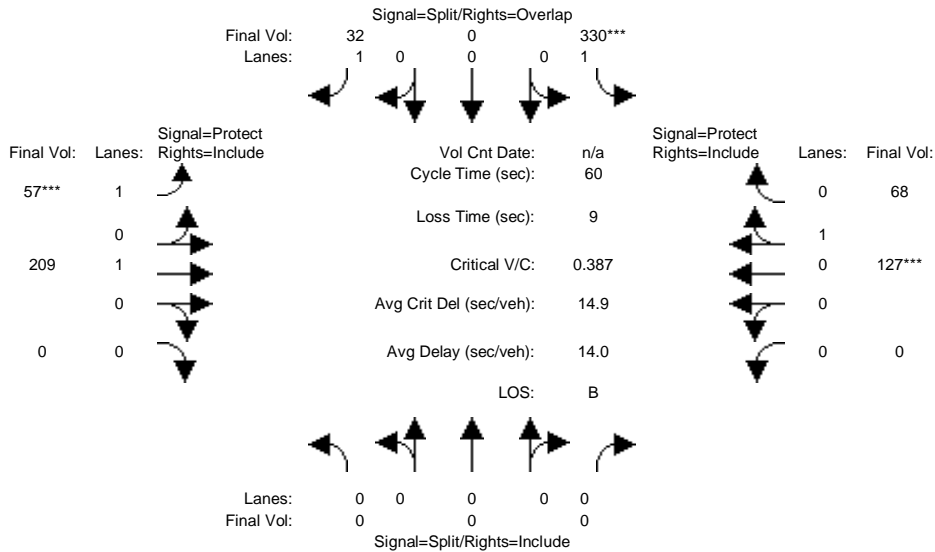


Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 14 Feb 2017 <<												
Base Vol:	157	229	0	0	193	160	349	0	130	0	0	0
Growth Adj:	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:	157	229	0	0	193	160	349	0	130	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:	157	229	0	0	193	160	349	0	130	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:	157	229	0	0	193	160	349	0	130	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	229	0	0	193	160	349	0	130	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:	157	229	0	0	193	160	349	0	130	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	0.00	0.00	0.55	0.45	0.73	0.00	0.27	0.00	0.00	0.00
Final Sat.:	237	345	0	0	331	274	443	0	165	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	xxxx	xxxx	0.58	0.58	0.79	xxxx	0.79	xxxx	xxxx	xxxx
Crit Moves:	****				****		****					
Delay/Veh:	19.0	19.0	0.0	0.0	15.7	15.7	25.3	0.0	25.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	19.0	0.0	0.0	15.7	15.7	25.3	0.0	25.3	0.0	0.0	0.0
LOS by Move:	C	C	*	*	C	C	D	*	D	*	*	*
ApproachDel:	19.0			15.7			25.3			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxxx		
ApprAdjDel:	19.0			15.7			25.3			xxxxxx		
LOS by Appr:	C			C			D			*		
AllWayAvgQ:	1.6	1.6	1.6	1.2	1.2	1.2	2.8	2.8	2.8	0.0	0.0	0.0

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	330	0	32	57	209	0	0	127	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	330	0	32	57	209	0	0	127	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	330	0	32	57	209	0	0	127	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	330	0	32	57	209	0	0	127	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	330	0	32	57	209	0	0	127	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	330	0	32	57	209	0	0	127	68

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.93	0.93
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.65	0.35
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	1156	619

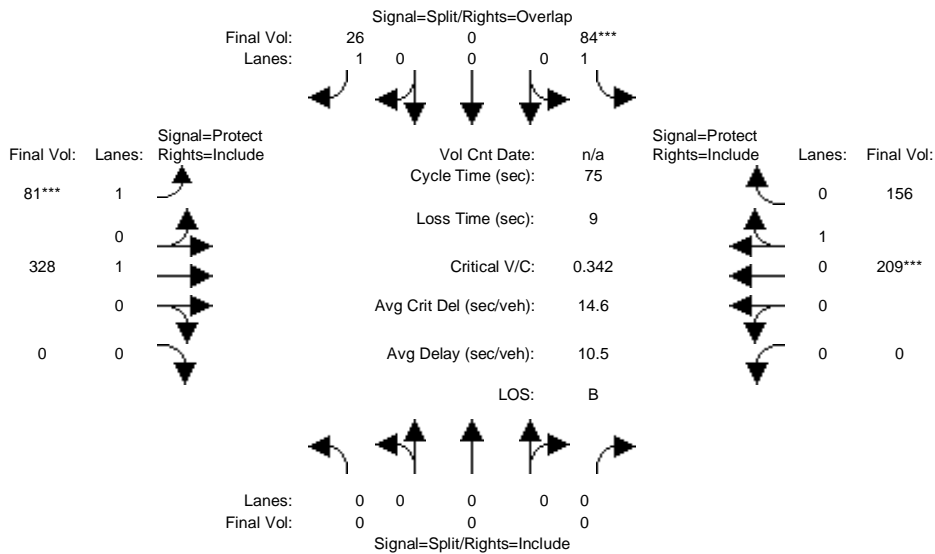
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.02	0.03	0.11	0.00	0.00	0.11	0.11
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.58	0.12	0.39	0.00	0.00	0.27	0.27
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.03	0.28	0.29	0.00	0.00	0.40	0.40
Delay/Veh:	0.0	0.0	0.0	11.0	0.0	5.5	24.9	12.9	0.0	0.0	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:	0.0	0.0	0.0	11.0	0.0	5.5	24.9	12.9	0.0	0.0	18.4	18.4
LOS by Move:	A	A	A	B	A	A	C	B	A	A	B	B
HCM2kAvgQ:	0	0	0	4	0	0	1	3	0	0	3	3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	84	0	26	81	328	0	0	209	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	84	0	26	81	328	0	0	209	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	84	0	26	81	328	0	0	209	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	84	0	26	81	328	0	0	209	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	84	0	26	81	328	0	0	209	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	84	0	26	81	328	0	0	209	156

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.57	0.43
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	1004	750

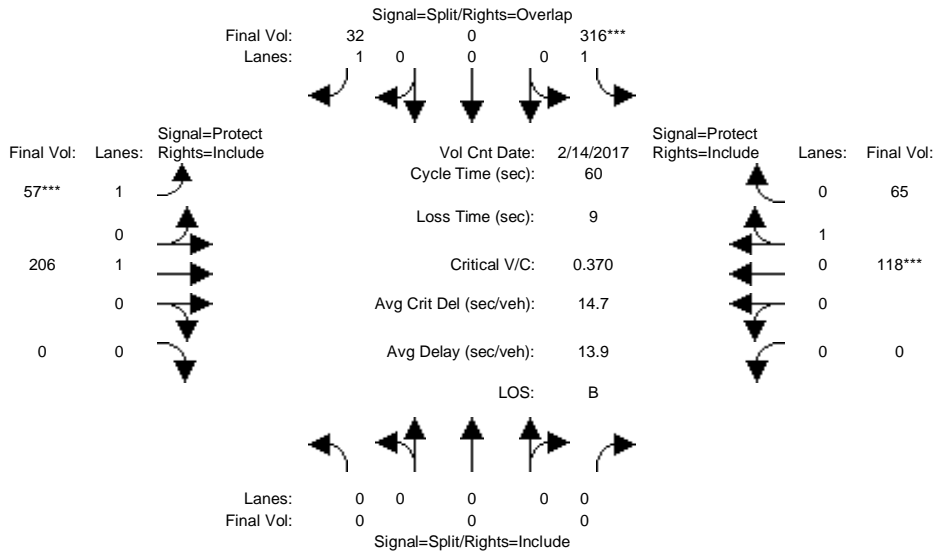
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.05	0.18	0.00	0.00	0.21	0.21
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.14	0.00	0.27	0.13	0.74	0.00	0.00	0.61	0.61
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.06	0.34	0.24	0.00	0.00	0.34	0.34
Delay/Veh:	0.0	0.0	0.0	30.0	0.0	20.2	30.4	3.1	0.0	0.0	7.5	7.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.0	0.0	20.2	30.4	3.1	0.0	0.0	7.5	7.5
LOS by Move:	A	A	A	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	0	2	2	0	0	4	4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	14 Feb 2017	<<								
Base Vol:	0	0	0	316	0	32	57	206	0	0	0	118	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	316	0	32	57	206	0	0	0	118	65
Added Vol:	0	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	0
Initial Fut:	0	0	0	316	0	32	57	206	0	0	0	118	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	316	0	32	57	206	0	0	0	118	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	316	0	32	57	206	0	0	0	118	65
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	1.00
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	1.00
Final Volume:	0	0	0	316	0	32	57	206	0	0	0	118	65

Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	1.00	0.93	0.93
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.64	0.36	
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	1143	630	

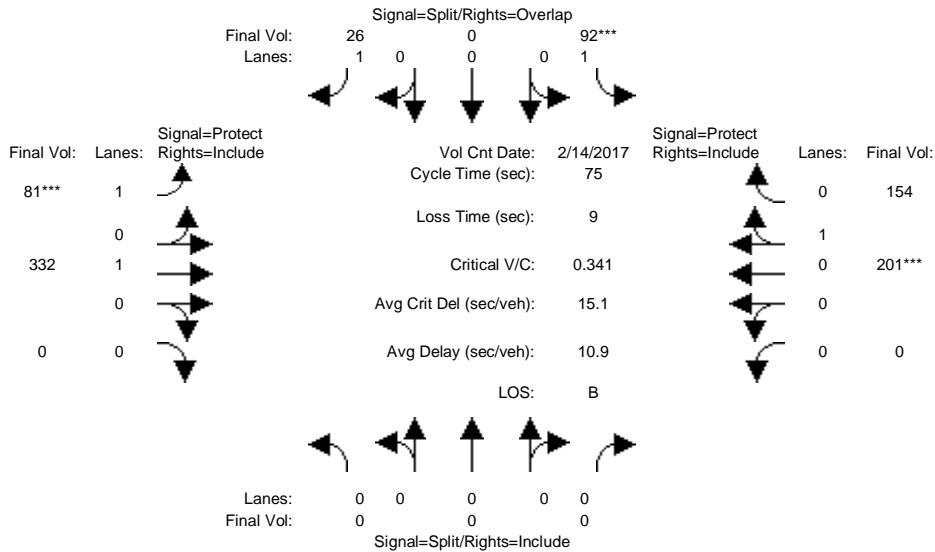
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.03	0.11	0.00	0.00	0.10	0.10	
Crit Moves:				****			****				****		
Green/Cycle:	0.00	0.00	0.00	0.46	0.00	0.58	0.12	0.39	0.00	0.00	0.27	0.27	
Volume/Cap:	0.00	0.00	0.00	0.38	0.00	0.03	0.28	0.29	0.00	0.00	0.38	0.38	
Delay/Veh:	0.0	0.0	0.0	10.8	0.0	5.4	24.9	13.0	0.0	0.0	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:	0.0	0.0	0.0	10.8	0.0	5.4	24.9	13.0	0.0	0.0	18.4	18.4	
LOS by Move:	A	A	A	B	A	A	C	B	A	A	B	B	
HCM2kAvgQ:	0	0	0	4	0	0	1	3	0	0	3	3	

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

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	14 Feb 2017	<<							
Base Vol:	0	0	0	92	0	26	81	332	0	0	201	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	92	0	26	81	332	0	0	201	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	92	0	26	81	332	0	0	201	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	92	0	26	81	332	0	0	201	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	92	0	26	81	332	0	0	201	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	92	0	26	81	332	0	0	201	154

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.57	0.43
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	992	760

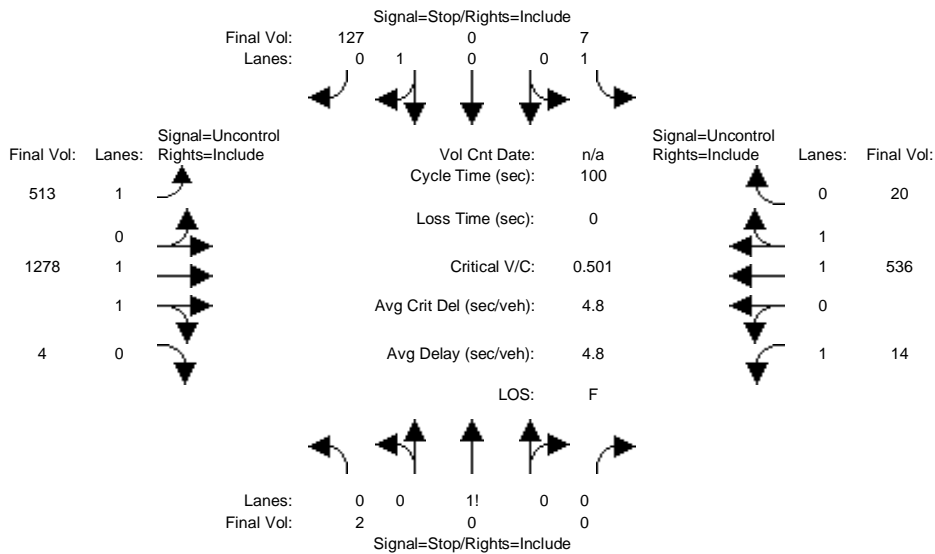
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.02	0.05	0.18	0.00	0.00	0.20	0.20
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.15	0.00	0.29	0.13	0.73	0.00	0.00	0.59	0.59
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.06	0.34	0.25	0.00	0.00	0.34	0.34
Delay/Veh:	0.0	0.0	0.0	29.2	0.0	19.5	30.3	3.5	0.0	0.0	8.0	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.2	0.0	19.5	30.3	3.5	0.0	0.0	8.0	8.0
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	0	2	3	0	0	4	4

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

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #26: Demeter Street and Bay Road



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

Volume Module:	Demeter Street North Bound			Demeter Street South Bound			Bay Road East Bound			Bay Road West Bound		
Base Vol:	2	0	0	7	0	127	513	1278	4	14	536	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	7	0	127	513	1278	4	14	536	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	7	0	127	513	1278	4	14	536	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	7	0	127	513	1278	4	14	536	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	2	0	0	7	0	127	513	1278	4	14	536	20

Critical Gap Module:	Demeter Street North Bound			Demeter Street South Bound			Bay Road East Bound			Bay Road West Bound		
Critical Gp:	7.5	xxxx	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Demeter Street North Bound			Demeter Street South Bound			Bay Road East Bound			Bay Road West Bound		
Cnflct Vol:	2602	xxxx	xxxxx	2239	2882	278	556	xxxx	xxxxx	1282	xxxx	xxxxx
Potent Cap.:	13	xxxx	xxxxx	24	17	725	1025	xxxx	xxxxx	548	xxxx	xxxxx
Move Cap.:	6	xxxx	xxxxx	14	8	725	1025	xxxx	xxxxx	548	xxxx	xxxxx
Volume/Cap:	0.33	xxxx	xxxx	0.49	0.00	0.18	0.50	xxxx	xxxx	0.03	xxxx	xxxx

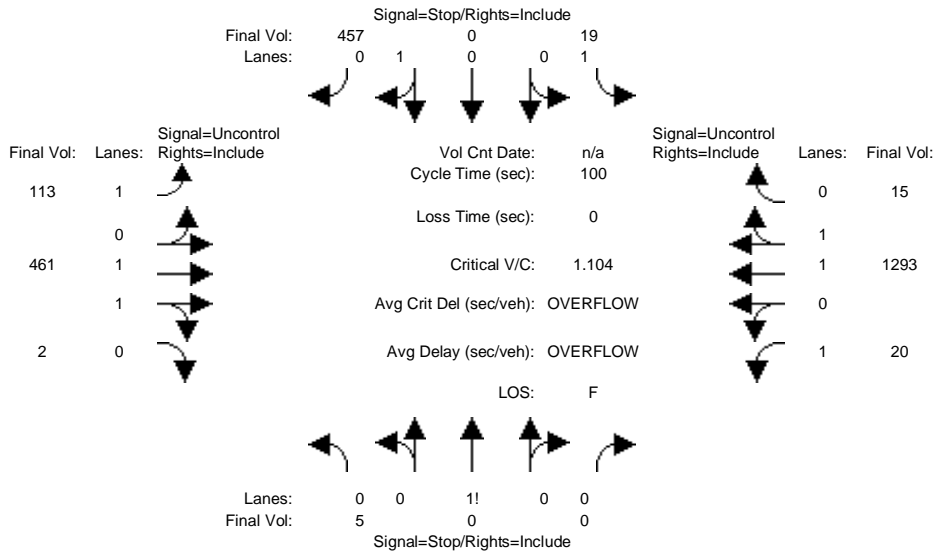
Level Of Service Module:	Demeter Street North Bound			Demeter Street South Bound			Bay Road East Bound			Bay Road West Bound		
2Way95thQ:	0.6	xxxx	xxxxx	1.2	xxxx	xxxxx	2.9	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	769.6	xxxx	xxxxx	408.9	xxxx	xxxxx	12.0	xxxx	xxxxx	11.7	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	B	*	*	B	*	*
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	725	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	769.6			31.8			xxxxxxx			xxxxxxx		
ApproachLOS:	F			D			*			*		

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

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #26: Demeter Street and Bay Road



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

Volume Module:												
Base Vol:	5	0	0	19	0	457	113	461	2	20	1293	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	19	0	457	113	461	2	20	1293	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	19	0	457	113	461	2	20	1293	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	19	0	457	113	461	2	20	1293	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	0	19	0	457	113	461	2	20	1293	15

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

Capacity Module:												
Cnflct Vol:	1375	xxxx	xxxxx	1797	2030	654	1308	xxxx	xxxxx	463	xxxx	xxxxx
Potent Cap.:	106	xxxx	xxxxx	52	58	414	536	xxxx	xxxxx	1109	xxxx	xxxxx
Move Cap.:	0	xxxx	xxxxx	43	45	414	536	xxxx	xxxxx	1109	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.45	0.00	1.10	0.21	xxxx	xxxx	0.02	xxxx	xxxx

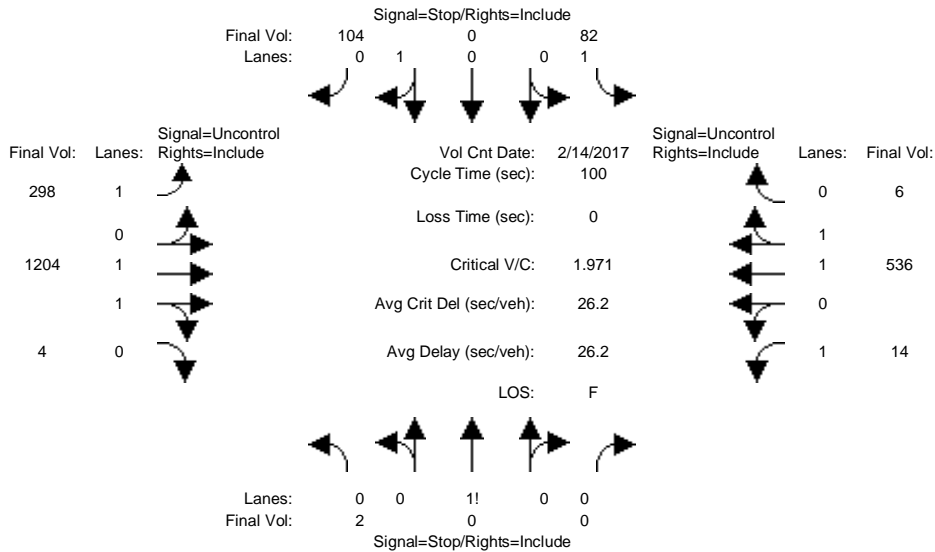
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.6	xxxx	xxxxx	0.8	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	145.3	xxxx	xxxxx	13.5	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	414	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	106.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	F	*	*	*	*	*	*
ApproachDel:	+Inf			108.3			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #26: Demeter Street and Bay Road



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

Volume Module:	Count Date: 14 Feb 2017											
Base Vol:	2	0	0	82	0	104	298	1204	4	14	536	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:	2	0	0	82	0	104	298	1204	4	14	536	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:	2	0	0	82	0	104	298	1204	4	14	536	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:	2	0	0	82	0	104	298	1204	4	14	536	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	2	0	0	82	0	104	298	1204	4	14	536	6

Critical Gap Module:

Critical Gp:	7.5	xxxx	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	2098	xxxx	xxxxx	1765	2371	271	542	xxxx	xxxxx	1208	xxxx	xxxxx
Potent Cap.:	30	xxxx	xxxxx	54	35	733	1037	xxxx	xxxxx	585	xxxx	xxxxx
Move Cap.:	20	xxxx	xxxxx	42	25	733	1037	xxxx	xxxxx	585	xxxx	xxxxx
Volume/Cap:	0.10	xxxx	xxxx	1.97	0.00	0.14	0.29	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:

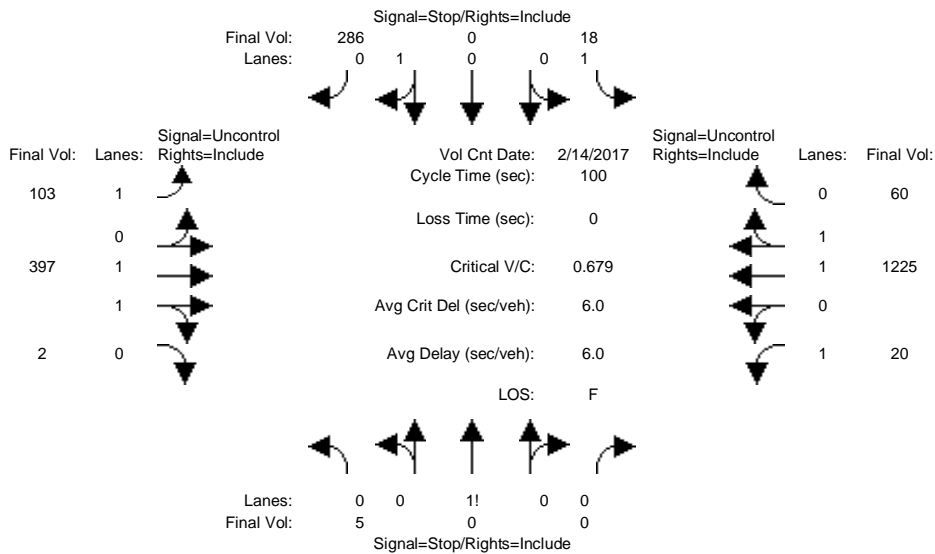
2Way95thQ:	0.3	xxxx	xxxxx	8.6	xxxx	xxxxx	1.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	204.2	xxxx	xxxxx	662.8	xxxx	xxxxx	9.9	xxxx	xxxxx	11.3	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	A	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	733	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	204.2			298.2			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #26: Demeter Street and Bay Road



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

Volume Module:	>> Count Date: 14 Feb 2017 <<											
Base Vol:	5	0	0	18	0	286	103	397	2	20	1225	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	18	0	286	103	397	2	20	1225	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	18	0	286	103	397	2	20	1225	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	18	0	286	103	397	2	20	1225	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	0	18	0	286	103	397	2	20	1225	60

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

Capacity Module:												
Cnflct Vol:	1257	xxxx	xxxxx	1700	1900	643	1285	xxxx	xxxxx	399	xxxx	xxxxx
Potent Cap.:	130	xxxx	xxxxx	61	70	421	547	xxxx	xxxxx	1171	xxxx	xxxxx
Move Cap.:	35	xxxx	xxxxx	51	56	421	547	xxxx	xxxxx	1171	xxxx	xxxxx
Volume/Cap:	0.14	xxxx	xxxx	0.35	0.00	0.68	0.19	xxxx	xxxx	0.02	xxxx	xxxx

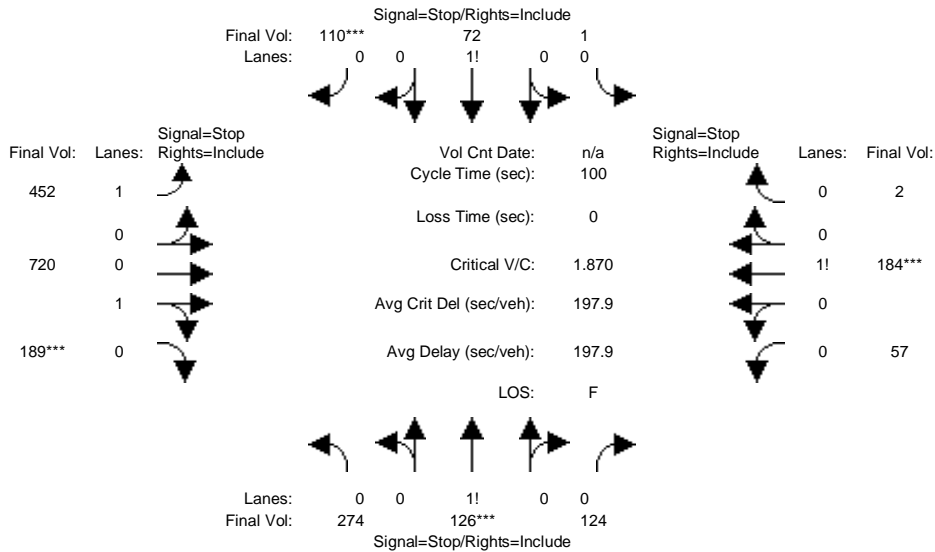
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	1.2	xxxx	xxxxx	0.7	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	123.3	xxxx	xxxxx	108.7	xxxx	xxxxx	13.1	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	421	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	4.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	29.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	D	*	*	*	*	*	*
ApproachDel:	123.3			34.5			xxxxxxx			xxxxxxx		
ApproachLOS:	F			D			*		*	*		*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #27: Pulgas Avenue and Bay Road

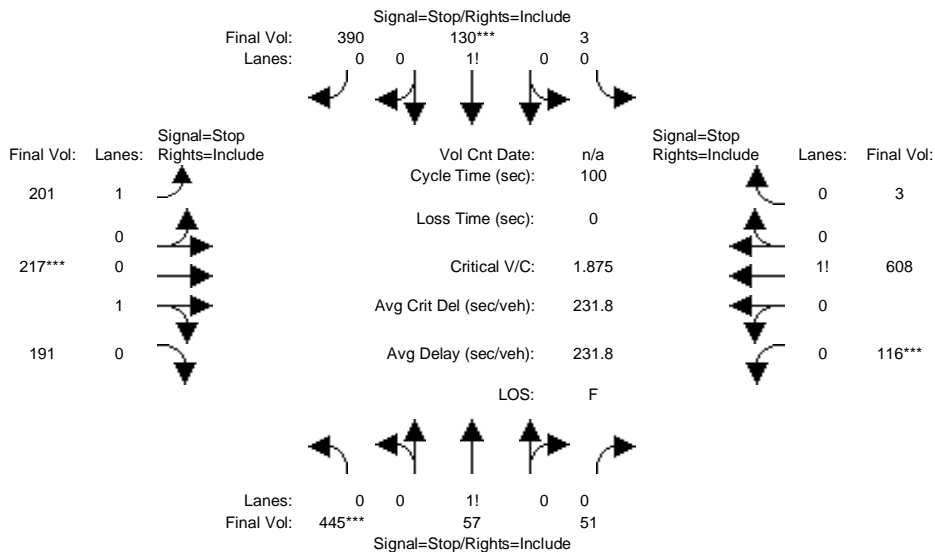


Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	274	126	124	1	72	110	452	720	189	57	184	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	126	124	1	72	110	452	720	189	57	184	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	126	124	1	72	110	452	720	189	57	184	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	126	124	1	72	110	452	720	189	57	184	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	126	124	1	72	110	452	720	189	57	184	2
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:	274	126	124	1	72	110	452	720	189	57	184	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.24	0.24	0.01	0.39	0.60	1.00	0.79	0.21	0.23	0.76	0.01
Final Sat.:	268	123	121	2	178	272	447	385	101	105	339	4
Capacity Analysis Module:												
Vol/Sat:	1.02	1.02	1.02	0.40	0.40	0.40	1.01	1.87	1.87	0.54	0.54	0.54
Crit Moves:	****					****			****	****		
Delay/Veh:	71.7	71.7	71.7	15.7	15.7	15.7	73.7	417	416.8	19.7	19.7	19.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.7	71.7	71.7	15.7	15.7	15.7	73.7	417	416.8	19.7	19.7	19.7
LOS by Move:	F	F	F	C	C	C	F	F	F	C	C	C
ApproachDel:		71.7			15.7			302.9			19.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		71.7			15.7			302.9			19.7	
LOS by Appr:		F			C			F			C	
AllWayAvgQ:	8.8	8.8	8.8	0.6	0.6	0.6	7.8	54.9	54.9	1.1	1.1	1.1

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #27: Pulgas Avenue and Bay Road



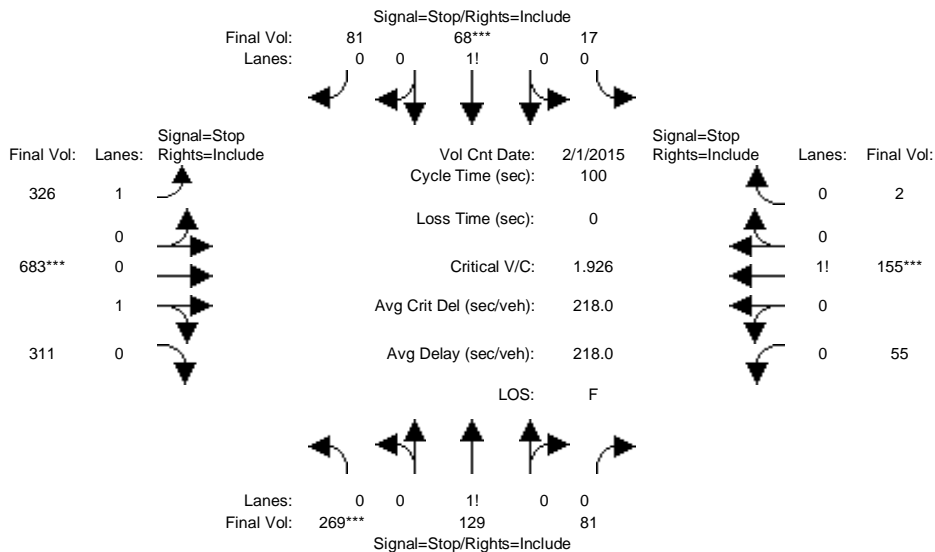
Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	445	57	51	3	130	390	201	217	191	116	608	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	57	51	3	130	390	201	217	191	116	608	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	57	51	3	130	390	201	217	191	116	608	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	57	51	3	130	390	201	217	191	116	608	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	57	51	3	130	390	201	217	191	116	608	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	445	57	51	3	130	390	201	217	191	116	608	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.10	0.09	0.01	0.25	0.74	1.00	0.53	0.47	0.16	0.83	0.01
Final Sat.:	313	40	36	2	103	308	367	213	188	62	324	2
Capacity Analysis Module:												
Vol/Sat:	1.42	1.42	1.42	1.27	1.27	1.27	0.55	1.02	1.02	1.88	1.88	1.88
Crit Moves:	***			***			***			***		
Delay/Veh:	229.8	230	229.8	163.8	164	163.8	23.7	79.6	79.6	425.2	425	425.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	229.8	230	229.8	163.8	164	163.8	23.7	79.6	79.6	425.2	425	425.2
LOS by Move:	F	F	F	F	F	F	C	F	F	F	F	F
ApproachDel:	229.8			163.8			61.1			425.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	229.8			163.8			61.1			425.2		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	23.5	23.5	23.5	17.5	17.5	17.5	1.1	7.6	7.6	44.5	44.5	44.5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #27: Pulgas Avenue and Bay Road



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

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 1 Feb 2015 <<

Base Vol:	269	129	81	17	68	81	326	683	311	55	155	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	129	81	17	68	81	326	683	311	55	155	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	129	81	17	68	81	326	683	311	55	155	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	129	81	17	68	81	326	683	311	55	155	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	129	81	17	68	81	326	683	311	55	155	2
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:	269	129	81	17	68	81	326	683	311	55	155	2

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.27	0.17	0.10	0.41	0.49	1.00	0.69	0.31	0.26	0.73	0.01
Final Sat.:	294	141	89	47	188	224	468	355	161	117	331	4

Capacity Analysis Module:

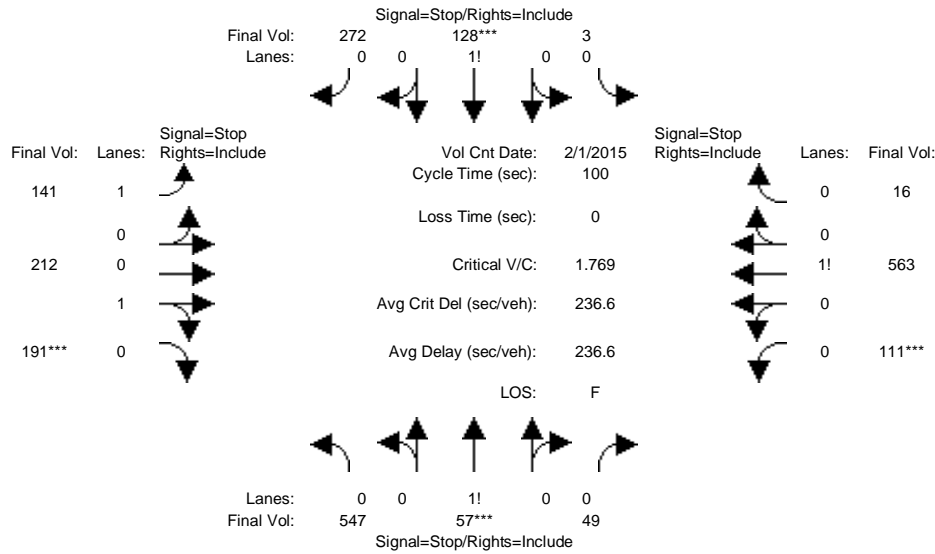
Vol/Sat:	0.92	0.92	0.92	0.36	0.36	0.36	0.70	1.93	1.93	0.47	0.47	0.47
Crit Moves:	****				****			****			****	
Delay/Veh:	46.5	46.5	46.5	14.4	14.4	14.4	26.2	441	440.5	16.7	16.7	16.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	46.5	46.5	14.4	14.4	14.4	26.2	441	440.5	16.7	16.7	16.7
LOS by Move:	E	E	E	B	B	B	D	F	F	C	C	C
ApproachDel:	46.5			14.4			338.2			16.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	46.5			14.4			338.2			16.7		
LOS by Appr:	E			B			F			C		
AllWayAvgQ:	5.3	5.3	5.3	0.5	0.5	0.5	2.1	61.8	61.8	0.8	0.8	0.8

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #27: Pulgas Avenue and Bay Road



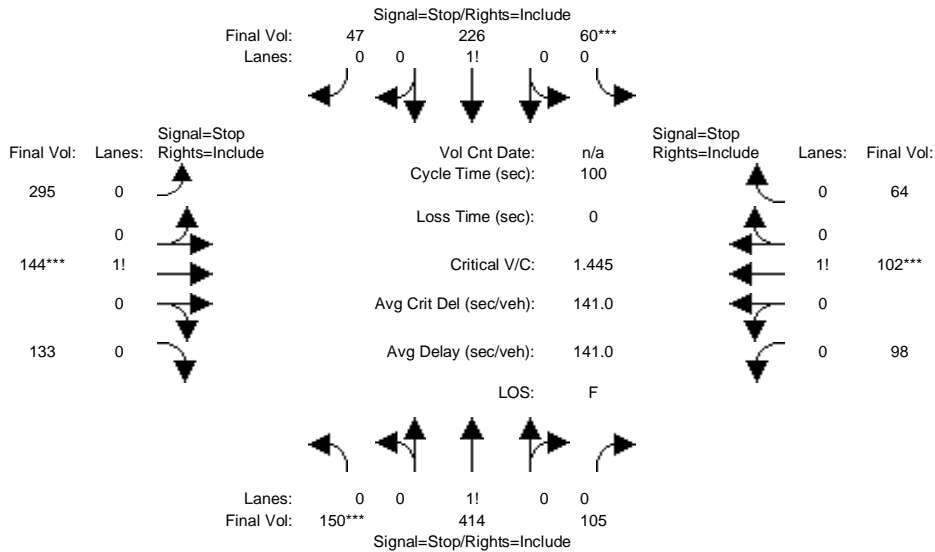
Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Feb 2015 <<												
Base Vol:	547	57	49	3	128	272	141	212	191	111	563	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	57	49	3	128	272	141	212	191	111	563	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	547	57	49	3	128	272	141	212	191	111	563	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	547	57	49	3	128	272	141	212	191	111	563	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	547	57	49	3	128	272	141	212	191	111	563	16
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:	547	57	49	3	128	272	141	212	191	111	563	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.84	0.09	0.07	0.01	0.32	0.67	1.00	0.53	0.47	0.16	0.82	0.02
Final Sat.:	327	34	29	3	131	278	369	212	191	63	318	9
Capacity Analysis Module:												
Vol/Sat:	1.67	1.67	1.67	0.98	0.98	0.98	0.38	1.00	1.00	1.77	1.77	1.77
Crit Moves:	****			****			****			****		
Delay/Veh:	337.2	337	337.2	69.5	69.5	69.5	18.4	74.9	74.9	378.2	378	378.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	337.2	337	337.2	69.5	69.5	69.5	18.4	74.9	74.9	378.2	378	378.2
LOS by Move:	F	F	F	F	F	F	C	F	F	F	F	F
ApproachDel:	337.2			69.5			60.2			378.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	337.2			69.5			60.2			378.2		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	35.2	35.2	35.2	6.6	6.6	6.6	0.6	7.1	7.1	39.7	39.7	39.7

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #29: Pulgas Avenue and Runnymead Street



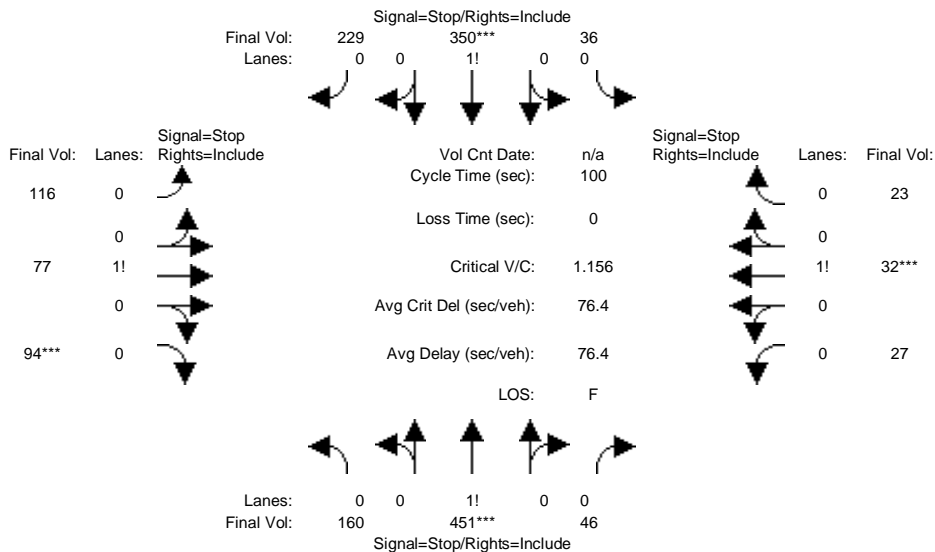
Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	414	105	60	226	47	295	144	133	98	102	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	414	105	60	226	47	295	144	133	98	102	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:	150	414	105	60	226	47	295	144	133	98	102	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:	150	414	105	60	226	47	295	144	133	98	102	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	414	105	60	226	47	295	144	133	98	102	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:	150	414	105	60	226	47	295	144	133	98	102	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.62	0.16	0.18	0.68	0.14	0.52	0.25	0.23	0.37	0.39	0.24
Final Sat.:	104	286	73	78	294	61	238	116	107	154	160	100
Capacity Analysis Module:												
Vol/Sat:	1.45	1.45	1.45	0.77	0.77	0.77	1.24	1.24	1.24	0.64	0.64	0.64
Crit Moves:	****			****			****			****		
Delay/Veh:	233.9	234	233.9	32.9	32.9	32.9	149.2	149	149.2	24.6	24.6	24.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	233.9	234	233.9	32.9	32.9	32.9	149.2	149	149.2	24.6	24.6	24.6
LOS by Move:	F	F	F	D	D	D	F	F	F	C	C	C
ApproachDel:	233.9			32.9			149.2			24.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	233.9			32.9			149.2			24.6		
LOS by Appr:	F			D			F			C		
AllWayAvgQ:	28.7	28.7	28.7	2.6	2.6	2.6	17.8	17.8	17.8	1.5	1.5	1.5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #29: Pulgas Avenue and Runnymead Street

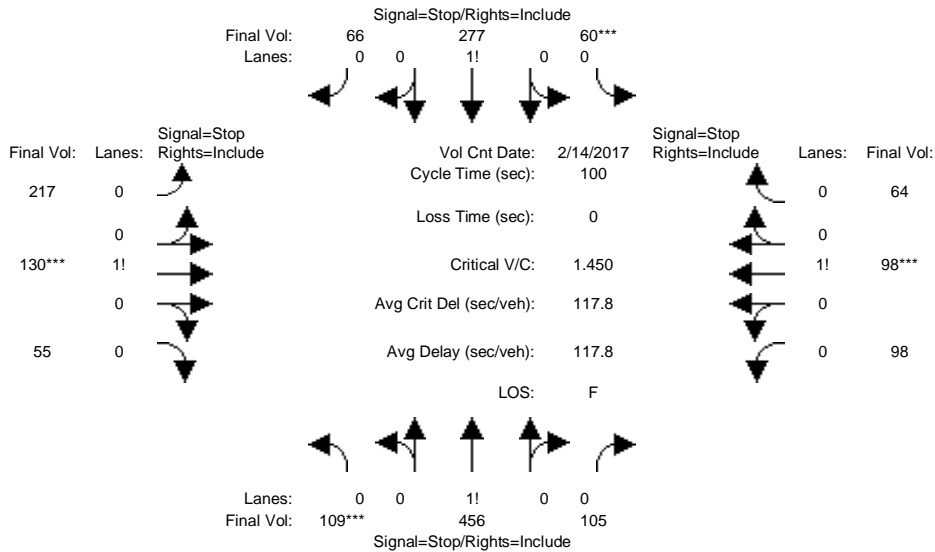


Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	160	451	46	36	350	229	116	77	94	27	32	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	451	46	36	350	229	116	77	94	27	32	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	451	46	36	350	229	116	77	94	27	32	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	451	46	36	350	229	116	77	94	27	32	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	451	46	36	350	229	116	77	94	27	32	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	451	46	36	350	229	116	77	94	27	32	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.69	0.07	0.06	0.57	0.37	0.40	0.27	0.33	0.33	0.39	0.28
Final Sat.:	138	390	40	34	335	219	202	134	164	142	168	121
Capacity Analysis Module:												
Vol/Sat:	1.16	1.16	1.16	1.04	1.04	1.04	0.57	0.57	0.57	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Delay/Veh:	111.8	112	111.8	73.8	73.8	73.8	19.2	19.2	19.2	12.8	12.8	12.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.8	112	111.8	73.8	73.8	73.8	19.2	19.2	19.2	12.8	12.8	12.8
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B
ApproachDel:	111.8			73.8			19.2			12.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	111.8			73.8			19.2			12.8		
LOS by Appr:	F			F			C			B		
AllWayAvgQ:	16.2	16.2	16.2	10.6	10.6	10.6	1.3	1.3	1.3	0.2	0.2	0.2

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #29: Pulgas Avenue and Runnymead Street



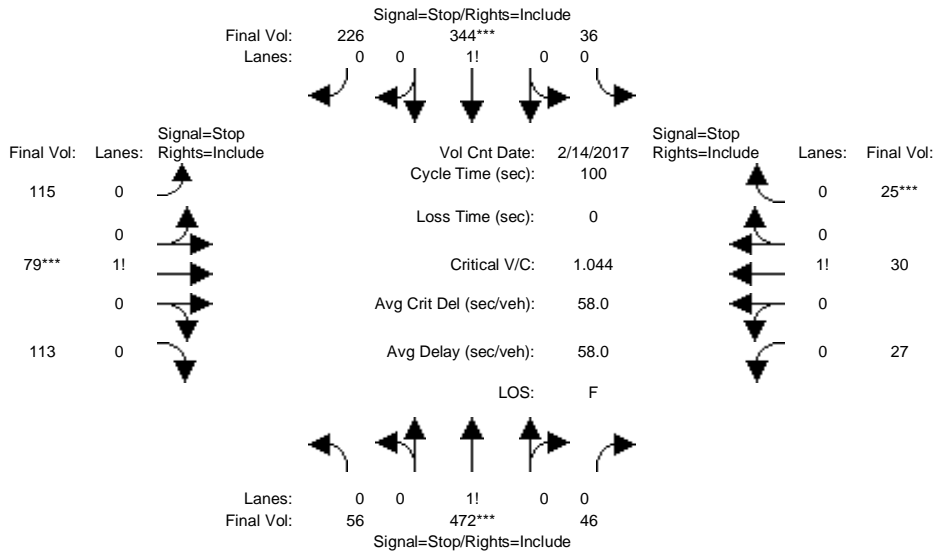
Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 14 Feb 2017 <<												
Base Vol:	109	456	105	60	277	66	217	130	55	98	98	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	456	105	60	277	66	217	130	55	98	98	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	456	105	60	277	66	217	130	55	98	98	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	456	105	60	277	66	217	130	55	98	98	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	456	105	60	277	66	217	130	55	98	98	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	456	105	60	277	66	217	130	55	98	98	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.68	0.16	0.15	0.69	0.16	0.54	0.32	0.14	0.38	0.38	0.24
Final Sat.:	75	314	72	66	306	73	237	142	60	150	150	98
Capacity Analysis Module:												
Vol/Sat:	1.45	1.45	1.45	0.90	0.90	0.90	0.91	0.91	0.91	0.65	0.65	0.65
Crit Moves:	****			****			****			****		
Delay/Veh:	235.9	236	235.9	48.3	48.3	48.3	50.6	50.6	50.6	24.7	24.7	24.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	235.9	236	235.9	48.3	48.3	48.3	50.6	50.6	50.6	24.7	24.7	24.7
LOS by Move:	F	F	F	E	E	E	F	F	F	C	C	C
ApproachDel:	235.9			48.3			50.6			24.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	235.9			48.3			50.6			24.7		
LOS by Appr:	F			E			F			C		
AllWayAvgQ:	28.9	28.9	28.9	4.6	4.6	4.6	4.8	4.8	4.8	1.4	1.4	1.4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #29: Pulgas Avenue and Runnymead Street



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

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 14 Feb 2017 <<

Base Vol:	56	472	46	36	344	226	115	79	113	27	30	25
Growth Adj:	1.00	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	472	46	36	344	226	115	79	113	27	30	25
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	472	46	36	344	226	115	79	113	27	30	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	472	46	36	344	226	115	79	113	27	30	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	472	46	36	344	226	115	79	113	27	30	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	472	46	36	344	226	115	79	113	27	30	25

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.82	0.08	0.06	0.57	0.37	0.37	0.26	0.37	0.33	0.37	0.30
Final Sat.:	55	464	45	34	329	216	188	129	185	140	155	129

Capacity Analysis Module:

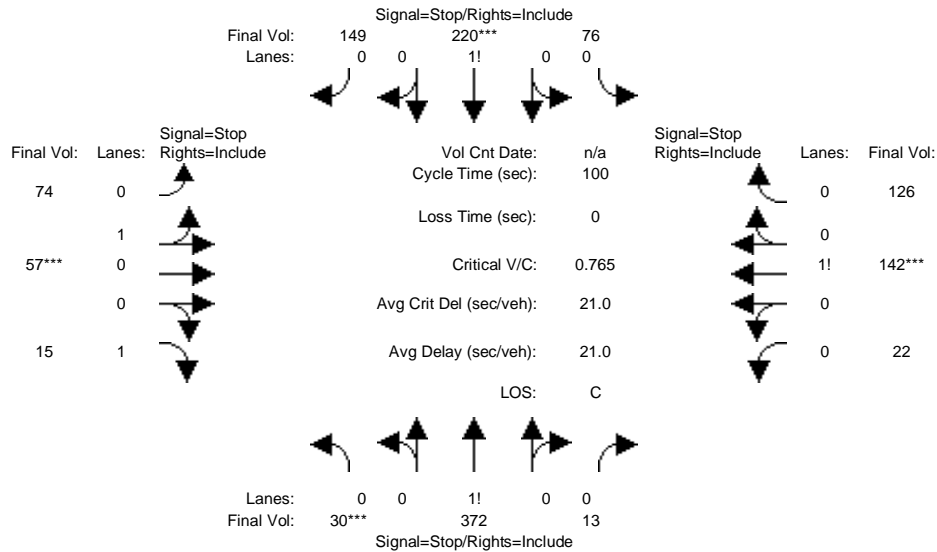
Vol/Sat:	1.02	1.02	1.02	1.04	1.04	1.04	0.61	0.61	0.61	0.19	0.19	0.19
Crit Moves:	****			****			****					****
Delay/Veh:	67.7	67.7	67.7	74.0	74.0	74.0	20.5	20.5	20.5	12.9	12.9	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	67.7	67.7	74.0	74.0	74.0	20.5	20.5	20.5	12.9	12.9	12.9
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B
ApproachDel:		67.7			74.0			20.5			12.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		67.7			74.0			20.5			12.9	
LOS by Appr:		F			F			C			B	
AllWayAvgQ:	9.1	9.1	9.1	10.4	10.4	10.4	1.5	1.5	1.5	0.2	0.2	0.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #30: Pulgas Avenue and O'Connor Street



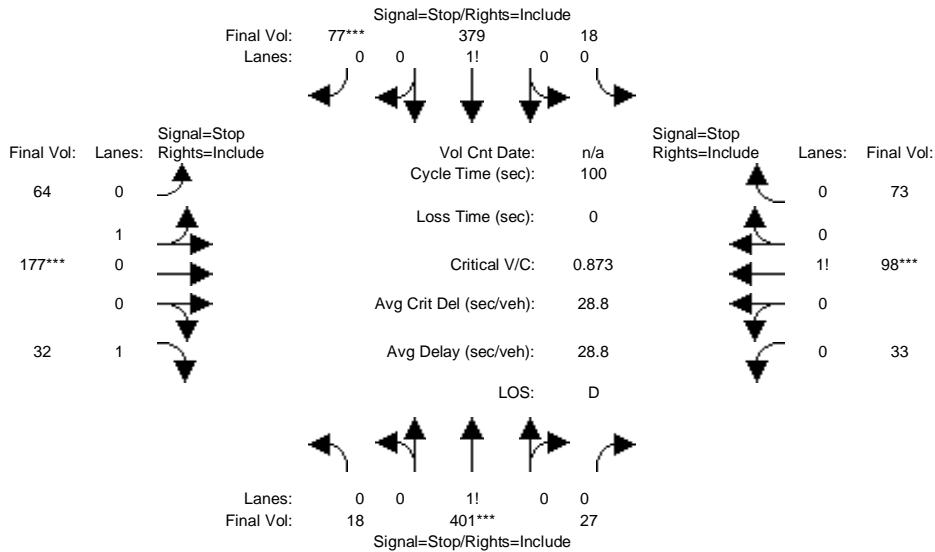
Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	372	13	76	220	149	74	57	15	22	142	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	372	13	76	220	149	74	57	15	22	142	126
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:	30	372	13	76	220	149	74	57	15	22	142	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	372	13	76	220	149	74	57	15	22	142	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	372	13	76	220	149	74	57	15	22	142	126
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:	30	372	13	76	220	149	74	57	15	22	142	126
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.90	0.03	0.17	0.50	0.33	0.56	0.44	1.00	0.08	0.49	0.43
Final Sat.:	41	503	18	99	287	195	226	174	449	38	247	219
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	0.74	0.77	0.77	0.77	0.33	0.33	0.03	0.58	0.58	0.58
Crit Moves:	***				***			***			***	
Delay/Veh:	23.2	23.2	23.2	24.3	24.3	24.3	13.6	13.6	9.8	16.7	16.7	16.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	23.2	23.2	24.3	24.3	24.3	13.6	13.6	9.8	16.7	16.7	16.7
LOS by Move:	C	C	C	C	C	C	B	B	A	C	C	C
ApproachDel:		23.2			24.3			13.2			16.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.2			24.3			13.2			16.7	
LOS by Appr:		C			C			B			C	
AllWayAvgQ:	2.2	2.2	2.2	2.5	2.5	2.5	0.3	0.3	0.0	1.0	1.0	1.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #30: Pulgas Avenue and O'Connor Street



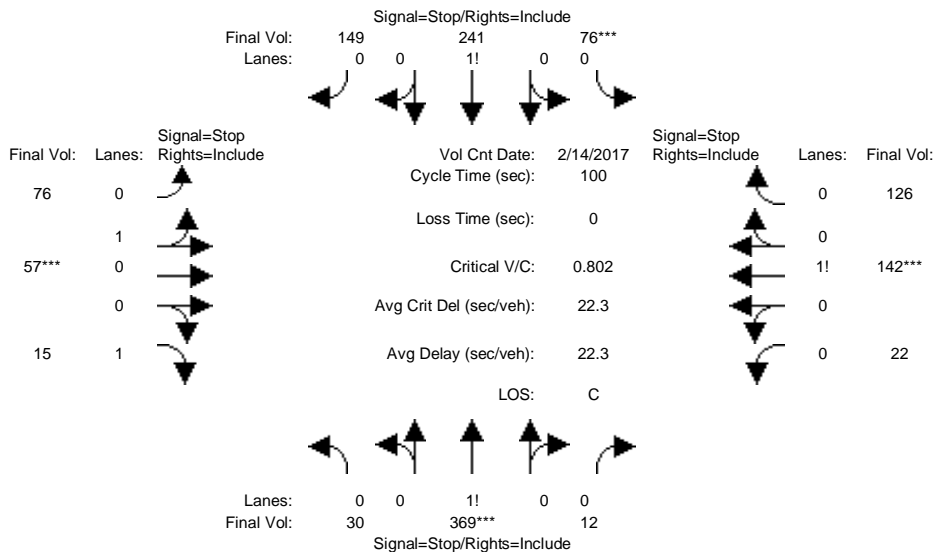
Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	18	401	27	18	379	77	64	177	32	33	98	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	401	27	18	379	77	64	177	32	33	98	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	401	27	18	379	77	64	177	32	33	98	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	401	27	18	379	77	64	177	32	33	98	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	401	27	18	379	77	64	177	32	33	98	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	401	27	18	379	77	64	177	32	33	98	73
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.04	0.80	0.16	0.27	0.73	1.00	0.16	0.48	0.36
Final Sat.:	21	477	32	21	434	88	113	312	470	71	209	156
Capacity Analysis Module:												
Vol/Sat:	0.84	0.84	0.84	0.87	0.87	0.87	0.57	0.57	0.07	0.47	0.47	0.47
Crit Moves:	****					****	****			****		
Delay/Veh:	33.0	33.0	33.0	36.8	36.8	36.8	19.0	19.0	10.2	15.8	15.8	15.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	33.0	33.0	36.8	36.8	36.8	19.0	19.0	10.2	15.8	15.8	15.8
LOS by Move:	D	D	D	E	E	E	C	C	B	C	C	C
ApproachDel:		33.0			36.8			18.0			15.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		33.0			36.8			18.0			15.8	
LOS by Appr:		D			E			C			C	
AllWayAvgQ:	3.4	3.4	3.4	4.1	4.1	4.1	1.0	1.0	0.1	0.6	0.6	0.6

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #30: Pulgas Avenue and O'Connor Street



Street Name: Pulgas Avenue O'Connor Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 14 Feb 2017 <<

Base Vol:	30	369	12	76	241	149	76	57	15	22	142	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	369	12	76	241	149	76	57	15	22	142	126
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:	30	369	12	76	241	149	76	57	15	22	142	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	369	12	76	241	149	76	57	15	22	142	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	369	12	76	241	149	76	57	15	22	142	126
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:	30	369	12	76	241	149	76	57	15	22	142	126

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.90	0.03	0.16	0.52	0.32	0.57	0.43	1.00	0.08	0.49	0.43
Final Sat.:	40	497	16	95	300	186	229	172	451	38	244	216

Capacity Analysis Module:

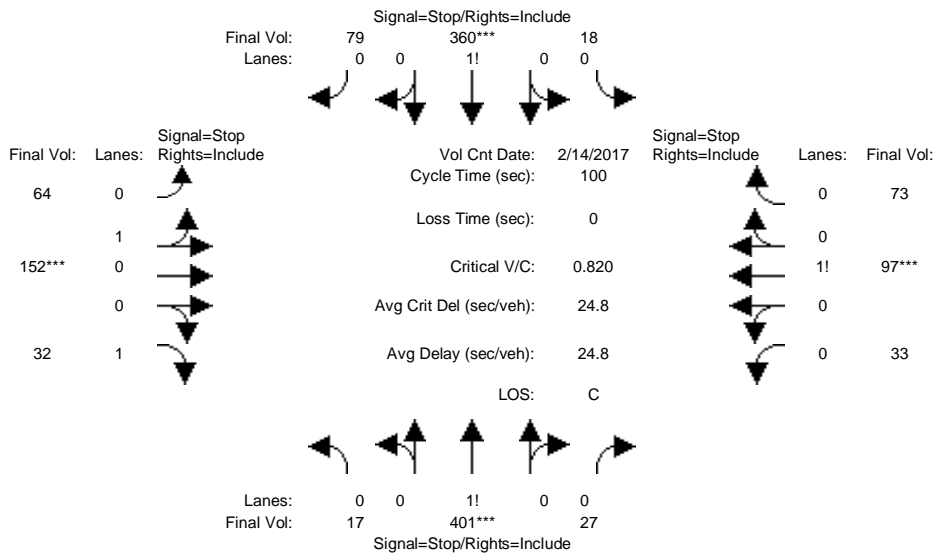
Vol/Sat:	0.74	0.74	0.74	0.80	0.80	0.80	0.33	0.33	0.03	0.58	0.58	0.58
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	23.5	23.5	23.5	27.3	27.3	27.3	13.9	13.9	9.8	17.1	17.1	17.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	23.5	23.5	27.3	27.3	27.3	13.9	13.9	9.8	17.1	17.1	17.1
LOS by Move:	C	C	C	D	D	D	B	B	A	C	C	C
ApproachDel:	23.5	23.5	23.5	27.3	27.3	27.3	13.4	13.4	9.8	17.1	17.1	17.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ApprAdjDel:	23.5	23.5	23.5	27.3	27.3	27.3	13.4	13.4	9.8	17.1	17.1	17.1
LOS by Appr:	C	C	C	D	D	D	B	B	A	C	C	C
AllWayAvgQ:	2.2	2.2	2.2	2.9	2.9	2.9	0.4	0.4	0.0	1.0	1.0	1.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #30: Pulgas Avenue and O'Connor Street



Street Name: Pulgas Avenue O'Connor Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 14 Feb 2017 <<

Base Vol:	17	401	27	18	360	79	64	152	32	33	97	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	401	27	18	360	79	64	152	32	33	97	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	401	27	18	360	79	64	152	32	33	97	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	401	27	18	360	79	64	152	32	33	97	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	401	27	18	360	79	64	152	32	33	97	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	401	27	18	360	79	64	152	32	33	97	73

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.04	0.79	0.17	0.30	0.70	1.00	0.16	0.48	0.36
Final Sat.:	21	495	33	22	439	96	126	298	471	72	212	159

Capacity Analysis Module:

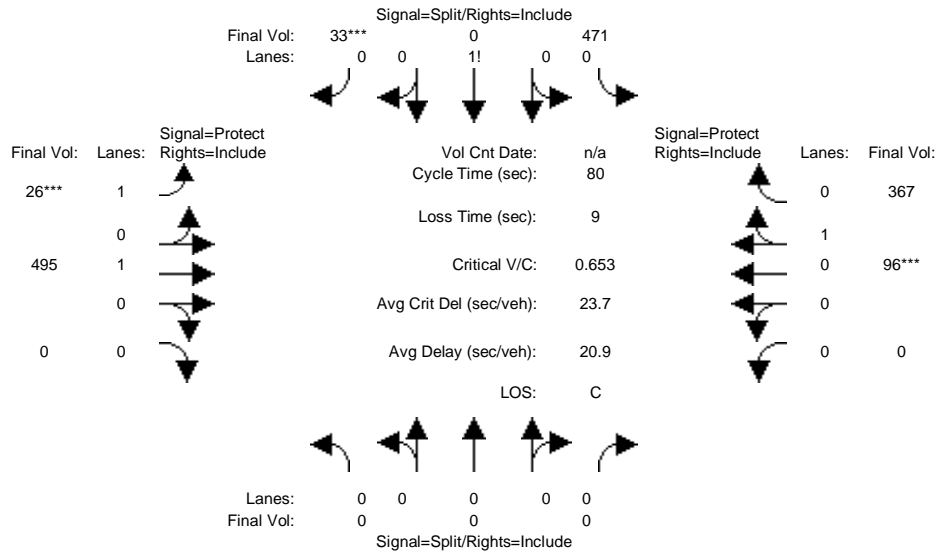
Vol/Sat:	0.81	0.81	0.81	0.82	0.82	0.82	0.51	0.51	0.07	0.46	0.46	0.46
Crit Moves:	****			****			****			****		
Delay/Veh:	29.1	29.1	29.1	29.8	29.8	29.8	16.9	16.9	10.0	15.0	15.0	15.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.1	29.1	29.1	29.8	29.8	29.8	16.9	16.9	10.0	15.0	15.0	15.0
LOS by Move:	D	D	D	D	D	D	C	C	B	B	B	B
ApproachDel:	29.1			29.8			16.0			15.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	29.1			29.8			16.0			15.0		
LOS by Appr:	D			D			C			B		
AllWayAvgQ:	3.0	3.0	3.0	3.2	3.2	3.2	0.8	0.8	0.1	0.6	0.6	0.6

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	471	0	33	26	495	0	0	96	367
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	471	0	33	26	495	0	0	96	367
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	471	0	33	26	495	0	0	96	367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	471	0	33	26	495	0	0	96	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	471	0	33	26	495	0	0	96	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	471	0	33	26	495	0	0	96	367

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.93	0.93	0.98	1.00	1.00	0.88	0.88
Lanes:	0.00	0.00	0.00	0.93	0.00	0.07	1.00	1.00	0.00	0.00	0.21	0.79
Final Sat.:	0	0	0	1647	0	115	1769	1862	0	0	345	1318

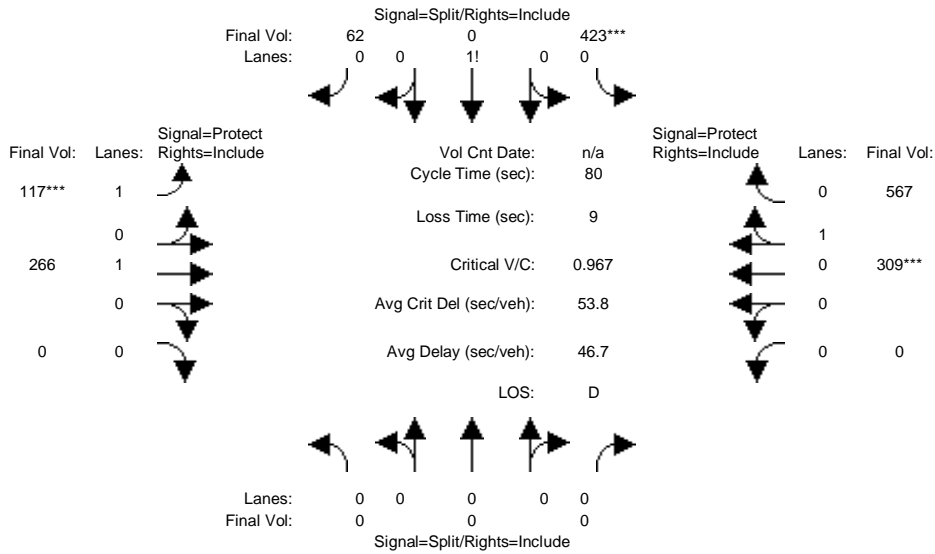
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.29	0.01	0.27	0.00	0.00	0.28	0.28
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.09	0.48	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.71	0.17	0.55	0.00	0.00	0.71	0.71
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	23.0	34.3	15.4	0.0	0.0	23.8	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	0.0	23.0	34.3	15.4	0.0	0.0	23.8	23.8
LOS by Move:	A	A	A	C	A	C	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	12	0	12	1	8	0	0	11	11

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	423	0	62	117	266	0	0	309	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	423	0	62	117	266	0	0	309	567
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	423	0	62	117	266	0	0	309	567
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	423	0	62	117	266	0	0	309	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	423	0	62	117	266	0	0	309	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	423	0	62	117	266	0	0	309	567

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	0.93	0.98	1.00	1.00	0.89	0.89
Lanes:	0.00	0.00	0.00	0.87	0.00	0.13	1.00	1.00	0.00	0.00	0.35	0.65
Final Sat.:	0	0	0	1529	0	224	1769	1862	0	0	600	1100

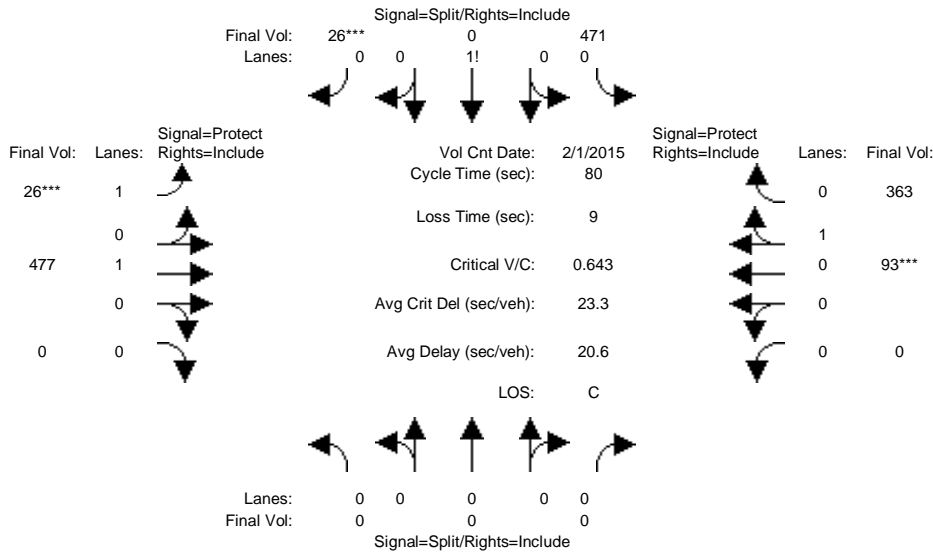
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.07	0.14	0.00	0.00	0.52	0.52
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.09	0.61	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.99	0.00	0.99	0.76	0.23	0.00	0.00	0.99	0.99
Delay/Veh:	0.0	0.0	0.0	66.6	0.0	66.6	54.7	7.3	0.0	0.0	46.6	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	66.6	0.0	66.6	54.7	7.3	0.0	0.0	46.6	46.6
LOS by Move:	A	A	A	E	A	E	D	A	A	A	D	D
HCM2kAvgQ:	0	0	0	18	0	18	3	3	0	0	29	29

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	1 Feb 2015	<<													
Base Vol:	0	0	0	471	0	26	26	477	0	0	93	363						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	0	0	0	471	0	26	26	477	0	0	93	363						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	0	0	0	471	0	26	26	477	0	0	93	363						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
PHF Volume:	0	0	0	471	0	26	26	477	0	0	93	363						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	0	0	0	471	0	26	26	477	0	0	93	363						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	0	0	0	471	0	26	26	477	0	0	93	363						

Saturation Flow Module:																		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900						
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.93	0.93	0.98	1.00	1.00	0.88	0.88						
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	1.00	1.00	0.00	0.00	0.20	0.80						
Final Sat.:	0	0	0	1673	0	92	1769	1862	0	0	339	1324						

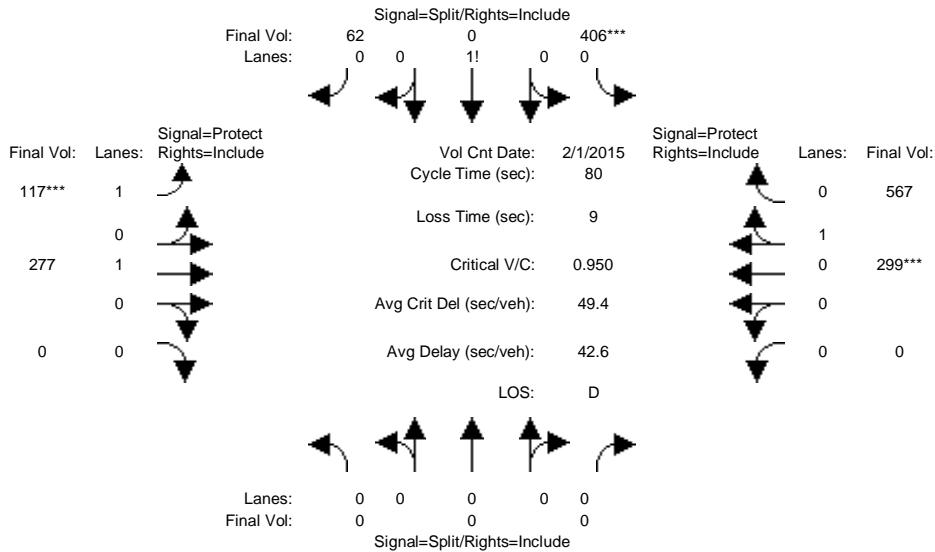
Capacity Analysis Module:																		
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.01	0.26	0.00	0.00	0.27	0.27						
Crit Moves:						****	****					****						
Green/Cycle:	0.00	0.00	0.00	0.41	0.00	0.41	0.09	0.48	0.00	0.00	0.39	0.39						
Volume/Cap:	0.00	0.00	0.00	0.69	0.00	0.69	0.17	0.53	0.00	0.00	0.69	0.69						
Delay/Veh:	0.0	0.0	0.0	22.7	0.0	22.7	34.3	15.0	0.0	0.0	23.4	23.4						
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
AdjDel/Veh:	0.0	0.0	0.0	22.7	0.0	22.7	34.3	15.0	0.0	0.0	23.4	23.4						
LOS by Move:	A	A	A	C	A	C	C	B	A	A	C	C						
HCM2kAvgQ:	0	0	0	11	0	11	1	8	0	0	11	11						

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	1 Feb 2015	<<							
Base Vol:	0	0	0	406	0	62	117	277	0	0	299	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	406	0	62	117	277	0	0	299	567
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	406	0	62	117	277	0	0	299	567
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	406	0	62	117	277	0	0	299	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	406	0	62	117	277	0	0	299	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	406	0	62	117	277	0	0	299	567

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	0.93	0.98	1.00	1.00	0.89	0.89
Lanes:	0.00	0.00	0.00	0.87	0.00	0.13	1.00	1.00	0.00	0.00	0.35	0.65
Final Sat.:	0	0	0	1520	0	232	1769	1862	0	0	586	1112

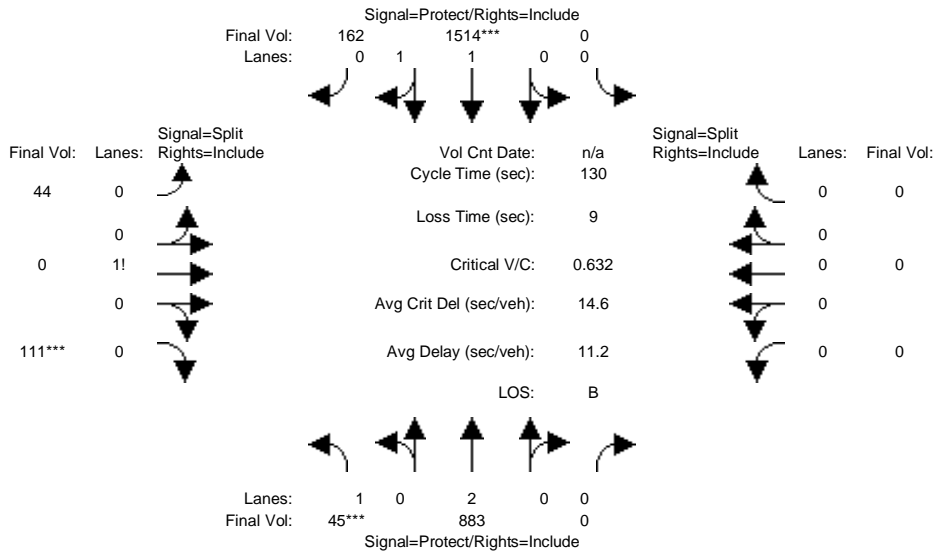
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.27	0.07	0.15	0.00	0.00	0.51	0.51
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.09	0.61	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.97	0.00	0.97	0.76	0.24	0.00	0.00	0.97	0.97
Delay/Veh:	0.0	0.0	0.0	62.3	0.0	62.3	54.7	7.2	0.0	0.0	41.7	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	62.3	0.0	62.3	54.7	7.2	0.0	0.0	41.7	41.7
LOS by Move:	A	A	A	E	A	E	D	A	A	A	D	D
HCM2kAvgQ:	0	0	0	17	0	17	3	3	0	0	28	28

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
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	0	0	10	10	10	0	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:	45	883	0	0	1514	162	44	0	111	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:	45	883	0	0	1514	162	44	0	111	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:	45	883	0	0	1514	162	44	0	111	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:	45	883	0	0	1514	162	44	0	111	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	883	0	0	1514	162	44	0	111	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
Final Volume:	45	883	0	0	1514	162	44	0	111	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.81	0.19	0.28	0.00	0.72	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3212	344	480	0	1211	0	0	0

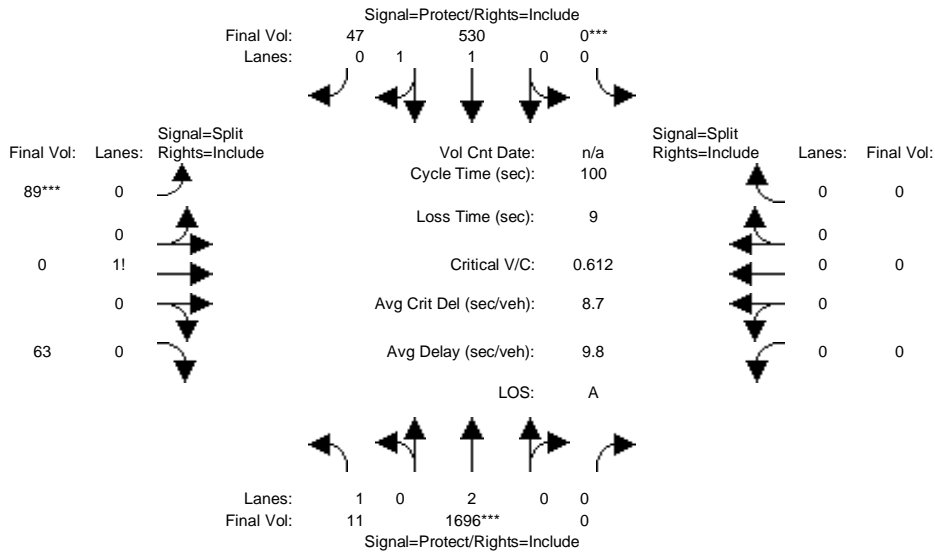
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.00	0.00	0.47	0.47	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.05	0.79	0.00	0.00	0.73	0.73	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.46	0.31	0.00	0.00	0.64	0.64	0.64	0.00	0.64	0.00	0.00	0.00
Delay/Veh:	63.1	3.9	0.0	0.0	9.2	9.2	58.4	0.0	58.4	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:	63.1	3.9	0.0	0.0	9.2	9.2	58.4	0.0	58.4	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	2	5	0	0	18	18	7	0	7	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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:	11	1696	0	0	530	47	89	0	63	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1696	0	0	530	47	89	0	63	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1696	0	0	530	47	89	0	63	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1696	0	0	530	47	89	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1696	0	0	530	47	89	0	63	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
Final Volume:	11	1696	0	0	530	47	89	0	63	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.84	0.16	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3276	291	1021	0	723	0	0	0

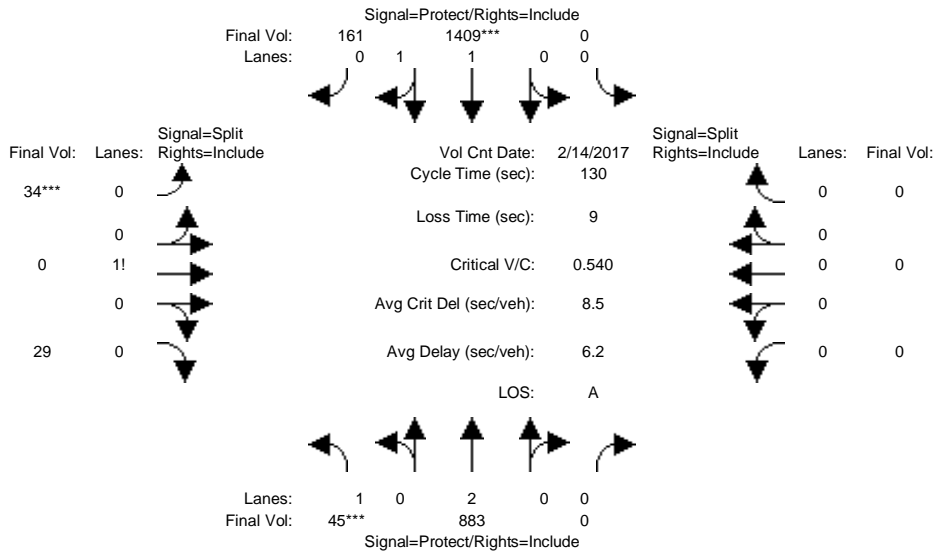
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.16	0.16	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.23	0.77	0.00	0.00	0.54	0.54	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.03	0.61	0.00	0.00	0.30	0.30	0.61	0.00	0.61	0.00	0.00	0.00
Delay/Veh:	29.7	5.5	0.0	0.0	12.9	12.9	44.7	0.0	44.7	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:	29.7	5.5	0.0	0.0	12.9	12.9	44.7	0.0	44.7	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	0	12	0	0	5	5	5	0	5	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
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	0	0	10	10	10	0	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:	14 Feb 2017	<<											
Base Vol:	45	883	0	0	1409	161	34	0	29	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:	45	883	0	0	1409	161	34	0	29	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:	45	883	0	0	1409	161	34	0	29	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:	45	883	0	0	1409	161	34	0	29	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	45	883	0	0	1409	161	34	0	29	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				
Final Volume:	45	883	0	0	1409	161	34	0	29	0	0	0				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.79	0.21	0.54	0.00	0.46	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3191	365	937	0	799	0	0	0

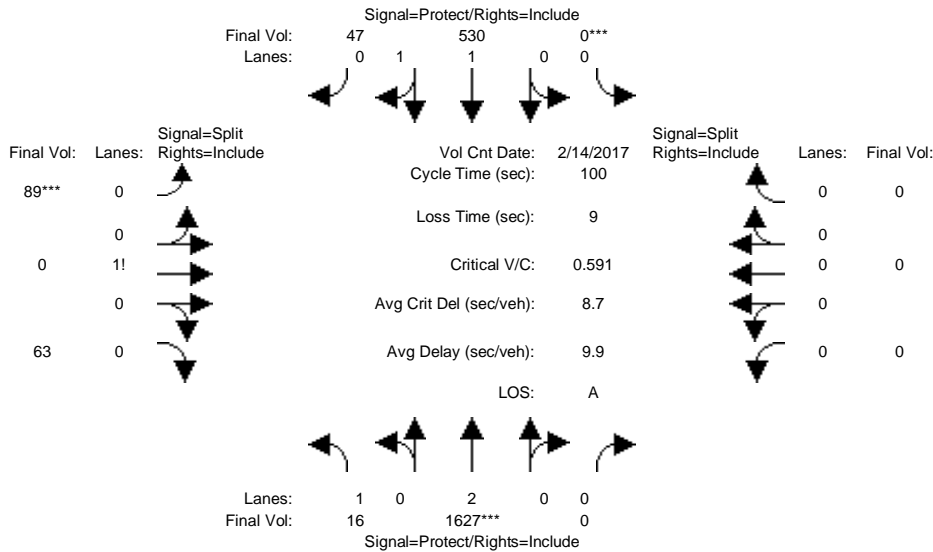
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.00	0.00	0.44	0.44	0.04	0.00	0.04	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green/Cycle:	0.05	0.85	0.00	0.00	0.80	0.80	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.46	0.29	0.00	0.00	0.55	0.55	0.47	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	63.1	1.9	0.0	0.0	4.9	4.9	60.1	0.0	60.1	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:	63.1	1.9	0.0	0.0	4.9	4.9	60.1	0.0	60.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	2	4	0	0	12	12	3	0	3	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #33: University Avenue and Kavanaugh Drive



Street Name: University Avenue Kavanaugh Drive
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	0	0	10	10	10	0	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: 14 Feb 2017 <<

Base Vol:	16	1627	0	0	530	47	89	0	63	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:	16	1627	0	0	530	47	89	0	63	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:	16	1627	0	0	530	47	89	0	63	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:	16	1627	0	0	530	47	89	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1627	0	0	530	47	89	0	63	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
Final Volume:	16	1627	0	0	530	47	89	0	63	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.84	0.16	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3276	291	1021	0	723	0	0	0

Capacity Analysis Module:

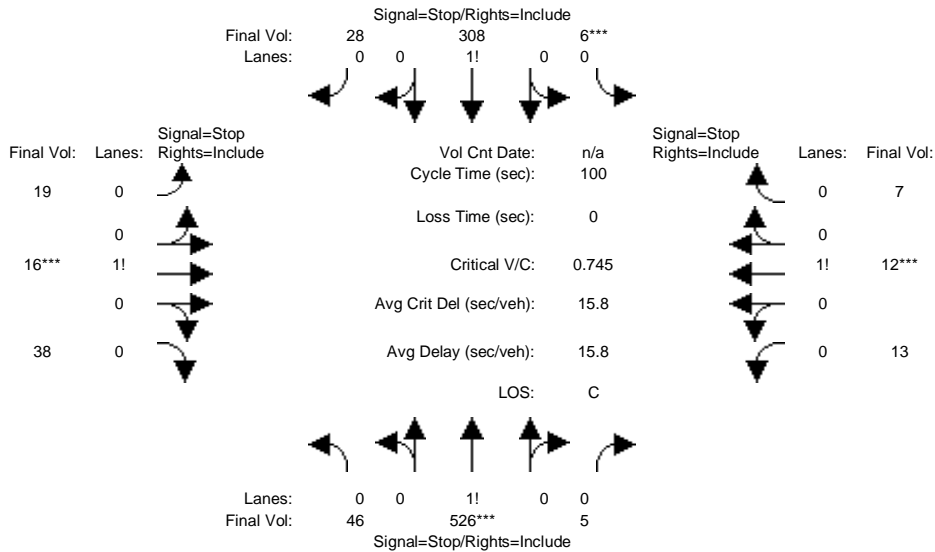
Vol/Sat:	0.01	0.45	0.00	0.00	0.16	0.16	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.23	0.76	0.00	0.00	0.53	0.53	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.04	0.59	0.00	0.00	0.30	0.30	0.59	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	29.9	5.5	0.0	0.0	13.1	13.1	43.4	0.0	43.4	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:	29.9	5.5	0.0	0.0	13.1	13.1	43.4	0.0	43.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	0	12	0	0	5	5	5	0	5	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #201: Pulgas Ave & Beech St

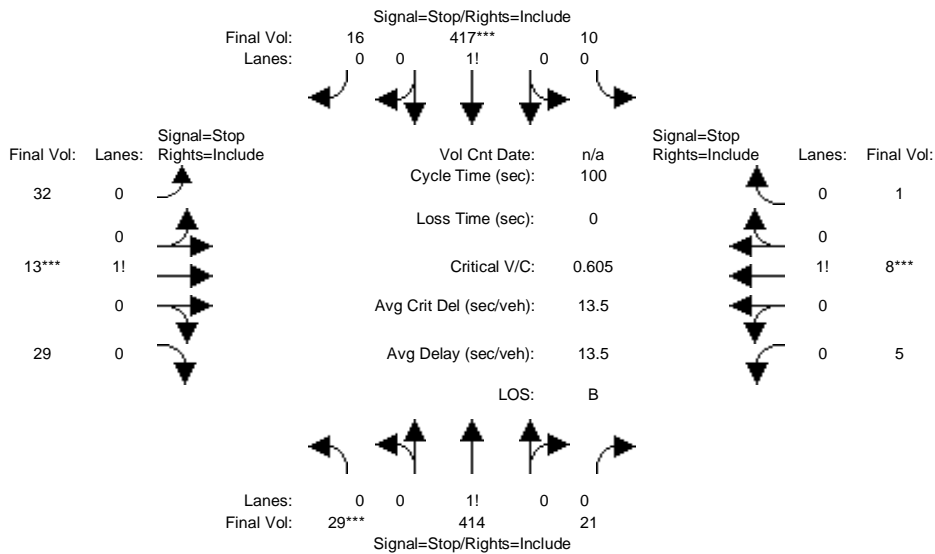


Street Name:	Pulgas Ave						Beech St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	46	526	5	6	308	28	19	16	38	13	12	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	526	5	6	308	28	19	16	38	13	12	7
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:	46	526	5	6	308	28	19	16	38	13	12	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	526	5	6	308	28	19	16	38	13	12	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	526	5	6	308	28	19	16	38	13	12	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	526	5	6	308	28	19	16	38	13	12	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.91	0.01	0.02	0.90	0.08	0.26	0.22	0.52	0.41	0.37	0.22
Final Sat.:	62	706	7	13	660	60	148	124	295	216	200	117
Capacity Analysis Module:												
Vol/Sat:	0.75	0.75	0.75	0.47	0.47	0.47	0.13	0.13	0.13	0.06	0.06	0.06
Crit Moves:	****			****			****			****		
Delay/Veh:	19.4	19.4	19.4	11.7	11.7	11.7	9.4	9.4	9.4	9.3	9.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.4	19.4	19.4	11.7	11.7	11.7	9.4	9.4	9.4	9.3	9.3	9.3
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:	19.4			11.7			9.4			9.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.4			11.7			9.4			9.3		
LOS by Appr:	C			B			A			A		
AllWayAvgQ:	2.5	2.5	2.5	0.8	0.8	0.8	0.1	0.1	0.1	0.0	0.0	0.0

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #201: Pulgas Ave & Beech St



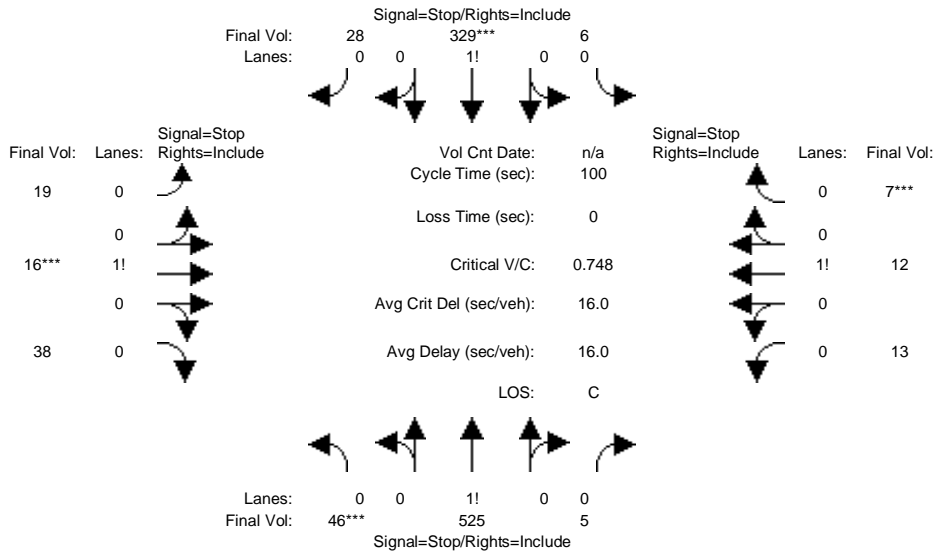
Street Name:	Pulgas Ave						Beech St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	414	21	10	417	16	32	13	29	5	8	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	414	21	10	417	16	32	13	29	5	8	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	414	21	10	417	16	32	13	29	5	8	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	414	21	10	417	16	32	13	29	5	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	414	21	10	417	16	32	13	29	5	8	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	414	21	10	417	16	32	13	29	5	8	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.89	0.05	0.02	0.94	0.04	0.43	0.18	0.39	0.36	0.57	0.07
Final Sat.:	48	684	35	17	718	28	243	99	220	184	294	37
Capacity Analysis Module:												
Vol/Sat:	0.61	0.61	0.61	0.58	0.58	0.58	0.13	0.13	0.13	0.03	0.03	0.03
Crit Moves:	****				****			****			****	
Delay/Veh:	14.2	14.2	14.2	13.6	13.6	13.6	9.4	9.4	9.4	9.1	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	14.2	14.2	13.6	13.6	13.6	9.4	9.4	9.4	9.1	9.1	9.1
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		14.2			13.6			9.4			9.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.2			13.6			9.4			9.1	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	1.4	1.4	1.4	1.3	1.3	1.3	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #201: Pulgas Ave & Beech St



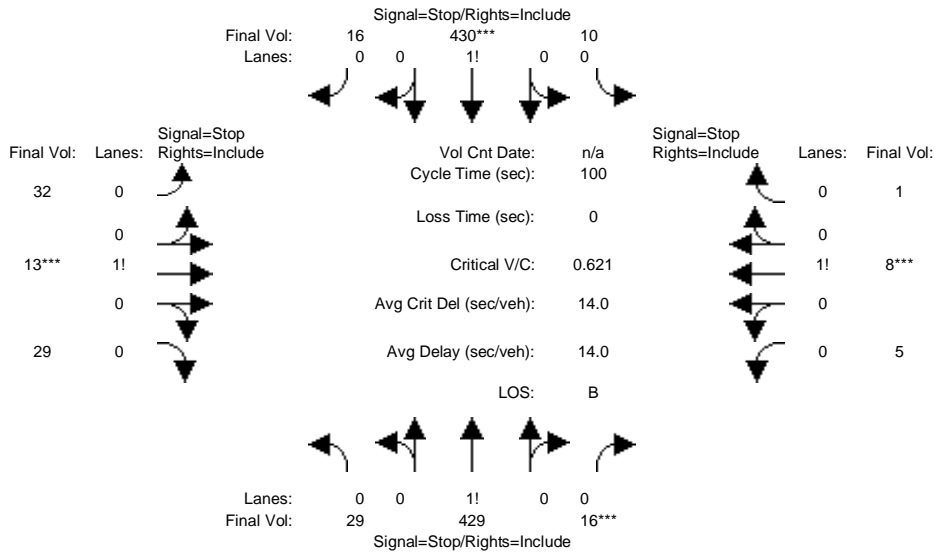
Street Name:	Pulgas Ave						Beech St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	46	525	5	6	329	28	19	16	38	13	12	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	525	5	6	329	28	19	16	38	13	12	7
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:	46	525	5	6	329	28	19	16	38	13	12	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	525	5	6	329	28	19	16	38	13	12	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	525	5	6	329	28	19	16	38	13	12	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	525	5	6	329	28	19	16	38	13	12	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.91	0.01	0.02	0.90	0.08	0.26	0.22	0.52	0.41	0.37	0.22
Final Sat.:	61	702	7	12	664	57	146	123	292	214	198	115
Capacity Analysis Module:												
Vol/Sat:	0.75	0.75	0.75	0.50	0.50	0.50	0.13	0.13	0.13	0.06	0.06	0.06
Crit Moves:	***				***			***				***
Delay/Veh:	19.6	19.6	19.6	12.2	12.2	12.2	9.5	9.5	9.5	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	19.6	19.6	12.2	12.2	12.2	9.5	9.5	9.5	9.4	9.4	9.4
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:		19.6			12.2			9.5			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.6			12.2			9.5			9.4	
LOS by Appr:		C			B			A			A	
AllWayAvgQ:	2.6	2.6	2.6	0.9	0.9	0.9	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #201: Pulgas Ave & Beech St

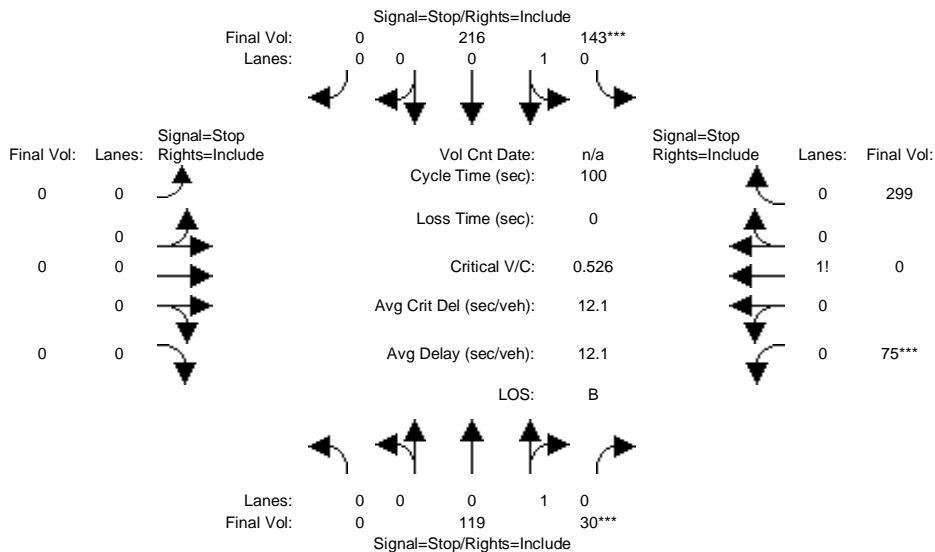


Street Name:	Pulgas Ave						Beech St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	429	16	10	430	16	32	13	29	5	8	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	429	16	10	430	16	32	13	29	5	8	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	429	16	10	430	16	32	13	29	5	8	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	429	16	10	430	16	32	13	29	5	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	429	16	10	430	16	32	13	29	5	8	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	429	16	10	430	16	32	13	29	5	8	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.02	0.94	0.04	0.43	0.18	0.39	0.36	0.57	0.07
Final Sat.:	47	691	26	17	718	27	240	98	218	182	291	36
Capacity Analysis Module:												
Vol/Sat:	0.62	0.62	0.62	0.60	0.60	0.60	0.13	0.13	0.13	0.03	0.03	0.03
Crit Moves:			****			****			****			****
Delay/Veh:	14.7	14.7	14.7	14.1	14.1	14.1	9.5	9.5	9.5	9.2	9.2	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	14.7	14.7	14.1	14.1	14.1	9.5	9.5	9.5	9.2	9.2	9.2
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		14.7			14.1			9.5			9.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		14.7			14.1			9.5			9.2	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	1.5	1.5	1.5	1.4	1.4	1.4	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing + 2.8 Proj No Loop Rd AM

Intersection #203: Clarke Ave & O'Connor St

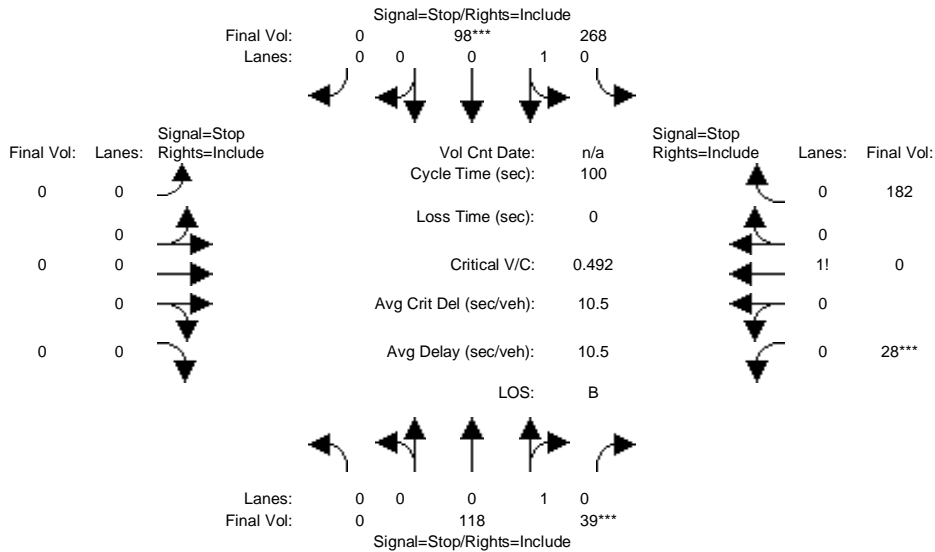


Street Name:	Clarke Ave						O'Connor St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	119	30	143	216	0	0	0	0	75	0	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	119	30	143	216	0	0	0	0	75	0	299
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	119	30	143	216	0	0	0	0	75	0	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	119	30	143	216	0	0	0	0	75	0	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	119	30	143	216	0	0	0	0	75	0	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	119	30	143	216	0	0	0	0	75	0	299
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.80	0.20	0.40	0.60	0.00	0.00	0.00	0.00	0.20	0.00	0.80
Final Sat.:	0	522	132	272	411	0	0	0	0	147	0	585
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.23	0.23	0.53	0.53	xxxx	xxxx	xxxx	xxxx	0.51	xxxx	0.51
Crit Moves:			****	****						****		
Delay/Veh:	0.0	9.5	9.5	13.2	13.2	0.0	0.0	0.0	0.0	12.0	0.0	12.0
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:	0.0	9.5	9.5	13.2	13.2	0.0	0.0	0.0	0.0	12.0	0.0	12.0
LOS by Move:	*	A	A	B	B	*	*	*	*	B	*	B
ApproachDel:		9.5		13.2			xxxxxx			12.0		
Delay Adj:		1.00		1.00			xxxxxx			1.00		
ApprAdjDel:		9.5		13.2			xxxxxx			12.0		
LOS by Appr:		A		B			*			B		
AllWayAvgQ:	0.3	0.3	0.3	1.0	1.0	1.0	0.0	0.0	0.0	0.9	0.9	0.9

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

Ravenswood Specific Plan Update
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing + 2.8 Proj No Loop Rd PM

Intersection #203: Clarke Ave & O'Connor St



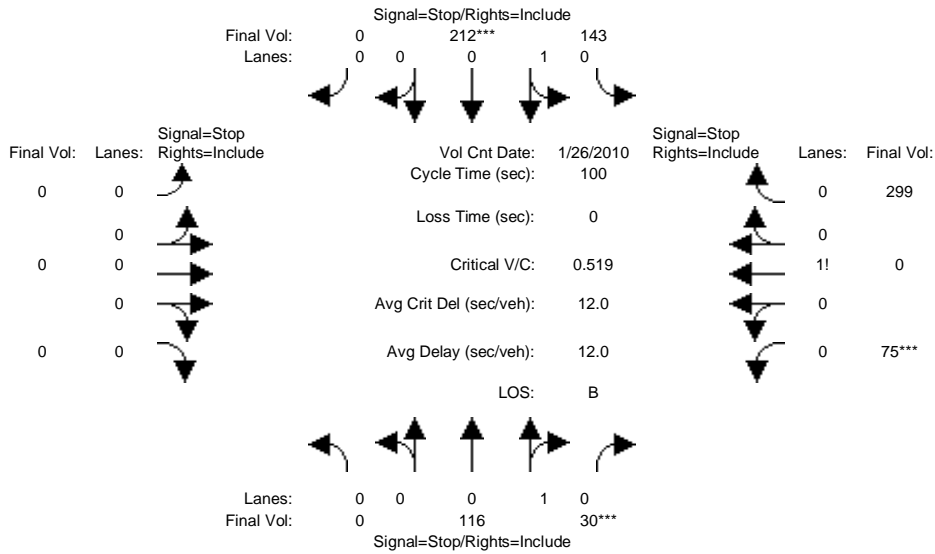
Street Name:	Clarke Ave						O'Connor St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	118	39	268	98	0	0	0	0	28	0	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	118	39	268	98	0	0	0	0	28	0	182
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	118	39	268	98	0	0	0	0	28	0	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	118	39	268	98	0	0	0	0	28	0	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	118	39	268	98	0	0	0	0	28	0	182
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	118	39	268	98	0	0	0	0	28	0	182
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.75	0.25	0.73	0.27	0.00	0.00	0.00	0.00	0.13	0.00	0.87
Final Sat.:	0	554	183	545	199	0	0	0	0	98	0	635
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.21	0.21	0.49	0.49	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	0.29
Crit Moves:			****		****					****		
Delay/Veh:	0.0	8.8	8.8	12.0	12.0	0.0	0.0	0.0	0.0	9.2	0.0	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	8.8	12.0	12.0	0.0	0.0	0.0	0.0	9.2	0.0	9.2
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		8.8		12.0			xxxxxxx			9.2		
Delay Adj:		1.00		1.00			xxxxxxx			1.00		
ApprAdjDel:		8.8		12.0			xxxxxxx			9.2		
LOS by Appr:		A		B			*			A		
AllWayAvgQ:	0.2	0.2	0.2	0.9	0.9	0.9	0.0	0.0	0.0	0.3	0.3	0.3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #203: Clarke Ave & O'Connor St

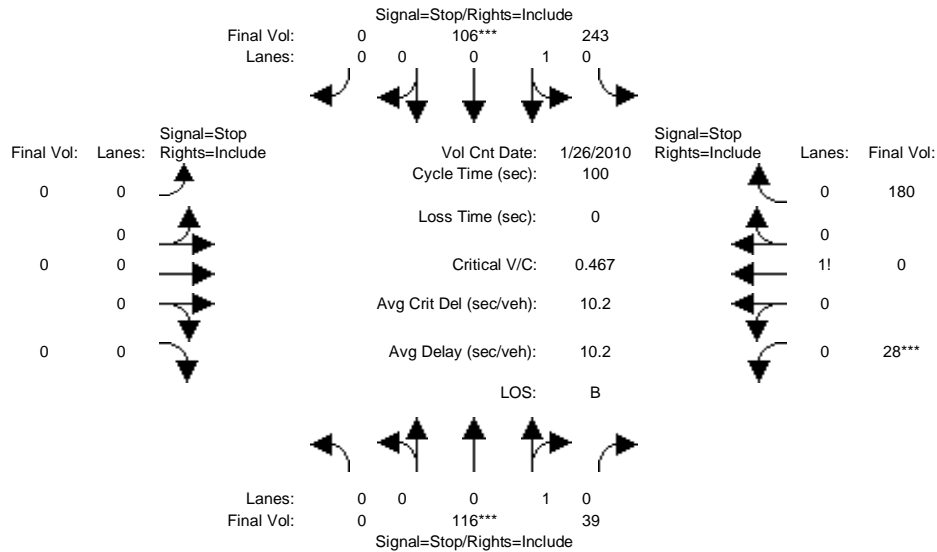


Street Name:	Clarke Ave						O'Connor St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 26 Jan 2010 <<												
Base Vol:	0	116	30	143	212	0	0	0	0	75	0	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	116	30	143	212	0	0	0	0	75	0	299
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	116	30	143	212	0	0	0	0	75	0	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	116	30	143	212	0	0	0	0	75	0	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	116	30	143	212	0	0	0	0	75	0	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	116	30	143	212	0	0	0	0	75	0	299
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.79	0.21	0.40	0.60	0.00	0.00	0.00	0.00	0.20	0.00	0.80
Final Sat.:	0	520	135	275	408	0	0	0	0	148	0	588
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.22	0.22	0.52	0.52	xxxx	xxxx	xxxx	xxxx	0.51	xxxx	0.51
Crit Moves:			****		****					****		
Delay/Veh:	0.0	9.5	9.5	13.0	13.0	0.0	0.0	0.0	0.0	12.0	0.0	12.0
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:	0.0	9.5	9.5	13.0	13.0	0.0	0.0	0.0	0.0	12.0	0.0	12.0
LOS by Move:	*	A	A	B	B	*	*	*	*	B	*	B
ApproachDel:		9.5		13.0			xxxxxxx			12.0		
Delay Adj:		1.00		1.00			xxxxxxx			1.00		
ApprAdjDel:		9.5		13.0			xxxxxxx			12.0		
LOS by Appr:		A		B			*			B		
AllWayAvgQ:	0.2	0.2	0.2	0.9	0.9	0.9	0.0	0.0	0.0	0.9	0.9	0.9

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

Ravenswood Specific Plan Update
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing + 2.8 Proj with Loop Rd PM

Intersection #203: Clarke Ave & O'Connor St



Street Name: Clarke Ave O'Connor 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: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 26 Jan 2010 <<

Base Vol:	0	116	39	243	106	0	0	0	28	0	180
Growth Adj:	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	116	39	243	106	0	0	0	28	0	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	116	39	243	106	0	0	0	28	0	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	116	39	243	106	0	0	0	28	0	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	116	39	243	106	0	0	0	28	0	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	116	39	243	106	0	0	0	28	0	180

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.75	0.25	0.70	0.30	0.00	0.00	0.00	0.00	0.13	0.00
Final Sat.:	0	556	187	520	227	0	0	0	0	100	641

Capacity Analysis Module:

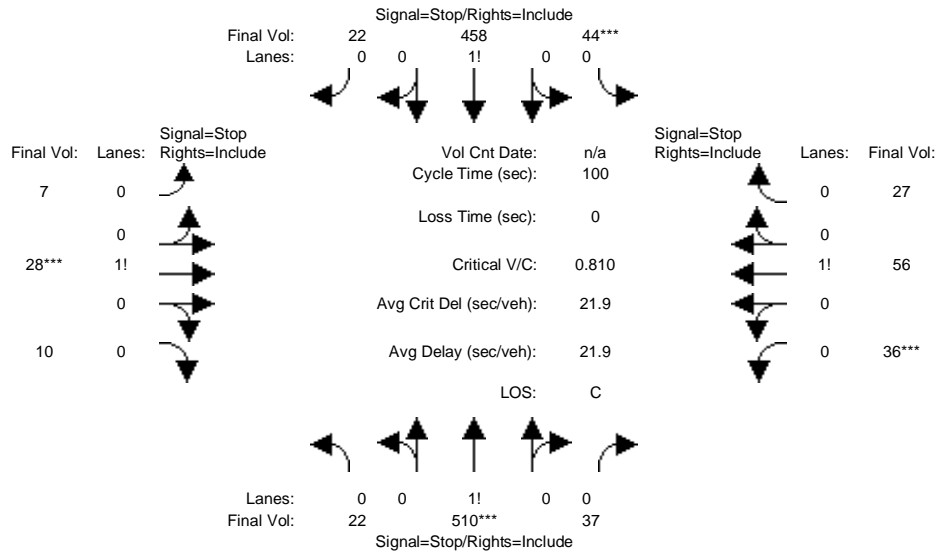
Vol/Sat:	xxxx	0.21	0.21	0.47	0.47	xxxx	xxxx	xxxx	xxxx	0.28	xxxx	0.28
Crit Moves:		****			****					****		
Delay/Veh:	0.0	8.8	8.8	11.6	11.6	0.0	0.0	0.0	0.0	9.1	0.0	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	8.8	11.6	11.6	0.0	0.0	0.0	0.0	9.1	0.0	9.1
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		8.8		11.6			xxxxxx			9.1		
Delay Adj:		1.00		1.00			xxxxxx			1.00		
ApprAdjDel:		8.8		11.6			xxxxxx			9.1		
LOS by Appr:		A		B			*			A		
AllWayAvgQ:	0.2	0.2	0.2	0.8	0.8	0.8	0.0	0.0	0.0	0.3	0.3	0.3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #206: Clarke/Garden



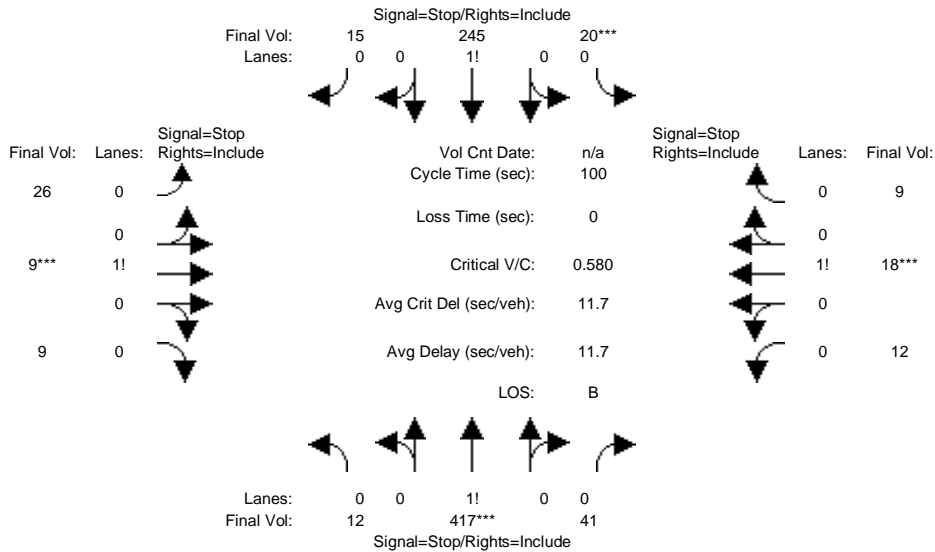
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	510	37	44	458	22	7	28	10	36	56	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	510	37	44	458	22	7	28	10	36	56	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	510	37	44	458	22	7	28	10	36	56	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	510	37	44	458	22	7	28	10	36	56	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	510	37	44	458	22	7	28	10	36	56	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	510	37	44	458	22	7	28	10	36	56	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.08	0.88	0.04	0.16	0.62	0.22	0.30	0.47	0.23
Final Sat.:	27	630	46	58	604	29	75	302	108	155	241	116
Capacity Analysis Module:												
Vol/Sat:	0.81	0.81	0.81	0.76	0.76	0.76	0.09	0.09	0.09	0.23	0.23	0.23
Crit Moves:	****			****			****			****		
Delay/Veh:	25.2	25.2	25.2	21.8	21.8	21.8	10.2	10.2	10.2	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	25.2	25.2	21.8	21.8	21.8	10.2	10.2	10.2	11.1	11.1	11.1
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B
ApproachDel:	25.2			21.8			10.2			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	25.2			21.8			10.2			11.1		
LOS by Appr:	D			C			B			B		
AllWayAvgQ:	3.3	3.3	3.3	2.6	2.6	2.6	0.1	0.1	0.1	0.2	0.2	0.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #206: Clarke/Garden



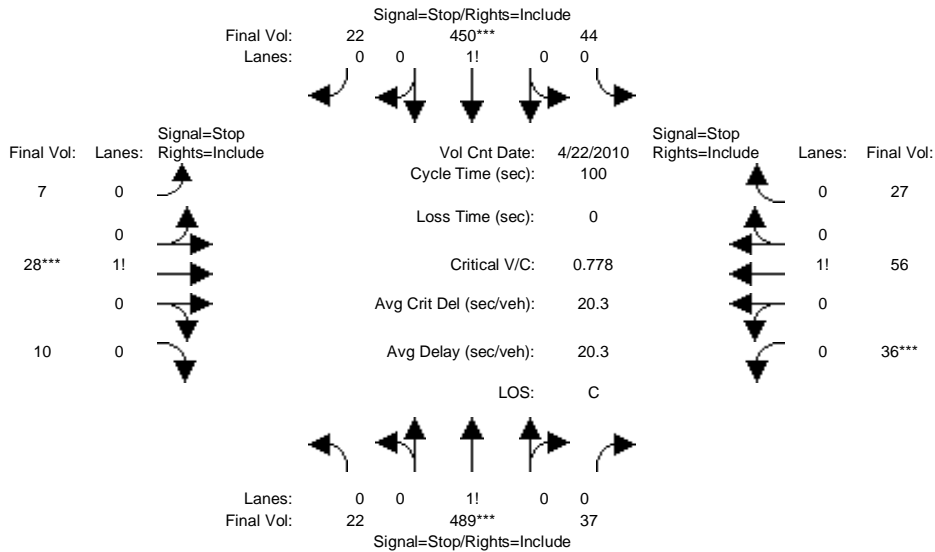
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	12	417	41	20	245	15	26	9	9	12	18	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	417	41	20	245	15	26	9	9	12	18	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:	12	417	41	20	245	15	26	9	9	12	18	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:	12	417	41	20	245	15	26	9	9	12	18	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	417	41	20	245	15	26	9	9	12	18	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:	12	417	41	20	245	15	26	9	9	12	18	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.89	0.09	0.07	0.88	0.05	0.60	0.20	0.20	0.31	0.46	0.23
Final Sat.:	21	719	71	55	670	41	342	118	118	179	269	134
Capacity Analysis Module:												
Vol/Sat:	0.58	0.58	0.58	0.37	0.37	0.37	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:	****			****			****			****		
Delay/Veh:	13.1	13.1	13.1	10.1	10.1	10.1	8.9	8.9	8.9	8.8	8.8	8.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	10.1	10.1	10.1	8.9	8.9	8.9	8.8	8.8	8.8
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:	13.1			10.1			8.9			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.1			10.1			8.9			8.8		
LOS by Appr:	B			B			A			A		
AllWayAvgQ:	1.3	1.3	1.3	0.5	0.5	0.5	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #206: Clarke/Garden



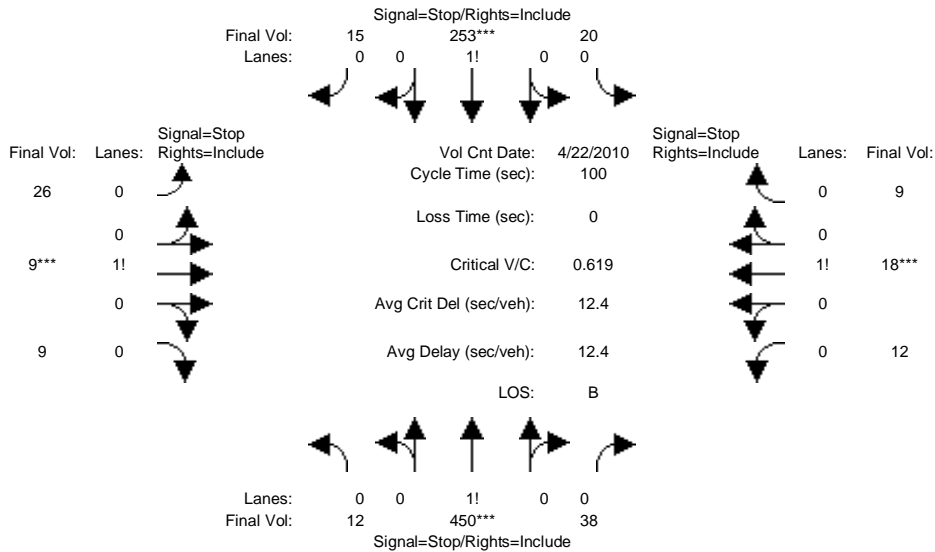
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 22 Apr 2010 <<												
Base Vol:	22	489	37	44	450	22	7	28	10	36	56	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	489	37	44	450	22	7	28	10	36	56	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	489	37	44	450	22	7	28	10	36	56	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	489	37	44	450	22	7	28	10	36	56	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	489	37	44	450	22	7	28	10	36	56	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	489	37	44	450	22	7	28	10	36	56	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.89	0.07	0.09	0.87	0.04	0.16	0.62	0.22	0.30	0.47	0.23
Final Sat.:	28	629	48	59	606	30	75	301	108	155	241	116
Capacity Analysis Module:												
Vol/Sat:	0.78	0.78	0.78	0.74	0.74	0.74	0.09	0.09	0.09	0.23	0.23	0.23
Crit Moves:	****			****			****			****		
Delay/Veh:	22.7	22.7	22.7	20.7	20.7	20.7	10.1	10.1	10.1	11.0	11.0	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	22.7	22.7	20.7	20.7	20.7	10.1	10.1	10.1	11.0	11.0	11.0
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
ApproachDel:	22.7			20.7			10.1			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.7			20.7			10.1			11.0		
LOS by Appr:	C			C			B			B		
AllWayAvgQ:	2.9	2.9	2.9	2.4	2.4	2.4	0.1	0.1	0.1	0.2	0.2	0.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #206: Clarke/Garden



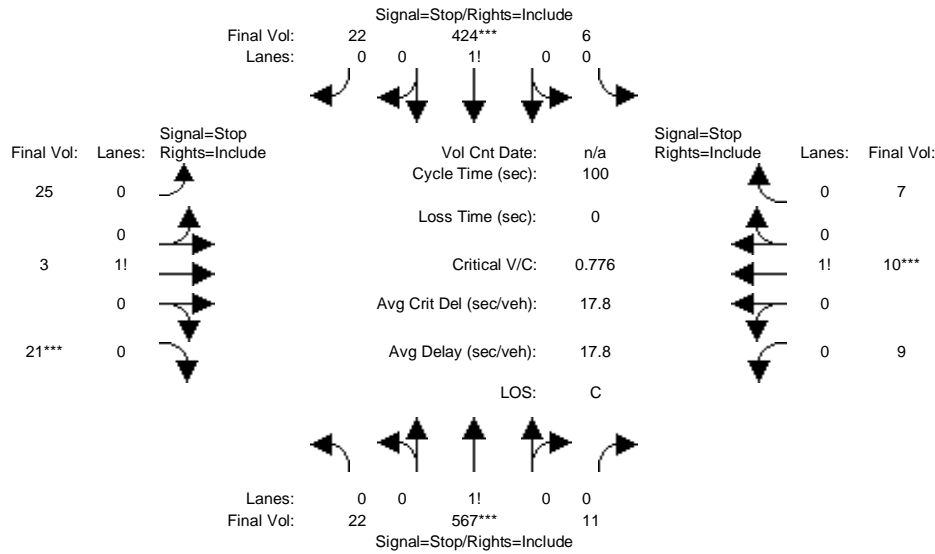
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 22 Apr 2010 <<												
Base Vol:	12	450	38	20	253	15	26	9	9	12	18	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	450	38	20	253	15	26	9	9	12	18	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:	12	450	38	20	253	15	26	9	9	12	18	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:	12	450	38	20	253	15	26	9	9	12	18	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	450	38	20	253	15	26	9	9	12	18	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:	12	450	38	20	253	15	26	9	9	12	18	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.90	0.08	0.07	0.88	0.05	0.60	0.20	0.20	0.31	0.46	0.23
Final Sat.:	19	727	61	53	666	40	335	116	116	176	264	132
Capacity Analysis Module:												
Vol/Sat:	0.62	0.62	0.62	0.38	0.38	0.38	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:	****				****				****			
Delay/Veh:	14.1	14.1	14.1	10.3	10.3	10.3	9.0	9.0	9.0	8.9	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	14.1	14.1	10.3	10.3	10.3	9.0	9.0	9.0	8.9	8.9	8.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:	14.1			10.3			9.0			8.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.1			10.3			9.0			8.9		
LOS by Appr:	B			B			A			A		
AllWayAvgQ:	1.5	1.5	1.5	0.6	0.6	0.6	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #210: Pulgas Ave & Garden St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	22	567	11	6	424	22	25	3	21	9	10	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	567	11	6	424	22	25	3	21	9	10	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	567	11	6	424	22	25	3	21	9	10	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	567	11	6	424	22	25	3	21	9	10	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	567	11	6	424	22	25	3	21	9	10	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	567	11	6	424	22	25	3	21	9	10	7

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.94	0.02	0.01	0.94	0.05	0.51	0.06	0.43	0.35	0.38	0.27
Final Sat.:	28	731	14	10	700	36	274	33	230	181	201	141

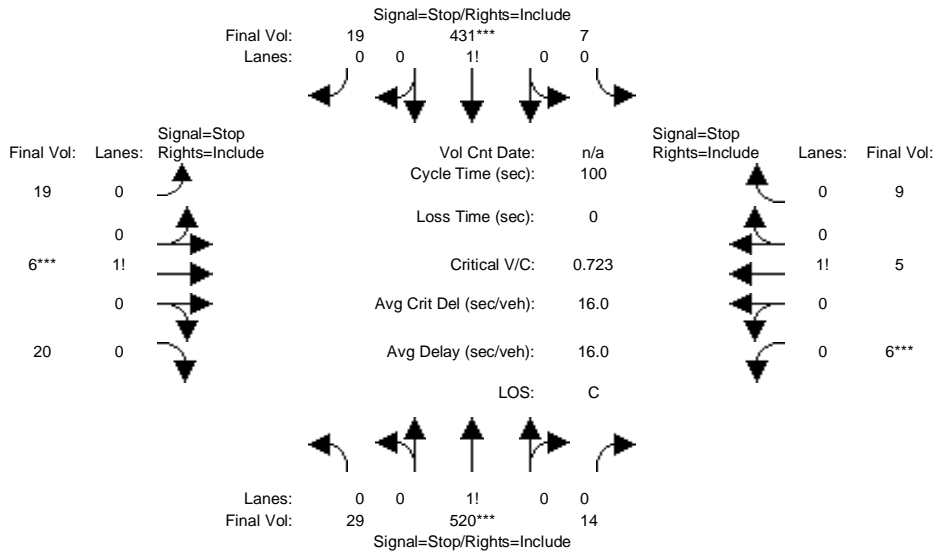
Capacity Analysis Module:												
Vol/Sat:	0.78	0.78	0.78	0.61	0.61	0.61	0.09	0.09	0.09	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	21.3	21.3	21.3	14.5	14.5	14.5	9.5	9.5	9.5	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	21.3	21.3	14.5	14.5	14.5	9.5	9.5	9.5	9.4	9.4	9.4
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:	21.3			14.5			9.5			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.3			14.5			9.5			9.4		
LOS by Appr:	C			B			A			A		
AllWayAvgQ:	2.9	2.9	2.9	1.4	1.4	1.4	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #210: Pulgas Ave & Garden St



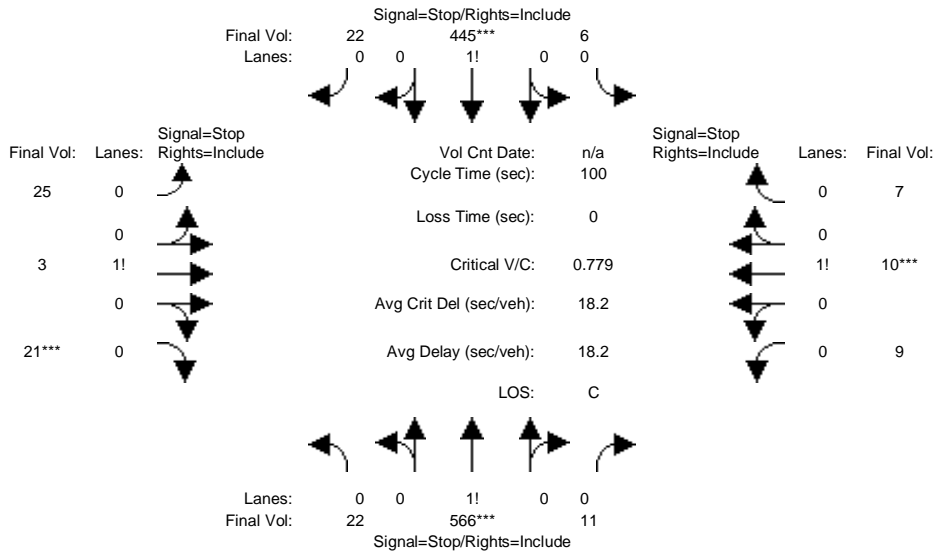
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	520	14	7	431	19	19	6	20	6	5	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	520	14	7	431	19	19	6	20	6	5	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:	29	520	14	7	431	19	19	6	20	6	5	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:	29	520	14	7	431	19	19	6	20	6	5	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	520	14	7	431	19	19	6	20	6	5	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:	29	520	14	7	431	19	19	6	20	6	5	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.93	0.02	0.02	0.94	0.04	0.42	0.13	0.45	0.30	0.25	0.45
Final Sat.:	40	720	19	12	717	32	229	72	241	160	133	240
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.60	0.60	0.60	0.08	0.08	0.08	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	18.2	18.2	18.2	14.2	14.2	14.2	9.3	9.3	9.3	9.1	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	18.2	18.2	14.2	14.2	14.2	9.3	9.3	9.3	9.1	9.1	9.1
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:	18.2			14.2			9.3			9.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.2			14.2			9.3			9.1		
LOS by Appr:	C			B			A			A		
AllWayAvgQ:	2.3	2.3	2.3	1.4	1.4	1.4	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #210: Pulgas Ave & Garden St



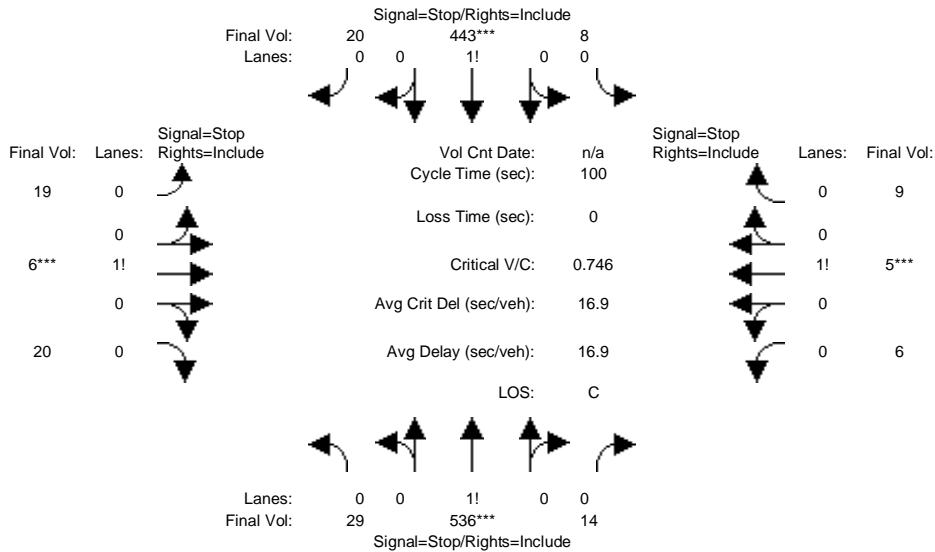
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	566	11	6	445	22	25	3	21	9	10	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	566	11	6	445	22	25	3	21	9	10	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	566	11	6	445	22	25	3	21	9	10	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	566	11	6	445	22	25	3	21	9	10	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	566	11	6	445	22	25	3	21	9	10	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	566	11	6	445	22	25	3	21	9	10	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.94	0.02	0.01	0.94	0.05	0.51	0.06	0.43	0.35	0.38	0.27
Final Sat.:	28	727	14	9	702	35	272	33	229	180	199	140
Capacity Analysis Module:												
Vol/Sat:	0.78	0.78	0.78	0.63	0.63	0.63	0.09	0.09	0.09	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	21.6	21.6	21.6	15.3	15.3	15.3	9.6	9.6	9.6	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.6	21.6	15.3	15.3	15.3	9.6	9.6	9.6	9.5	9.5	9.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:	21.6			15.3			9.6			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.6			15.3			9.6			9.5		
LOS by Appr:	C			C			A			A		
AllWayAvgQ:	3.0	3.0	3.0	1.6	1.6	1.6	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #210: Pulgas Ave & Garden St



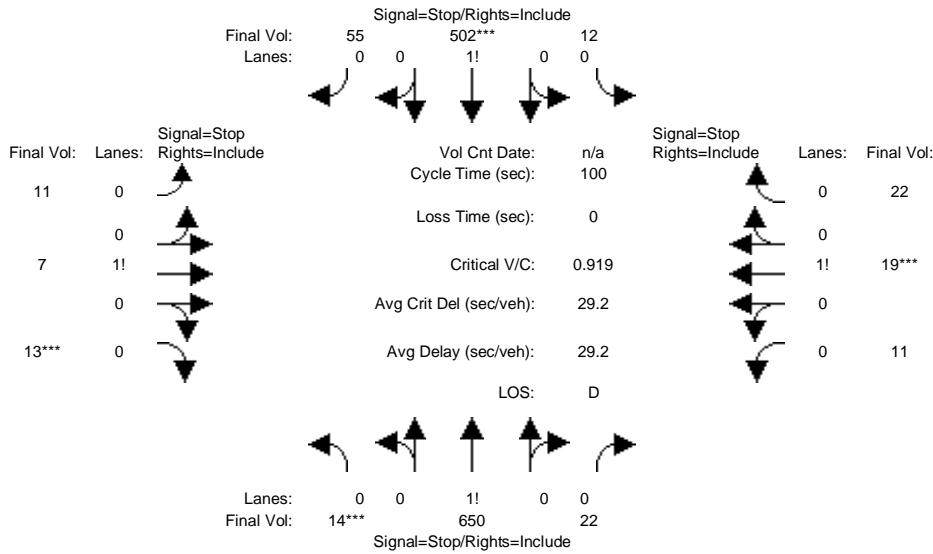
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	536	14	8	443	20	19	6	20	6	5	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	536	14	8	443	20	19	6	20	6	5	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:	29	536	14	8	443	20	19	6	20	6	5	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:	29	536	14	8	443	20	19	6	20	6	5	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	536	14	8	443	20	19	6	20	6	5	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	536	14	8	443	20	19	6	20	6	5	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.93	0.02	0.02	0.94	0.04	0.42	0.13	0.45	0.30	0.25	0.45
Final Sat.:	39	719	19	13	712	32	228	72	240	159	133	239
Capacity Analysis Module:												
Vol/Sat:	0.75	0.75	0.75	0.62	0.62	0.62	0.08	0.08	0.08	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	19.5	19.5	19.5	14.8	14.8	14.8	9.4	9.4	9.4	9.2	9.2	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	19.5	19.5	14.8	14.8	14.8	9.4	9.4	9.4	9.2	9.2	9.2
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:	19.5			14.8			9.4			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.5			14.8			9.4			9.2		
LOS by Appr:	C			B			A			A		
AllWayAvgQ:	2.6	2.6	2.6	1.5	1.5	1.5	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #220: Clarke Ave & Weeks St



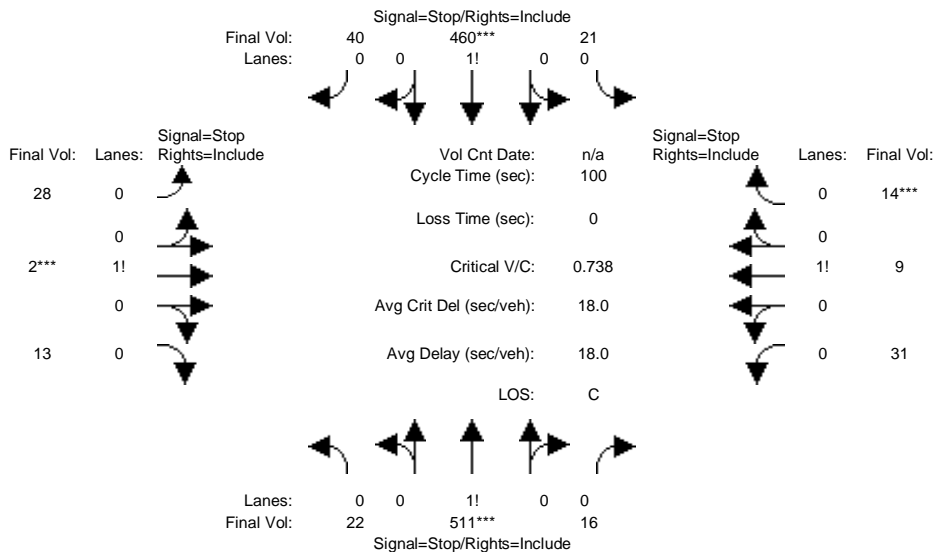
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	14	650	22	12	502	55	11	7	13	11	19	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	650	22	12	502	55	11	7	13	11	19	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	650	22	12	502	55	11	7	13	11	19	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	650	22	12	502	55	11	7	13	11	19	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	650	22	12	502	55	11	7	13	11	19	22
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:	14	650	22	12	502	55	11	7	13	11	19	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.95	0.03	0.02	0.88	0.10	0.35	0.23	0.42	0.21	0.37	0.42
Final Sat.:	15	707	24	15	643	70	184	117	217	112	193	224
Capacity Analysis Module:												
Vol/Sat:	0.92	0.92	0.92	0.78	0.78	0.78	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	37.2	37.2	37.2	22.4	22.4	22.4	9.9	9.9	9.9	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	37.2	37.2	22.4	22.4	22.4	9.9	9.9	9.9	10.0	10.0	10.0
LOS by Move:	E	E	E	C	C	C	A	A	A	B	B	B
ApproachDel:		37.2			22.4			9.9			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		37.2			22.4			9.9			10.0	
LOS by Appr:		E			C			A			B	
AllWayAvgQ:	6.1	6.1	6.1	2.9	2.9	2.9	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #220: Clarke Ave & Weeks St



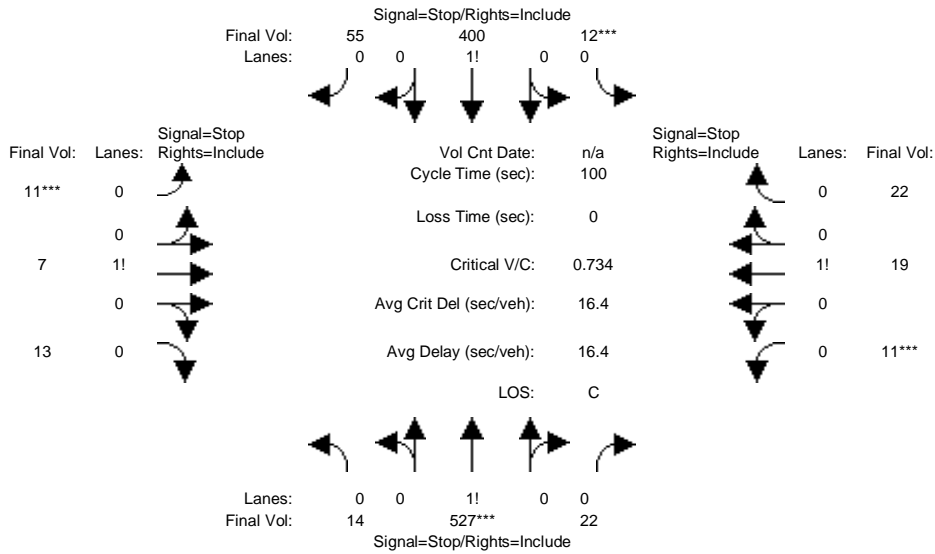
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	511	16	21	460	40	28	2	13	31	9	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	511	16	21	460	40	28	2	13	31	9	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	511	16	21	460	40	28	2	13	31	9	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	511	16	21	460	40	28	2	13	31	9	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	511	16	21	460	40	28	2	13	31	9	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	511	16	21	460	40	28	2	13	31	9	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.93	0.03	0.04	0.88	0.08	0.65	0.05	0.30	0.57	0.17	0.26
Final Sat.:	30	692	22	30	654	57	330	24	153	293	85	132
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	0.74	0.70	0.70	0.70	0.08	0.08	0.08	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Delay/Veh:	19.6	19.6	19.6	17.9	17.9	17.9	9.8	9.8	9.8	9.9	9.9	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	19.6	19.6	17.9	17.9	17.9	9.8	9.8	9.8	9.9	9.9	9.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:	19.6			17.9			9.8			9.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.6			17.9			9.8			9.9		
LOS by Appr:	C			C			A			A		
AllWayAvgQ:	2.4	2.4	2.4	2.1	2.1	2.1	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #220: Clarke Ave & Weeks St



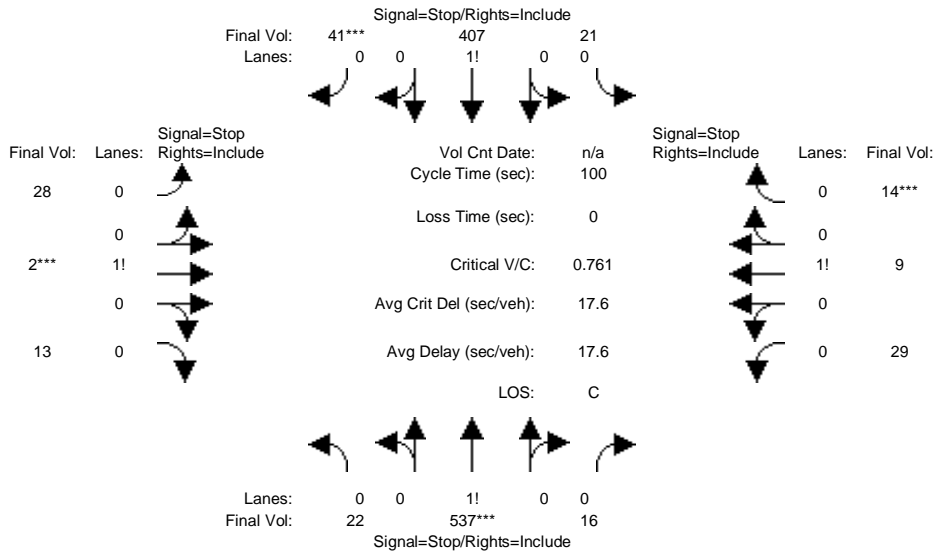
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	14	527	22	12	400	55	11	7	13	11	19	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	527	22	12	400	55	11	7	13	11	19	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	527	22	12	400	55	11	7	13	11	19	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	527	22	12	400	55	11	7	13	11	19	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	527	22	12	400	55	11	7	13	11	19	22
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:	14	527	22	12	400	55	11	7	13	11	19	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.94	0.04	0.02	0.86	0.12	0.35	0.23	0.42	0.21	0.37	0.42
Final Sat.:	19	718	30	19	647	89	186	119	220	114	196	227
Capacity Analysis Module:												
Vol/Sat:	0.73	0.73	0.73	0.62	0.62	0.62	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	18.9	18.9	18.9	14.7	14.7	14.7	9.3	9.3	9.3	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	18.9	18.9	14.7	14.7	14.7	9.3	9.3	9.3	9.5	9.5	9.5
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:	18.9			14.7			9.3			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.9			14.7			9.3			9.5		
LOS by Appr:	C			B			A			A		
AllWayAvgQ:	2.4	2.4	2.4	1.5	1.5	1.5	0.0	0.0	0.0	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #220: Clarke Ave & Weeks St



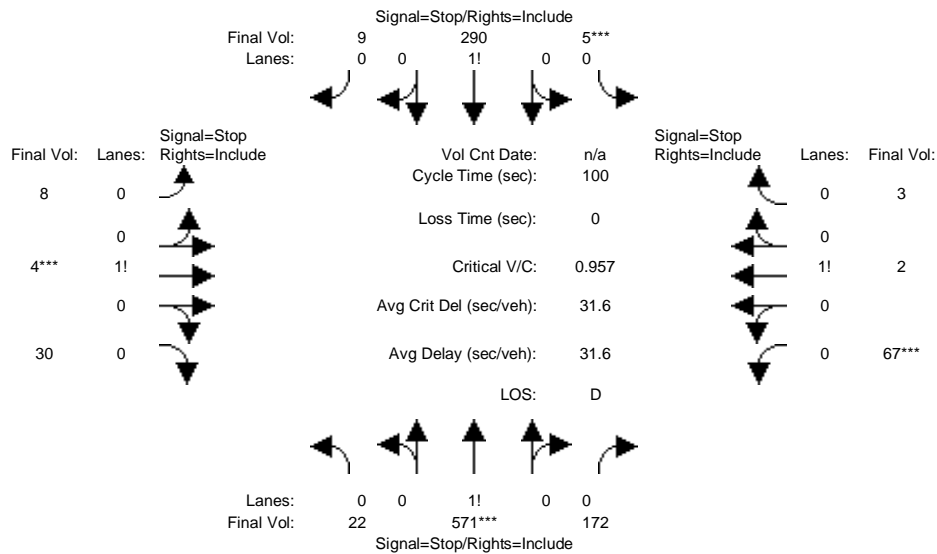
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	537	16	21	407	41	28	2	13	29	9	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	537	16	21	407	41	28	2	13	29	9	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	537	16	21	407	41	28	2	13	29	9	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	537	16	21	407	41	28	2	13	29	9	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	537	16	21	407	41	28	2	13	29	9	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	537	16	21	407	41	28	2	13	29	9	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.93	0.03	0.04	0.87	0.09	0.65	0.05	0.30	0.56	0.17	0.27
Final Sat.:	29	706	21	33	642	65	335	24	156	289	90	140
Capacity Analysis Module:												
Vol/Sat:	0.76	0.76	0.76	0.63	0.63	0.63	0.08	0.08	0.08	0.10	0.10	0.10
Crit Moves:	****					****	****					****
Delay/Veh:	20.6	20.6	20.6	15.4	15.4	15.4	9.7	9.7	9.7	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	20.6	20.6	15.4	15.4	15.4	9.7	9.7	9.7	9.8	9.8	9.8
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:	20.6			15.4			9.7			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	20.6			15.4			9.7			9.8		
LOS by Appr:	C			C			A			A		
AllWayAvgQ:	2.7	2.7	2.7	1.6	1.6	1.6	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #280: Pulgas Ave/Weeks St



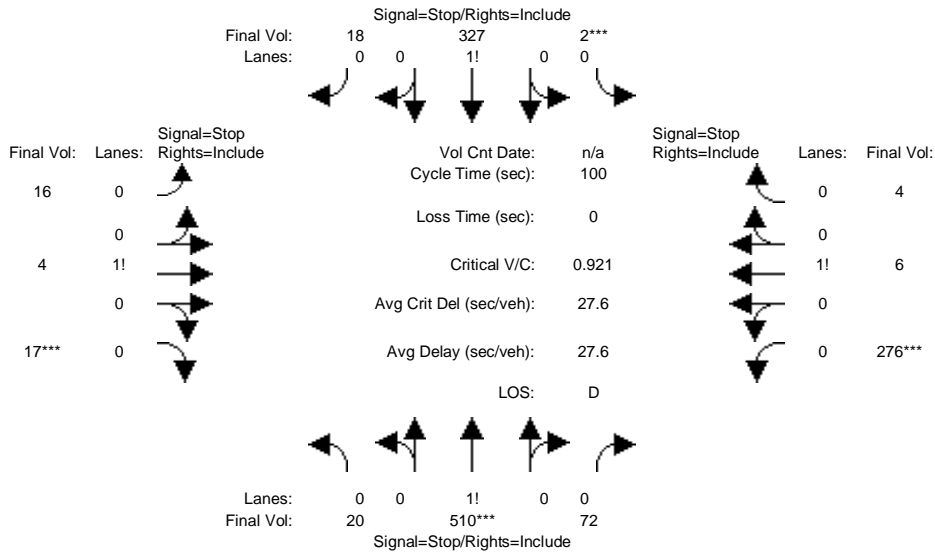
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	571	172	5	290	9	8	4	30	67	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	571	172	5	290	9	8	4	30	67	2	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	571	172	5	290	9	8	4	30	67	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	571	172	5	290	9	8	4	30	67	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	571	172	5	290	9	8	4	30	67	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	571	172	5	290	9	8	4	30	67	2	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.75	0.22	0.02	0.95	0.03	0.19	0.10	0.71	0.93	0.03	0.04
Final Sat.:	23	597	180	11	666	21	108	54	406	498	15	22
Capacity Analysis Module:												
Vol/Sat:	0.96	0.96	0.96	0.44	0.44	0.44	0.07	0.07	0.07	0.13	0.13	0.13
Crit Moves:	****			****			****			****		
Delay/Veh:	42.6	42.6	42.6	11.8	11.8	11.8	9.4	9.4	9.4	10.4	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	42.6	42.6	11.8	11.8	11.8	9.4	9.4	9.4	10.4	10.4	10.4
LOS by Move:	E	E	E	B	B	B	A	A	A	B	B	B
ApproachDel:	42.6			11.8			9.4			10.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	42.6			11.8			9.4			10.4		
LOS by Appr:	E			B			A			B		
AllWayAvgQ:	7.8	7.8	7.8	0.7	0.7	0.7	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #280: Pulgas Ave/Weeks St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	20	510	72	2	327	18	16	4	17	276	6	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	510	72	2	327	18	16	4	17	276	6	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	510	72	2	327	18	16	4	17	276	6	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	510	72	2	327	18	16	4	17	276	6	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	510	72	2	327	18	16	4	17	276	6	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	510	72	2	327	18	16	4	17	276	6	4

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.85	0.12	0.01	0.94	0.05	0.43	0.11	0.46	0.97	0.02	0.01
Final Sat.:	22	554	78	3	558	31	197	49	209	508	11	7

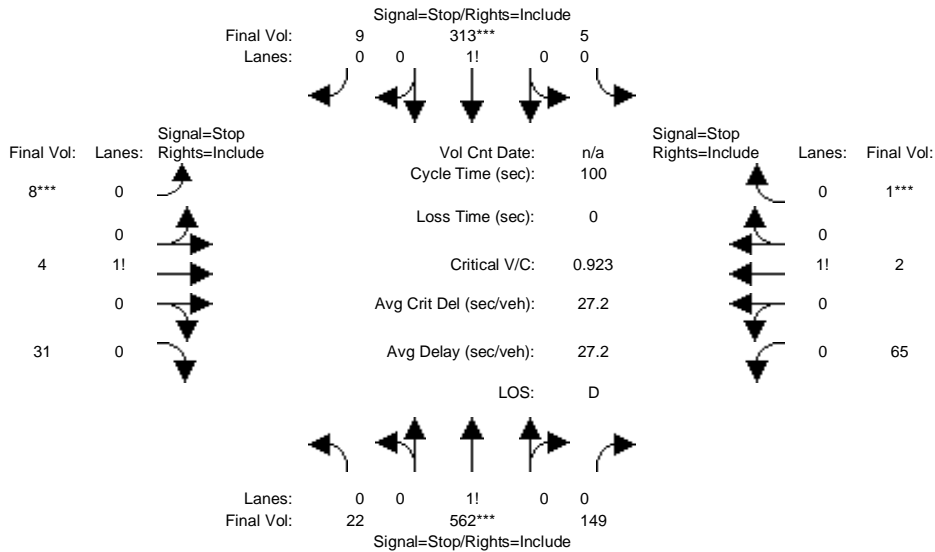
Capacity Analysis Module:												
Vol/Sat:	0.92	0.92	0.92	0.59	0.59	0.59	0.08	0.08	0.08	0.54	0.54	0.54
Crit Moves:	****			****					****	****		
Delay/Veh:	40.4	40.4	40.4	16.2	16.2	16.2	10.5	10.5	10.5	16.4	16.4	16.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	40.4	40.4	16.2	16.2	16.2	10.5	10.5	10.5	16.4	16.4	16.4
LOS by Move:	E	E	E	C	C	C	B	B	B	C	C	C
ApproachDel:	40.4			16.2			10.5			16.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	40.4			16.2			10.5			16.4		
LOS by Appr:	E			C			B			C		
AllWayAvgQ:	5.8	5.8	5.8	1.2	1.2	1.2	0.1	0.1	0.1	1.0	1.0	1.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #280: Pulgas Ave/Weeks St



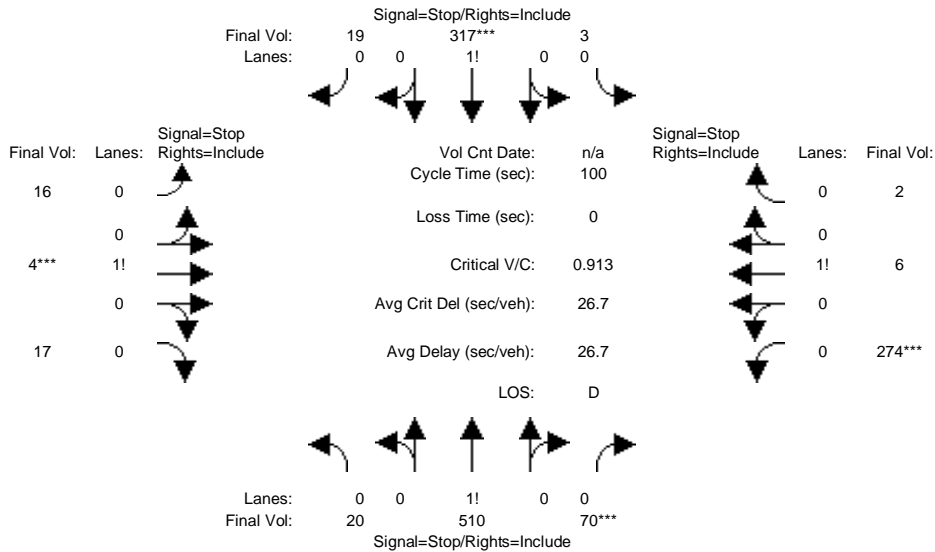
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	562	149	5	313	9	8	4	31	65	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	562	149	5	313	9	8	4	31	65	2	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	562	149	5	313	9	8	4	31	65	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	562	149	5	313	9	8	4	31	65	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	562	149	5	313	9	8	4	31	65	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	562	149	5	313	9	8	4	31	65	2	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.77	0.20	0.01	0.96	0.03	0.19	0.09	0.72	0.96	0.03	0.01
Final Sat.:	24	609	161	11	670	19	105	53	408	505	16	8
Capacity Analysis Module:												
Vol/Sat:	0.92	0.92	0.92	0.47	0.47	0.47	0.08	0.08	0.08	0.13	0.13	0.13
Crit Moves:	****			****			****			****		
Delay/Veh:	36.6	36.6	36.6	12.2	12.2	12.2	9.4	9.4	9.4	10.3	10.3	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	36.6	36.6	12.2	12.2	12.2	9.4	9.4	9.4	10.3	10.3	10.3
LOS by Move:	E	E	E	B	B	B	A	A	A	B	B	B
ApproachDel:	36.6			12.2			9.4			10.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	36.6			12.2			9.4			10.3		
LOS by Appr:	E			B			A			B		
AllWayAvgQ:	6.4	6.4	6.4	0.8	0.8	0.8	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #280: Pulgas Ave/Weeks St



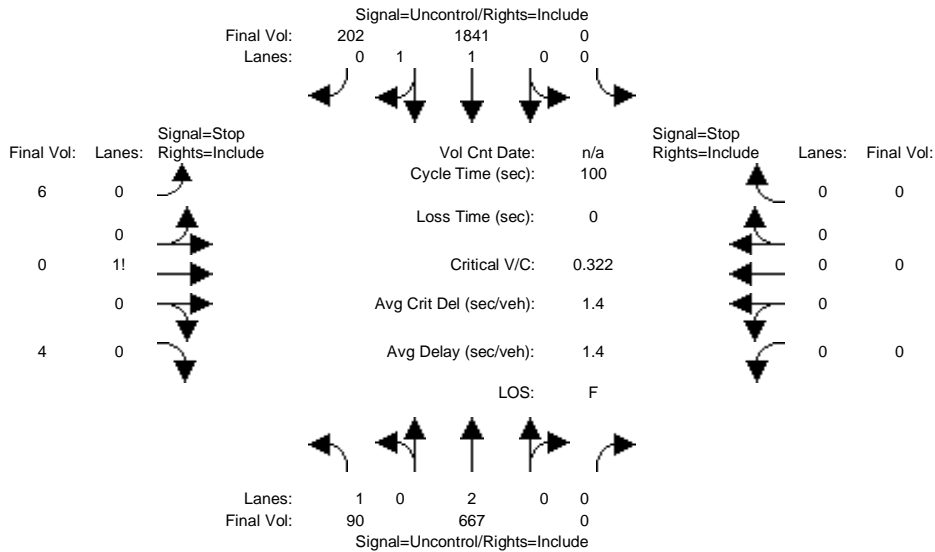
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	20	510	70	3	317	19	16	4	17	274	6	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	510	70	3	317	19	16	4	17	274	6	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	510	70	3	317	19	16	4	17	274	6	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	510	70	3	317	19	16	4	17	274	6	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	510	70	3	317	19	16	4	17	274	6	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	20	510	70	3	317	19	16	4	17	274	6	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.85	0.12	0.01	0.93	0.06	0.43	0.11	0.46	0.97	0.02	0.01
Final Sat.:	22	559	77	5	556	33	199	50	211	513	11	4
Capacity Analysis Module:												
Vol/Sat:	0.91	0.91	0.91	0.57	0.57	0.57	0.08	0.08	0.08	0.53	0.53	0.53
Crit Moves:			****			****			****			****
Delay/Veh:	38.9	38.9	38.9	15.7	15.7	15.7	10.4	10.4	10.4	16.1	16.1	16.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	38.9	38.9	15.7	15.7	15.7	10.4	10.4	10.4	16.1	16.1	16.1
LOS by Move:	E	E	E	C	C	C	B	B	B	C	C	C
ApproachDel:		38.9			15.7			10.4			16.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		38.9			15.7			10.4			16.1	
LOS by Appr:		E			C			B			C	
AllWayAvgQ:	5.6	5.6	5.6	1.1	1.1	1.1	0.1	0.1	0.1	1.0	1.0	1.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #300: University Ave & Adams Dr



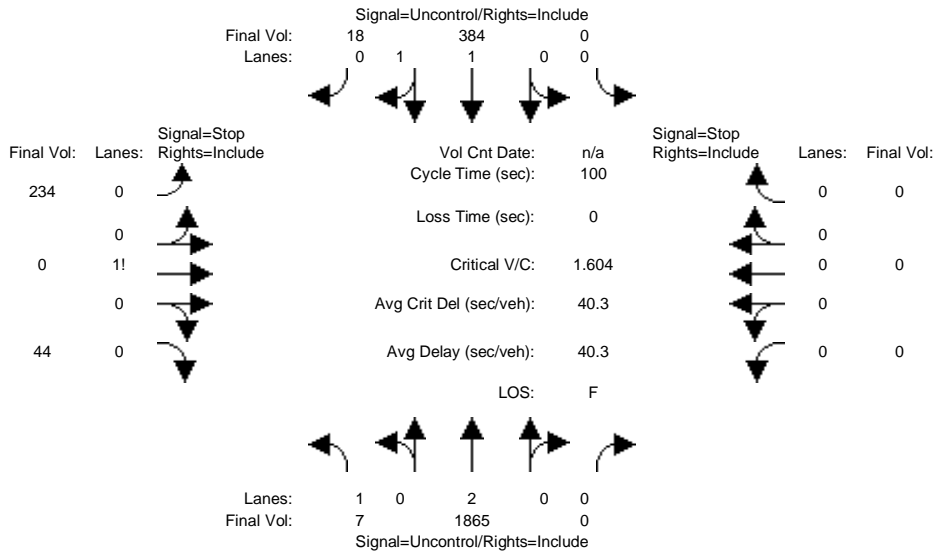
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	90	667	0	0	1841	202	6	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	667	0	0	1841	202	6	0	4	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	667	0	0	1841	202	6	0	4	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:	90	667	0	0	1841	202	6	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	667	0	0	1841	202	6	0	4	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	2043	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2456	2789	1022	xxxx	xxxx	xxxxxx
Potent Cap.:	280	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	26	19	237	xxxx	xxxx	xxxxxx
Move Cap.:	280	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	20	13	237	xxxx	xxxx	xxxxxx
Volume/Cap:	0.32	xxxx	xxxx	xxxx	xxxx	xxxx	0.31	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	23.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	31	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	169	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			168.8			xxxxxx		
ApproachLOS:	*			*			F			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #300: University Ave & Adams Dr



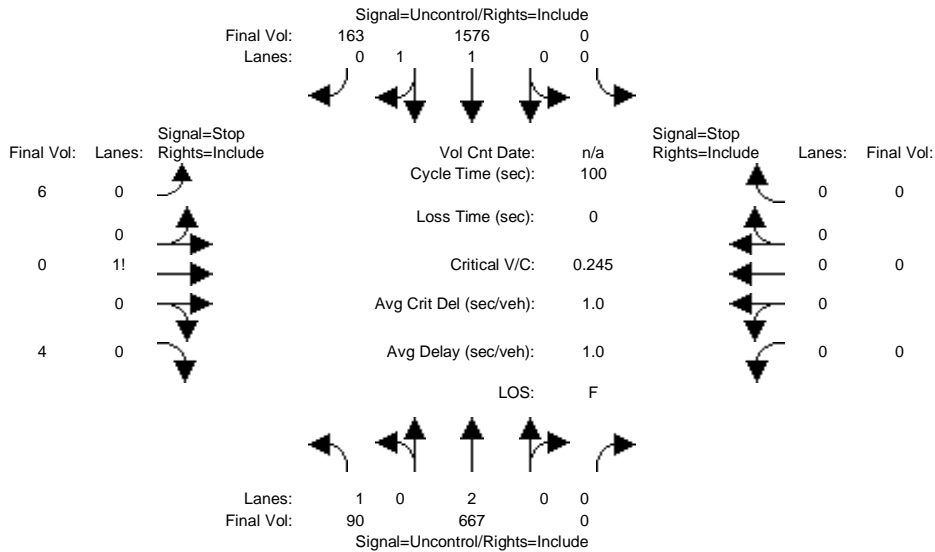
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	1865	0	0	384	18	234	0	44	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1865	0	0	384	18	234	0	44	0	0	0
Added Vol:	0	0	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:	7	1865	0	0	384	18	234	0	44	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:	7	1865	0	0	384	18	234	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	1865	0	0	384	18	234	0	44	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	402	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1340	2272	201	xxxx	xxxx	xxxxxx
Potent Cap.:	1168	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	147	41	813	xxxx	xxxx	xxxxxx
Move Cap.:	1168	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	146	41	813	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	1.60	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	168	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	19.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	370	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			369.5			xxxxxx		
ApproachLOS:	*			*			F			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #300: University Ave & Adams Dr



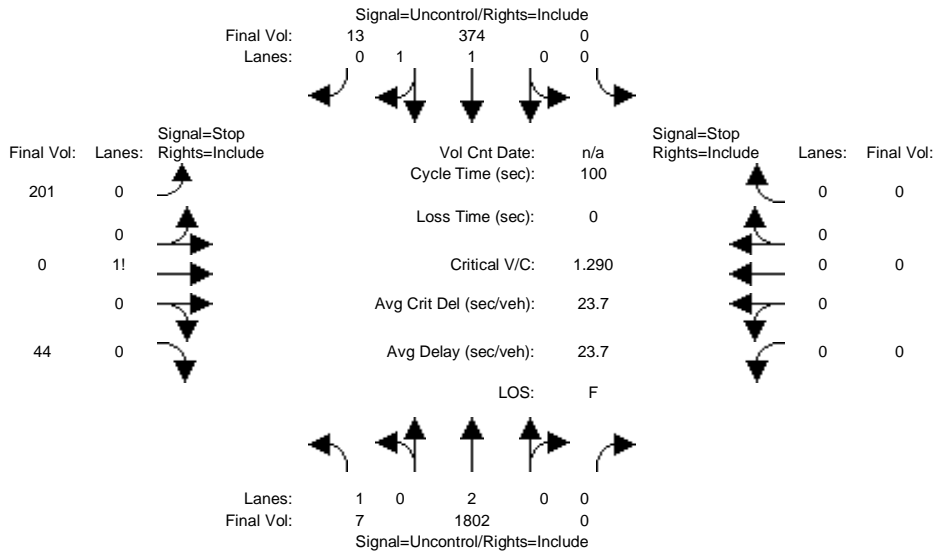
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	90	667	0	0	1576	163	6	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	667	0	0	1576	163	6	0	4	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	667	0	0	1576	163	6	0	4	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:	90	667	0	0	1576	163	6	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	667	0	0	1576	163	6	0	4	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1739	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2171	2505	870	xxxx	xxxx	xxxxxx
Potent Cap.:	367	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	41	29	299	xxxx	xxxx	xxxxxx
Move Cap.:	367	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	33	22	299	xxxx	xxxx	xxxxxx
Volume/Cap:	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	18.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	51	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	91.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			91.1			xxxxxx		
ApproachLOS:	*			*			F			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #300: University Ave & Adams Dr



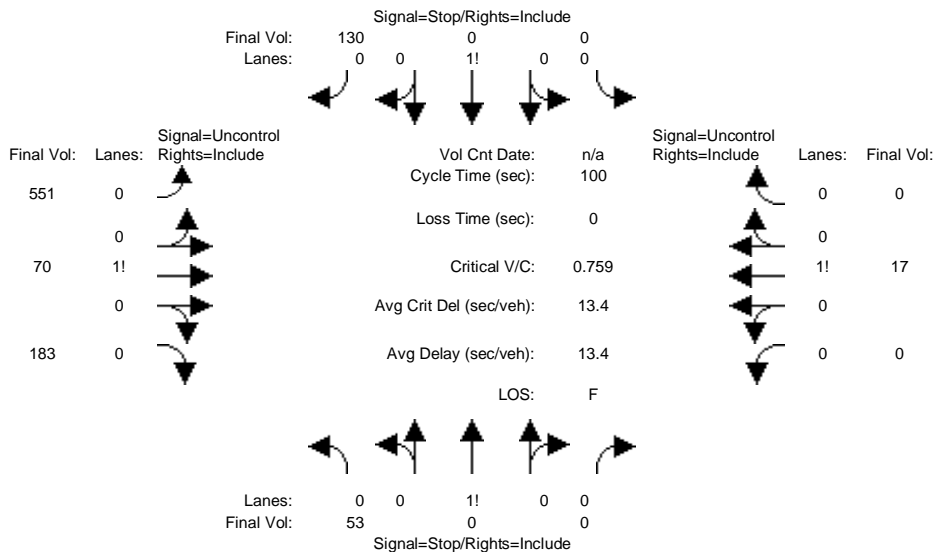
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	1802	0	0	374	13	201	0	44	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1802	0	0	374	13	201	0	44	0	0	0
Added Vol:	0	0	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:	7	1802	0	0	374	13	201	0	44	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:	7	1802	0	0	374	13	201	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	1802	0	0	374	13	201	0	44	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	387	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1296	2197	194	xxxx	xxxx	xxxxxx
Potent Cap.:	1183	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	157	46	822	xxxx	xxxx	xxxxxx
Move Cap.:	1183	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	156	45	822	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	1.29	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	182	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	14.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	236	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			235.8			xxxxxx		
ApproachLOS:	*			*			F			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #1081: Tara Road and Bay Road



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

Volume Module:

Base Vol:	53	0	0	0	0	130	551	70	183	0	17	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:	53	0	0	0	0	130	551	70	183	0	17	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:	53	0	0	0	0	130	551	70	183	0	17	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:	53	0	0	0	0	130	551	70	183	0	17	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	53	0	0	0	0	130	551	70	183	0	17	0

Critical Gap Module:

Critical Gp:	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1346	xxxx	xxxxx	xxxx	xxxx	17	17	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	130	xxxx	xxxxx	xxxx	xxxx	1068	1613	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	70	xxxx	xxxxx	xxxx	xxxx	1068	1613	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.76	xxxx	xxxx	xxxx	xxxx	0.12	0.34	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

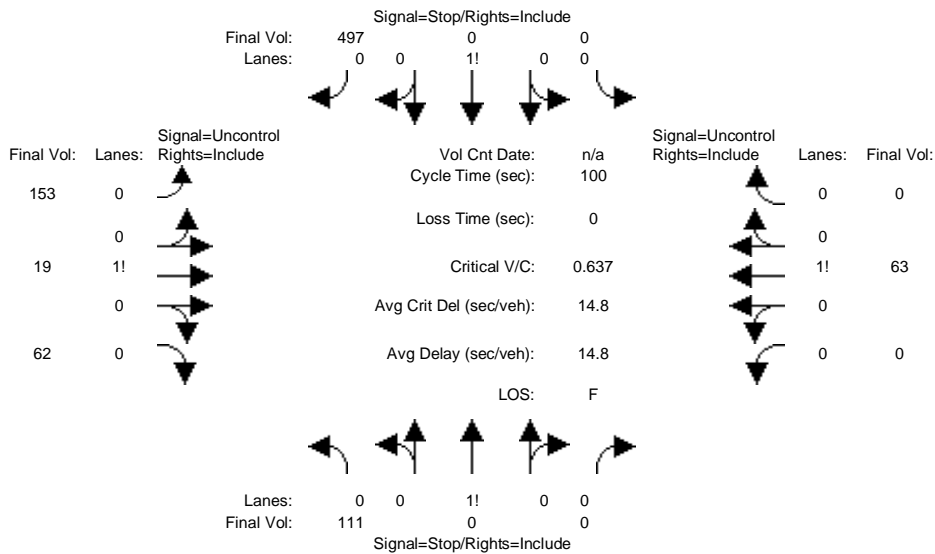
2Way95thQ:	3.5	xxxx	xxxxx	xxxx	xxxx	0.4	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	145.5	xxxx	xxxxx	xxxxx	xxxx	8.8	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	145.5					8.8	xxxxxxx			xxxxxxx		
ApproachLOS:	F					A	*			*		*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #1081: Tara Road and Bay Road



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

Volume Module:

Base Vol:	111	0	0	0	0	497	153	19	62	0	63	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:	111	0	0	0	0	497	153	19	62	0	63	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:	111	0	0	0	0	497	153	19	62	0	63	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:	111	0	0	0	0	497	153	19	62	0	63	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	111	0	0	0	0	497	153	19	62	0	63	0

Critical Gap Module:

Critical Gp:	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	668	xxxx	xxxxx	xxxx	xxxx	63	63	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	375	xxxx	xxxxx	xxxx	xxxx	1007	1553	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	174	xxxx	xxxxx	xxxx	xxxx	1007	1553	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.64	xxxx	xxxx	xxxx	xxxx	0.49	0.10	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

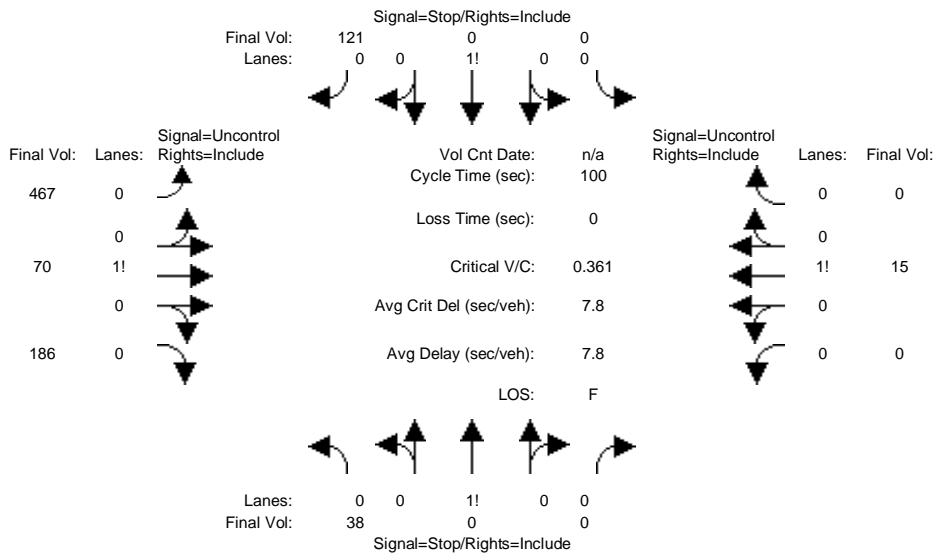
2Way95thQ:	3.6	xxxx	xxxxx	xxxx	xxxx	2.8	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	56.2	xxxx	xxxxx	xxxxx	xxxx	12.0	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	56.2			12.0			xxxxxxx			xxxxxxx		
ApproachLOS:	F			B			*			*		*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #1081: Tara Road and Bay Road



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

Volume Module:

Base Vol:	38	0	0	0	0	121	467	70	186	0	15	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	0	0	0	121	467	70	186	0	15	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	0	0	0	121	467	70	186	0	15	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	0	0	0	121	467	70	186	0	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	38	0	0	0	0	121	467	70	186	0	15	0

Critical Gap Module:

Critical Gp:	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1173	xxxx	xxxxx	xxxx	xxxx	15	15	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	171	xxxx	xxxxx	xxxx	xxxx	1070	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	105	xxxx	xxxxx	xxxx	xxxx	1070	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.36	xxxx	xxxx	xxxx	xxxx	0.11	0.29	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

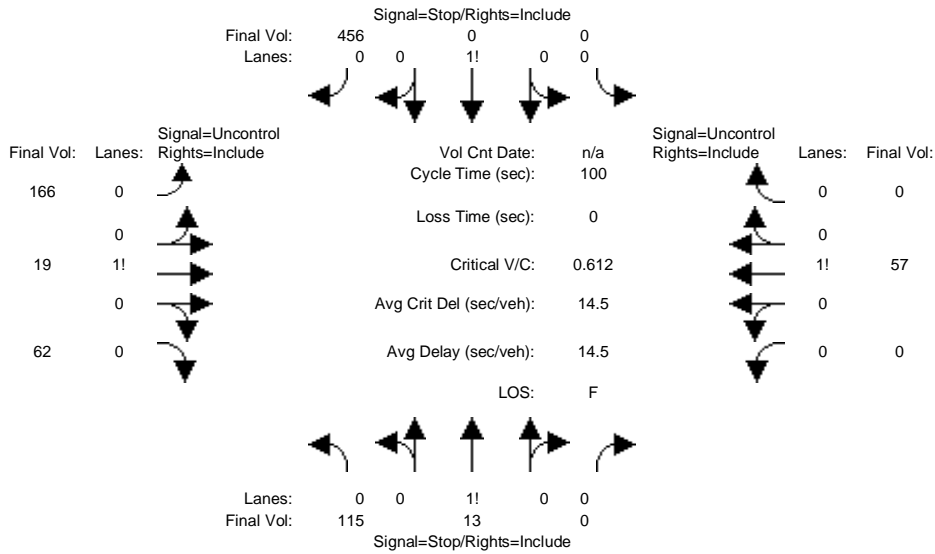
2Way95thQ:	1.4	xxxx	xxxxx	xxxx	xxxx	0.4	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	57.3	xxxx	xxxxx	xxxxx	xxxx	8.8	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	57.3			8.8			xxxxxx			xxxxxx		
ApproachLOS:	F			A			*			*		*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #1081: Tara Road and Bay Road



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

Volume Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
Base Vol:	115	13	0	0	0	0	456	166	19	62	0	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:	115	13	0	0	0	0	456	166	19	62	0	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:	115	13	0	0	0	0	456	166	19	62	0	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:	115	13	0	0	0	0	456	166	19	62	0	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	115	13	0	0	0	0	456	166	19	62	0	57

Critical Gap Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
Critical Gp:	7.1	6.5	xxxxx	xxxxx	xxxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	xxxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
Cnflct Vol:	667	439	xxxxx	xxxx	xxxx	57	57	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	375	515	xxxxx	xxxx	xxxx	1015	1560	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	188	454	xxxxx	xxxx	xxxx	1015	1560	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.61	0.03	xxxx	xxxx	xxxx	0.45	0.11	xxxx	xxxx	xxxx	xxxx	xxxx

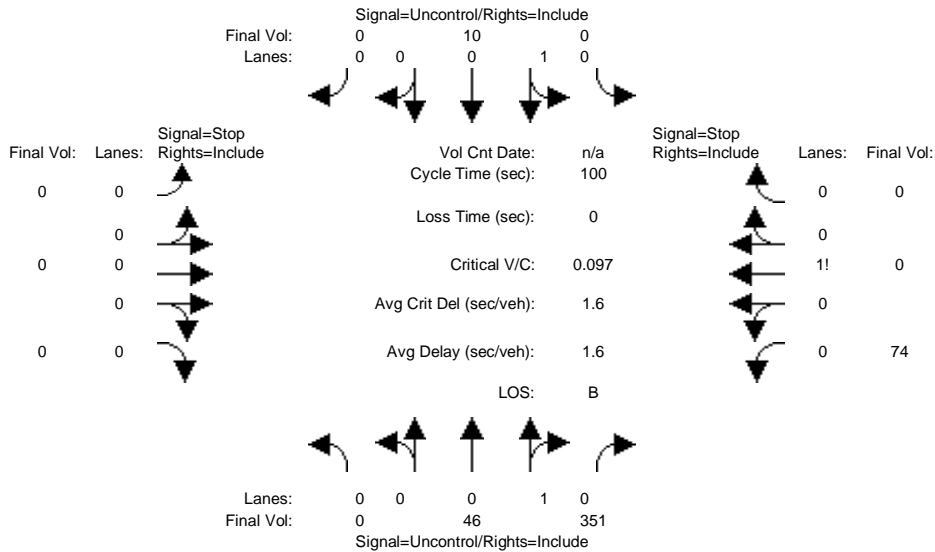
Level Of Service Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.4	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.4	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	200	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	3.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	50.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	50.4			11.4			xxxxxxx			xxxxxxx		
ApproachLOS:	F			B			*			*		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #1083: Demeter Street/Emmerson Street(Future)



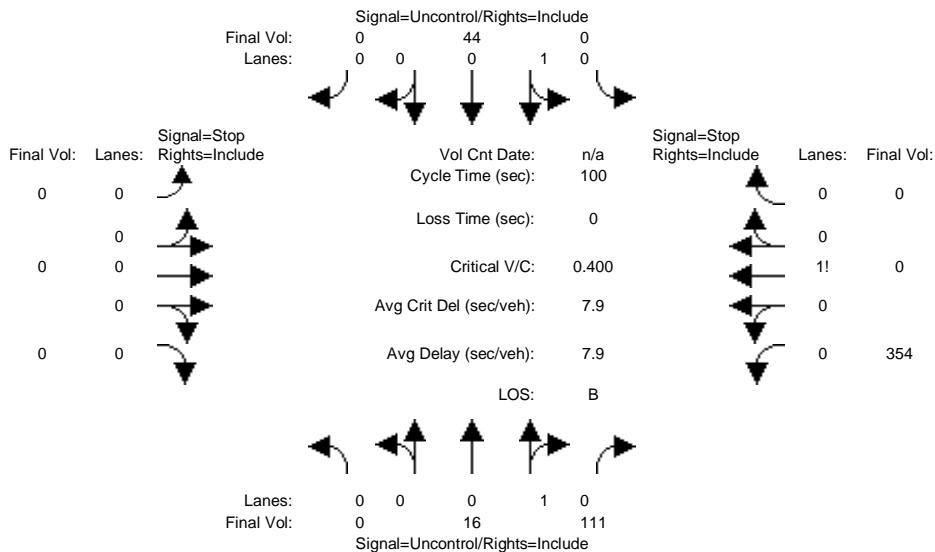
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	46	351	0	10	0	0	0	0	74	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	46	351	0	10	0	0	0	0	74	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	46	351	0	10	0	0	0	0	74	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	46	351	0	10	0	0	0	0	74	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	46	351	0	10	0	0	0	0	74	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	232	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	761	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	761	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.2	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.2		
ApproachLOS:	*			*			*			B		

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

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #1083: Demeter Street/Emmerson Street(Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	16	111	0	44	0	0	0	0	354	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:	0	16	111	0	44	0	0	0	0	354	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:	0	16	111	0	44	0	0	0	0	354	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	16	111	0	44	0	0	0	0	354	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	16	111	0	44	0	0	0	0	354	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	116	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	886	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	886	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.40	xxxx	xxxx

Level Of Service Module:

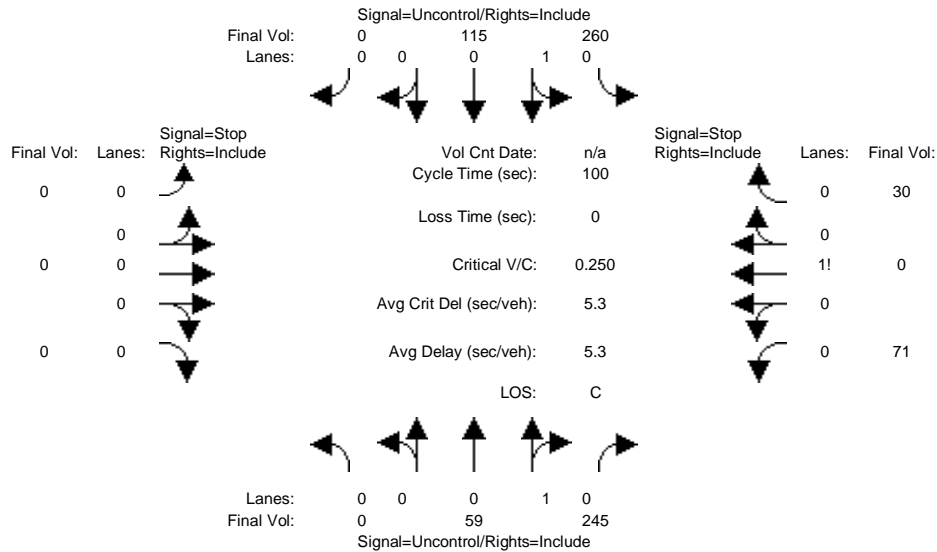
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.9	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	11.7	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #1083: Demeter Street/Emmerson Street(Future)



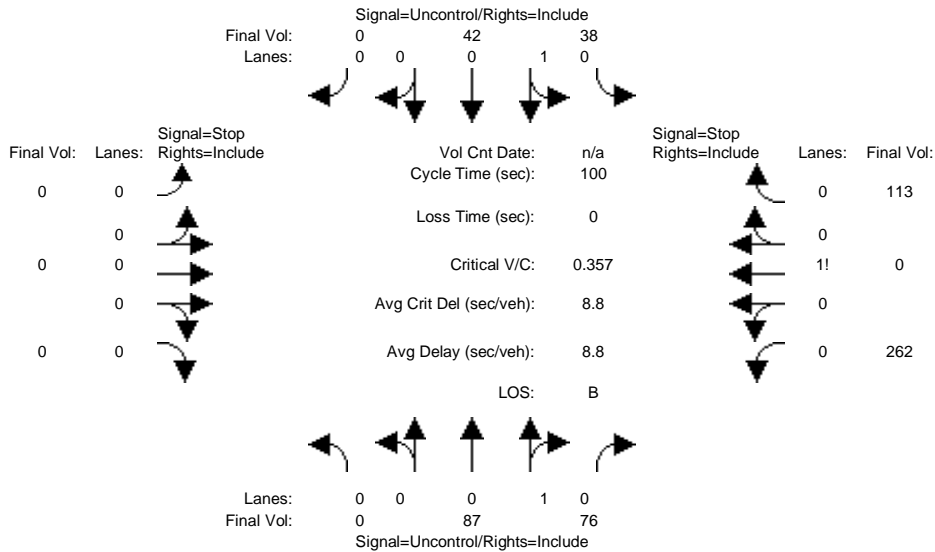
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	59	245	260	115	0	0	0	0	71	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	59	245	260	115	0	0	0	0	71	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	59	245	260	115	0	0	0	0	71	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	59	245	260	115	0	0	0	0	71	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	59	245	260	115	0	0	0	0	71	0	30
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	304	xxxx	xxxx	xxxx	xxxx	xxxx	817	817	182
Potent Cap.:	xxxx	xxxx	xxxx	1268	xxxx	xxxx	xxxx	xxxx	xxxx	349	313	866
Move Cap.:	xxxx	xxxx	xxxx	1268	xxxx	xxxx	xxxx	xxxx	xxxx	285	238	866
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	8.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	355	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.1	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	8.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	19.1	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.1		
ApproachLOS:	*			*			*			C		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #1083: Demeter Street/Emmerson Street(Future)



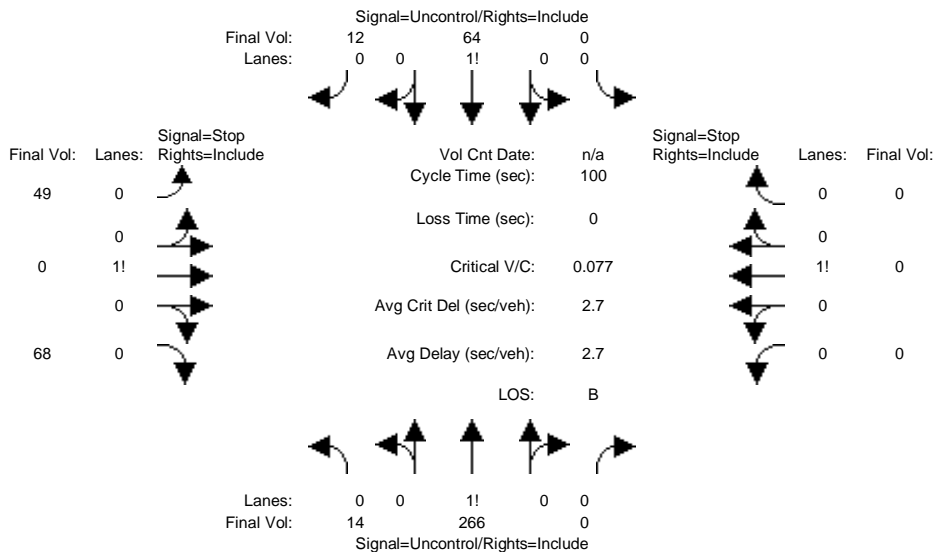
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	87	76	38	42	0	0	0	0	262	0	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	87	76	38	42	0	0	0	0	262	0	113
Added Vol:	0	0	0	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	87	76	38	42	0	0	0	0	262	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	87	76	38	42	0	0	0	0	262	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	87	76	38	42	0	0	0	0	262	0	113
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	163	xxxx	xxxx	xxxx	xxxx	xxxx	243	243	125
Potent Cap.:	xxxx	xxxx	xxxx	1428	xxxx	xxxx	xxxx	xxxx	xxxx	750	662	931
Move Cap.:	xxxx	xxxx	xxxx	1428	xxxx	xxxx	xxxx	xxxx	xxxx	734	644	931
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.36	0.00	0.12
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	7.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	784	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.6	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	7.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	13.7	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.7		
ApproachLOS:	*			*			*			B		

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

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Level Of Service Computation Report
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Existing + 2.8 Proj No Loop Rd AM

Intersection #1091: Tara Road/Emmerson Street (Future)



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:	14	266	0	0	64	12	49	0	68	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:	14	266	0	0	64	12	49	0	68	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:	14	266	0	0	64	12	49	0	68	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:	14	266	0	0	64	12	49	0	68	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	266	0	0	64	12	49	0	68	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	76	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	364	364	70	398	370	266
Potent Cap.:	1536	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	639	567	998	566	563	778
Move Cap.:	1536	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	635	562	998	524	558	778
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.07	0.00	0.00	0.00

Level Of Service Module:

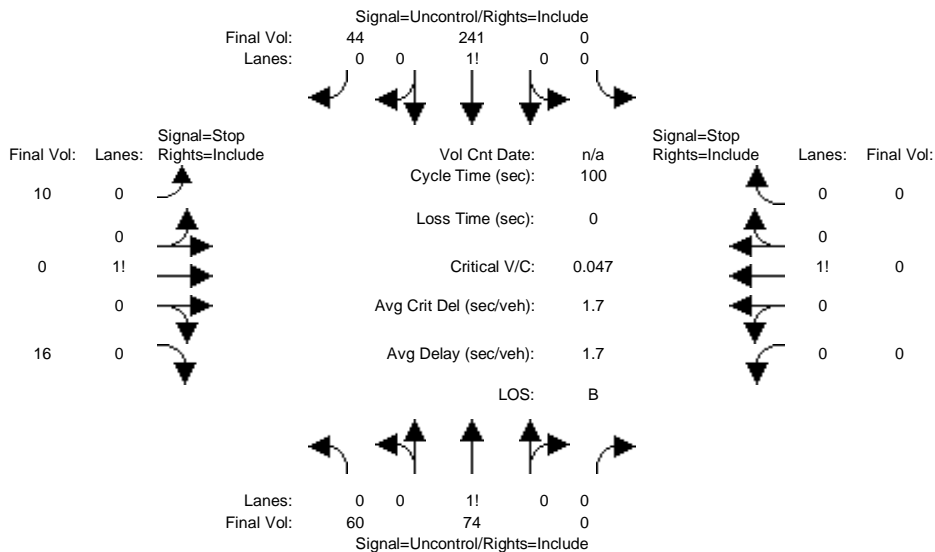
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	805	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	10.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.2	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	B	*	*	*	*

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #1091: Tara Road/Emmerson Street (Future)



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:	60	74	0	0	241	44	10	0	16	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:	60	74	0	0	241	44	10	0	16	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:	60	74	0	0	241	44	10	0	16	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:	60	74	0	0	241	44	10	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	60	74	0	0	241	44	10	0	16	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	285	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	457	457	263	465	479	74
Potent Cap.:	1289	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	565	503	781	511	489	993
Move Cap.:	1289	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	545	479	781	482	465	993
Volume/Cap:	0.05	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	0.02	0.00	0.02	0.00	0.00	0.00

Level Of Service Module:

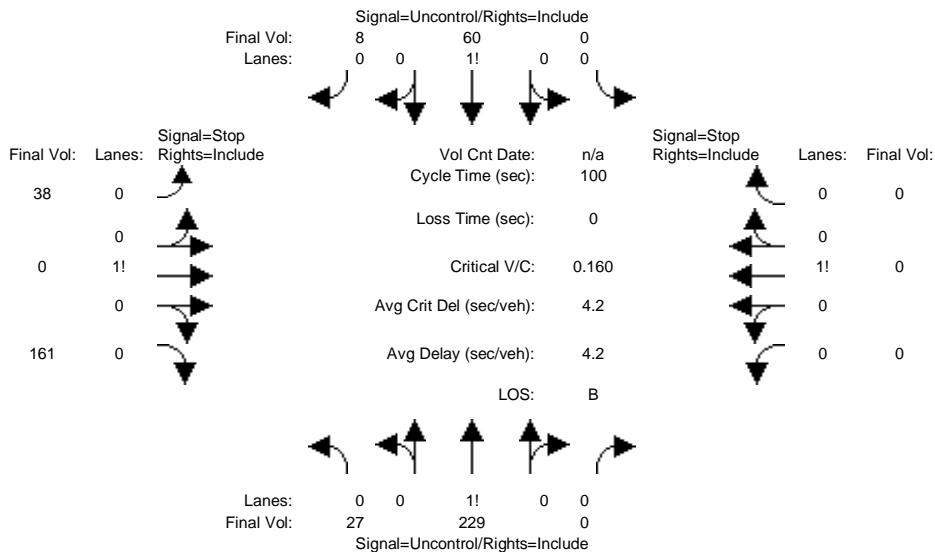
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	669	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.6		xxxxxx			
ApproachLOS:	*			*			B		*			*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #1091: Tara Road/Emmerson Street (Future)



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:	27	229	0	0	60	8	38	0	161	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:	27	229	0	0	60	8	38	0	161	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:	27	229	0	0	60	8	38	0	161	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:	27	229	0	0	60	8	38	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	229	0	0	60	8	38	0	161	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	68	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	347	347	64	428	351	229
Potent Cap.:	1546	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	654	580	1006	541	577	815
Move Cap.:	1546	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	645	569	1006	448	566	815
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.16	0.00	0.00	0.00

Level Of Service Module:

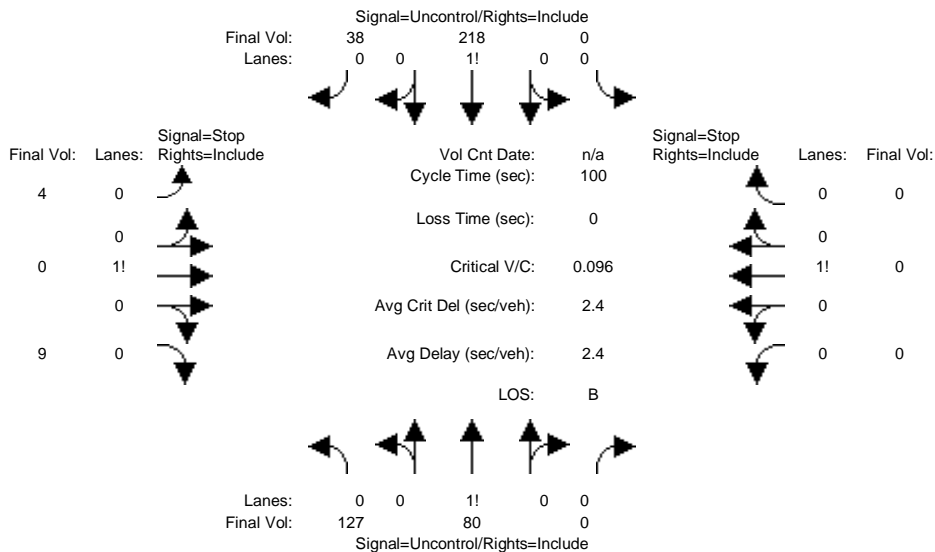
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	909	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	0.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	10.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx				10.1			xxxxxx	
ApproachLOS:	*				*				B			*	

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

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #1091: Tara Road/Emmerson Street (Future)



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:	127	80	0	0	218	38	4	0	9	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:	127	80	0	0	218	38	4	0	9	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:	127	80	0	0	218	38	4	0	9	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:	127	80	0	0	218	38	4	0	9	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	127	80	0	0	218	38	4	0	9	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	256	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	571	571	237	576	590	80
Potent Cap.:	1321	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	486	434	807	432	423	986
Move Cap.:	1321	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	447	389	807	393	379	986
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.01	0.00	0.00	0.00

Level Of Service Module:

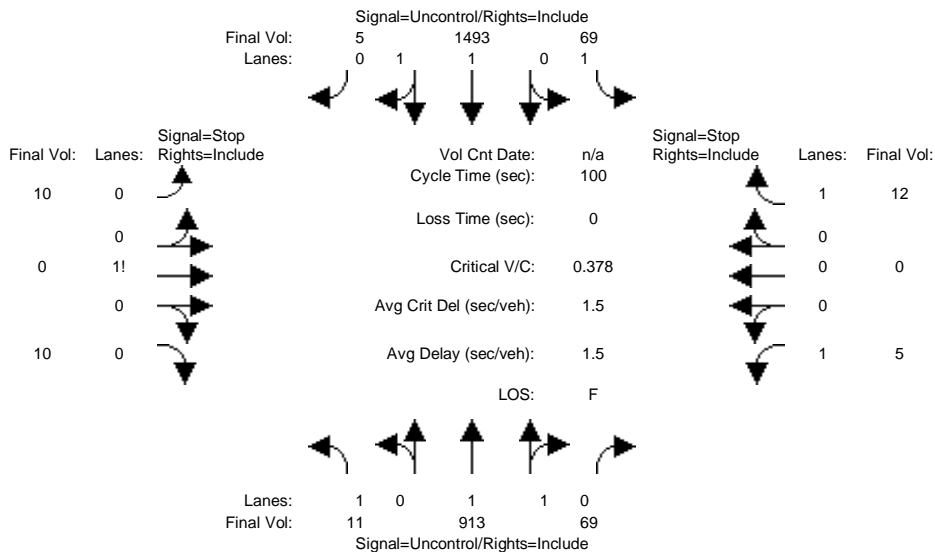
2Way95thQ:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	647	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.3	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	10.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				10.7		xxxxxx			
ApproachLOS:	*			*				B		*			*

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

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Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #1094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	11	913	69	69	1493	5	10	0	10	5	0	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:	11	913	69	69	1493	5	10	0	10	5	0	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:	11	913	69	69	1493	5	10	0	10	5	0	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:	11	913	69	69	1493	5	10	0	10	5	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	913	69	69	1493	5	10	0	10	5	0	12

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	1498	xxxx	xxxxx	982	xxxx	xxxxx	2112	2638	749	1854	xxxx	491
Potent Cap.:	454	xxxx	xxxxx	711	xxxx	xxxxx	30	24	359	47	xxxx	529
Move Cap.:	454	xxxx	xxxxx	711	xxxx	xxxxx	26	21	359	41	xxxx	529
Volume/Cap:	0.02	xxxx	xxxx	0.10	xxxx	xxxx	0.38	0.00	0.03	0.12	xxxx	0.02

Level Of Service Module:

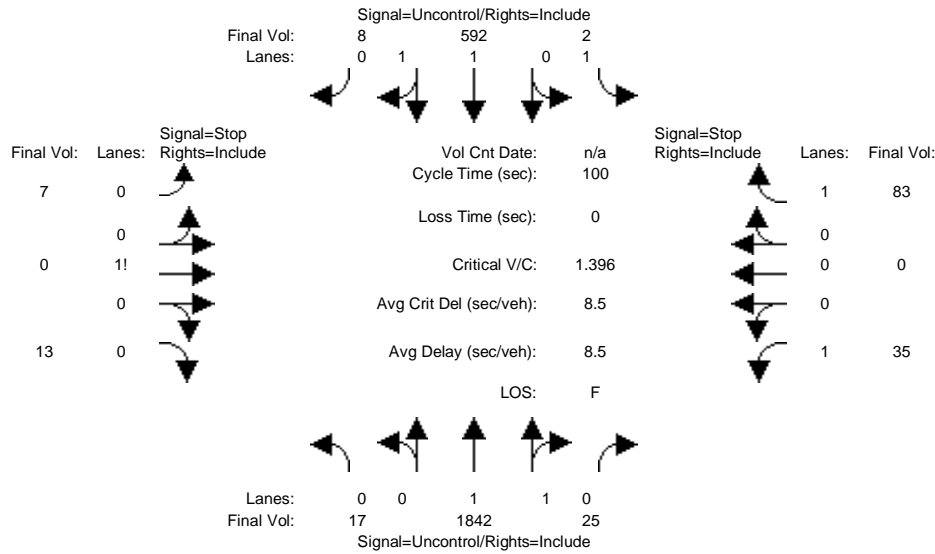
2Way95thQ:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	0.1
Control Del:	13.1	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	104.0	xxxx	12.0
LOS by Move:	B	*	*	B	*	*	*	*	*	F	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	49	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	121	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				121.2				39.0
ApproachLOS:	*			*				F				E

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

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #1094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	17	1842	25	2	592	8	7	0	13	35	0	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1842	25	2	592	8	7	0	13	35	0	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	1842	25	2	592	8	7	0	13	35	0	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1842	25	2	592	8	7	0	13	35	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	1842	25	2	592	8	7	0	13	35	0	83

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

Capacity Module:												
Cnflct Vol:	600	xxxx	xxxxxx	1867	xxxx	xxxxxx	1555	2501	300	2189	xxxx	934
Potent Cap.:	987	xxxx	xxxxxx	327	xxxx	xxxxxx	78	29	702	26	xxxx	271
Move Cap.:	987	xxxx	xxxxxx	327	xxxx	xxxxxx	53	28	702	25	xxxx	271
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.13	0.00	0.02	1.40	xxxx	0.31

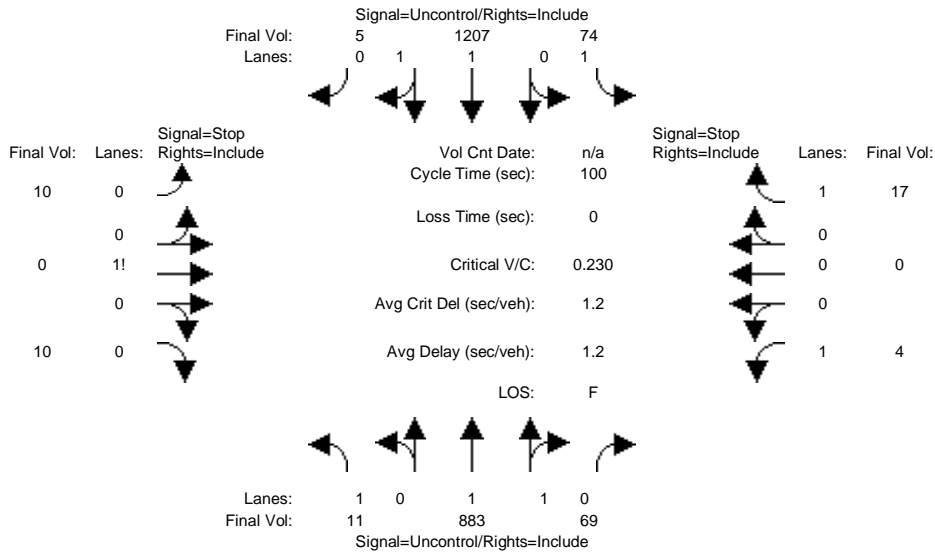
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	4.3	xxxx	1.3
Control Del:	8.7	xxxx	xxxxxx	16.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	551.1	xxxx	24.0
LOS by Move:	A	*	*	C	*	*	*	*	*	F	*	C
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	133	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	36.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				36.7				180.4
ApproachLOS:	*			*				E				F

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #1094: University Ave & 4 Corners Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:												
Base Vol:	11	883	69	74	1207	5	10	0	10	4	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	883	69	74	1207	5	10	0	10	4	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	883	69	74	1207	5	10	0	10	4	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	883	69	74	1207	5	10	0	10	4	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	11	883	69	74	1207	5	10	0	10	4	0	17

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

Capacity Module:												
Cnflct Vol:	1212	xxxx	xxxxx	952	xxxx	xxxxx	1821	2332	606	1691	xxxx	476
Potent Cap.:	583	xxxx	xxxxx	730	xxxx	xxxxx	49	37	445	62	xxxx	541
Move Cap.:	583	xxxx	xxxxx	730	xxxx	xxxxx	44	33	445	55	xxxx	541
Volume/Cap:	0.02	xxxx	xxxx	0.10	xxxx	xxxx	0.23	0.00	0.02	0.07	xxxx	0.03

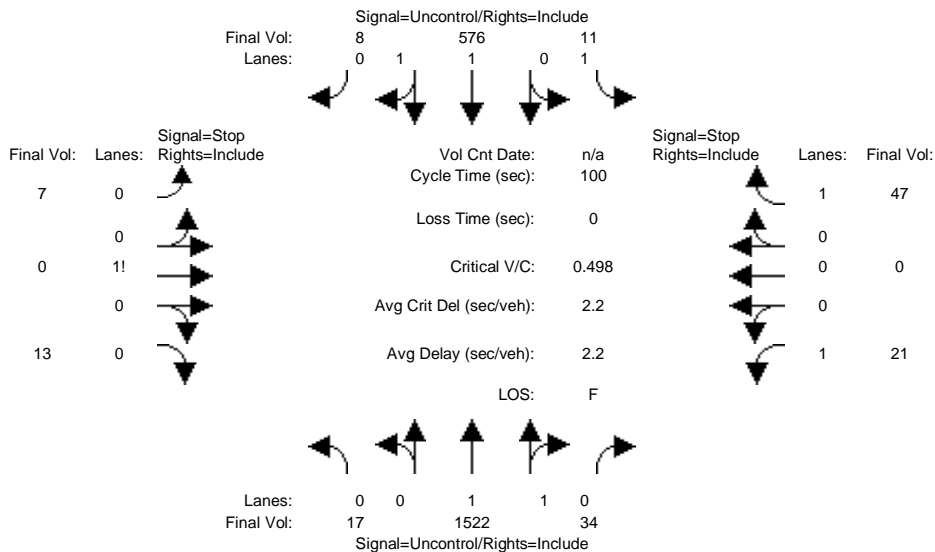
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	0.1
Control Del:	11.3	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	75.5	xxxx	11.9
LOS by Move:	B	*	*	B	*	*	*	*	*	F	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	79	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	65.1	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				65.1			24.0	
ApproachLOS:		*			*			F			C	

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #1094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	17	1522	34	11	576	8	7	0	13	21	0	47
Growth Adj:	1.00	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	1522	34	11	576	8	7	0	13	21	0	47
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	1522	34	11	576	8	7	0	13	21	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1522	34	11	576	8	7	0	13	21	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	1522	34	11	576	8	7	0	13	21	0	47

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	584	xxxx	xxxxx	1556	xxxx	xxxxx	1397	2192	292	1883	xxxx	778
Potent Cap.:	1001	xxxx	xxxxx	431	xxxx	xxxxx	102	46	710	44	xxxx	343
Move Cap.:	1001	xxxx	xxxxx	431	xxxx	xxxxx	86	44	710	42	xxxx	343
Volume/Cap:	0.02	xxxx	xxxx	0.03	xxxx	xxxx	0.08	0.00	0.02	0.50	xxxx	0.14

Level Of Service Module:

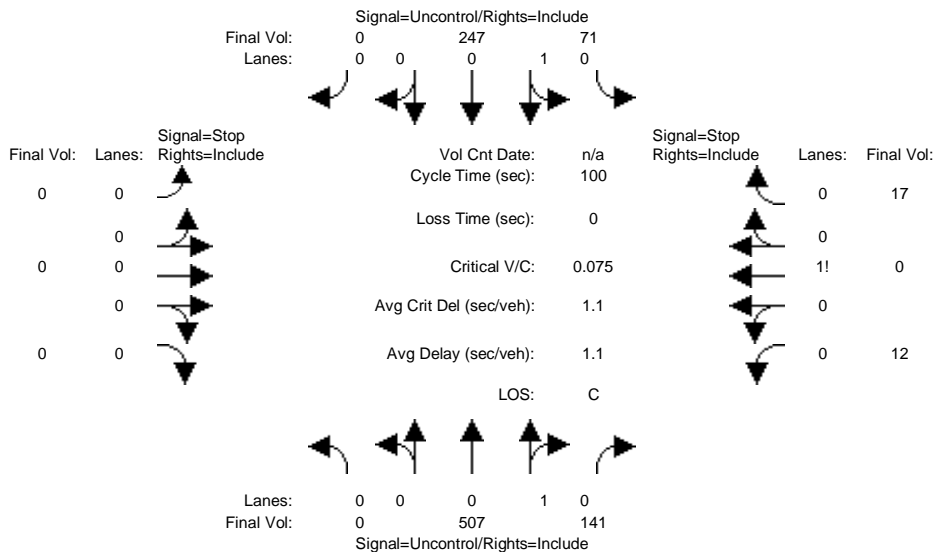
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.8	xxxx	0.5
Control Del:	8.7	xxxx	xxxxx	13.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	156.2	xxxx	17.1
LOS by Move:	A	*	*	B	*	*	*	*	*	F	*	C
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	200	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				25.0				60.1
ApproachLOS:	*			*				D				F

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #1097: Pulgas Avenue & Montage Street (Future)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	507	141	71	247	0	0	0	0	12	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	507	141	71	247	0	0	0	0	12	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	507	141	71	247	0	0	0	0	12	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	507	141	71	247	0	0	0	0	12	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	507	141	71	247	0	0	0	0	12	0	17

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	648	xxxx	xxxx	xxxx	xxxx	xxxx	967	967	578
Potent Cap.:	xxxx	xxxx	xxxx	947	xxxx	xxxx	xxxx	xxxx	xxxx	285	256	520
Move Cap.:	xxxx	xxxx	xxxx	947	xxxx	xxxx	xxxx	xxxx	xxxx	268	236	520
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.00	0.03

Level Of Service Module:

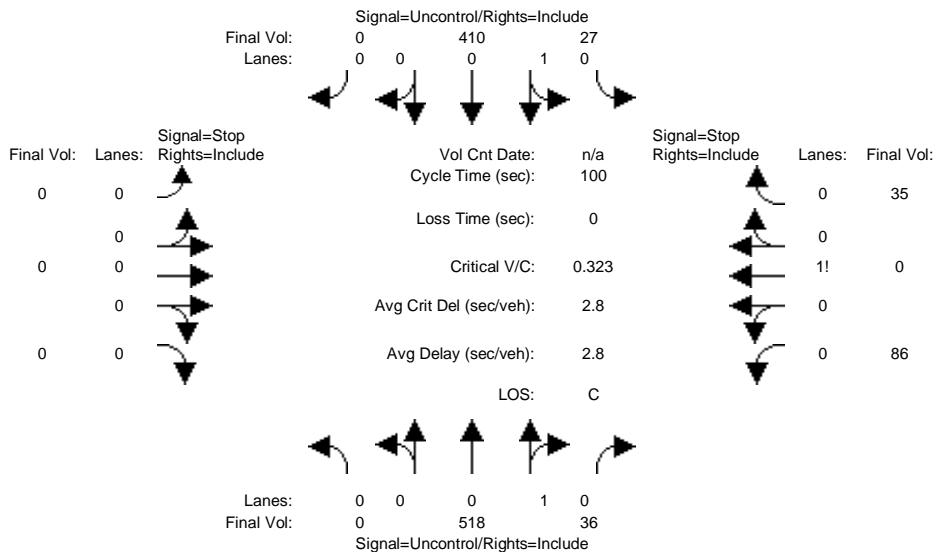
2Way95thQ:	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	9.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	374	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	9.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	15.4	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.4		
ApproachLOS:	*			*			*			C		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #1097: Pulgas Avenue & Montage Street (Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	518	36	27	410	0	0	0	0	86	0	35
Growth Adj:	1.00	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	518	36	27	410	0	0	0	0	86	0	35
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	518	36	27	410	0	0	0	0	86	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	518	36	27	410	0	0	0	0	86	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	518	36	27	410	0	0	0	0	86	0	35

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	554	xxxx	xxxx	xxxx	xxxx	xxxx	1000	1000	536
Potent Cap.:	xxxx	xxxx	xxxx	1026	xxxx	xxxx	xxxx	xxxx	xxxx	272	245	549
Move Cap.:	xxxx	xxxx	xxxx	1026	xxxx	xxxx	xxxx	xxxx	xxxx	266	239	549
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	0.00	0.06

Level Of Service Module:

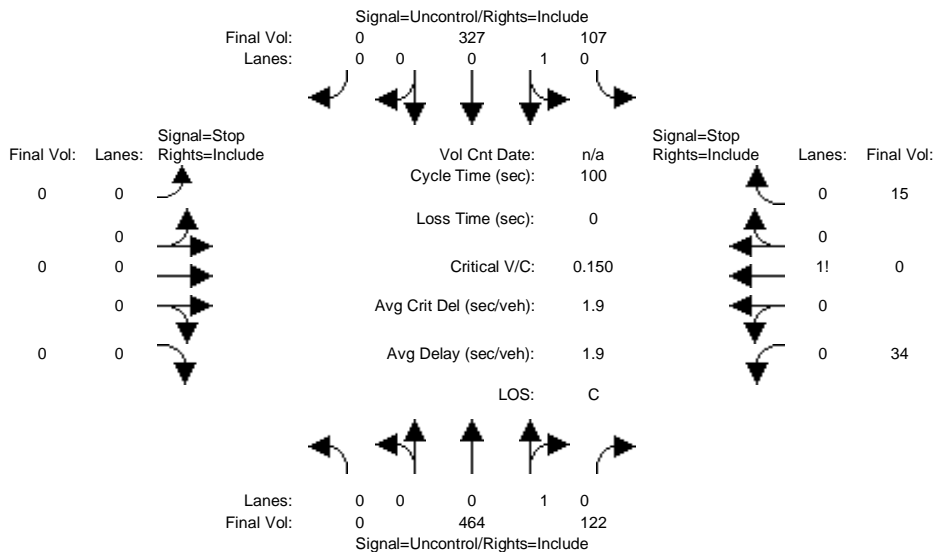
2Way95thQ:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	8.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	313	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.8	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	8.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	23.6	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.6		
ApproachLOS:	*			*			*			C		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #1097: Pulgas Avenue & Montage Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	464	122	107	327	0	0	0	0	34	0	15
Growth Adj:	1.00	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	464	122	107	327	0	0	0	0	34	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	464	122	107	327	0	0	0	0	34	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	464	122	107	327	0	0	0	0	34	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	464	122	107	327	0	0	0	0	34	0	15

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	586	xxxx	xxxx	xxxx	xxxx	xxxx	1066	1066	525
Potent Cap.:	xxxx	xxxx	xxxx	999	xxxx	xxxx	xxxx	xxxx	xxxx	248	224	556
Move Cap.:	xxxx	xxxx	xxxx	999	xxxx	xxxx	xxxx	xxxx	xxxx	227	199	556
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.00	0.03

Level Of Service Module:

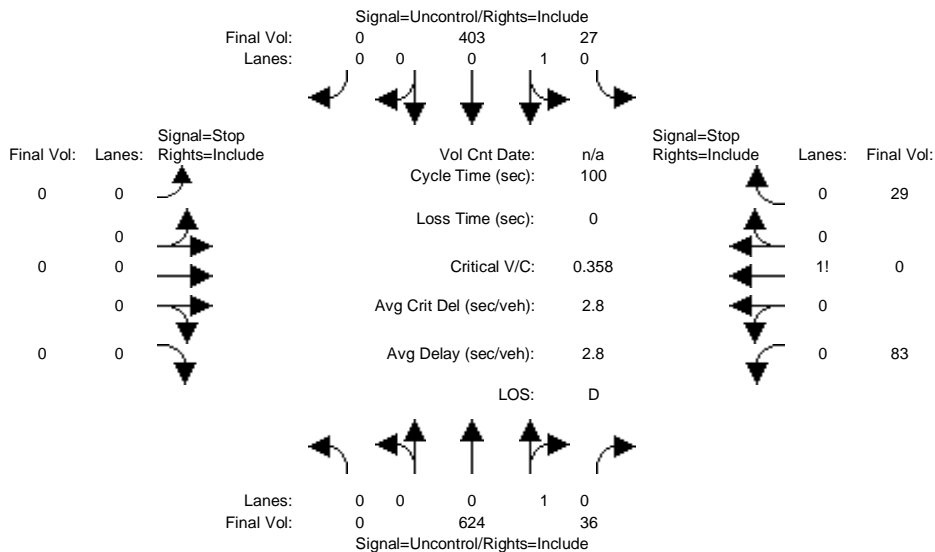
2Way95thQ:	xxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	9.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	277	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.6	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	9.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	20.8	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	20.8	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	A	*	*	*	*	*	*	C	*

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

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #1097: Pulgas Avenue & Montage Street (Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:												
Base Vol:	0	624	36	27	403	0	0	0	0	83	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	624	36	27	403	0	0	0	0	83	0	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	624	36	27	403	0	0	0	0	83	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	624	36	27	403	0	0	0	0	83	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	624	36	27	403	0	0	0	0	83	0	29

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	660	xxxx	xxxxx	xxxx	xxxx	xxxxx	1099	1099	642
Potent Cap.:	xxxx	xxxx	xxxxx	938	xxxx	xxxxx	xxxx	xxxx	xxxxx	237	214	478
Move Cap.:	xxxx	xxxx	xxxxx	938	xxxx	xxxxx	xxxx	xxxx	xxxxx	232	208	478
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.36	0.00	0.06

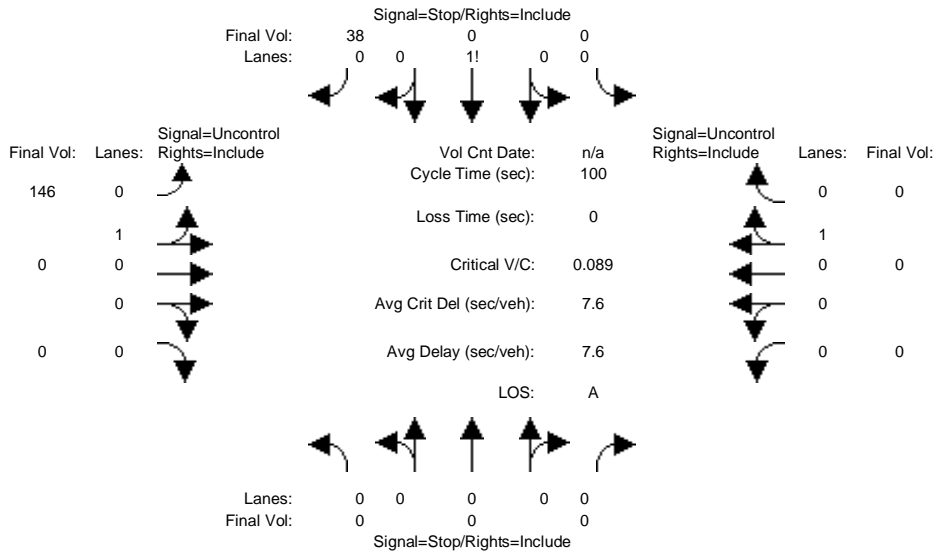
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	268	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	27.8	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			27.8		
ApproachLOS:	*			*			*			D		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #1101: Tara Road and Weeks Street (Future)



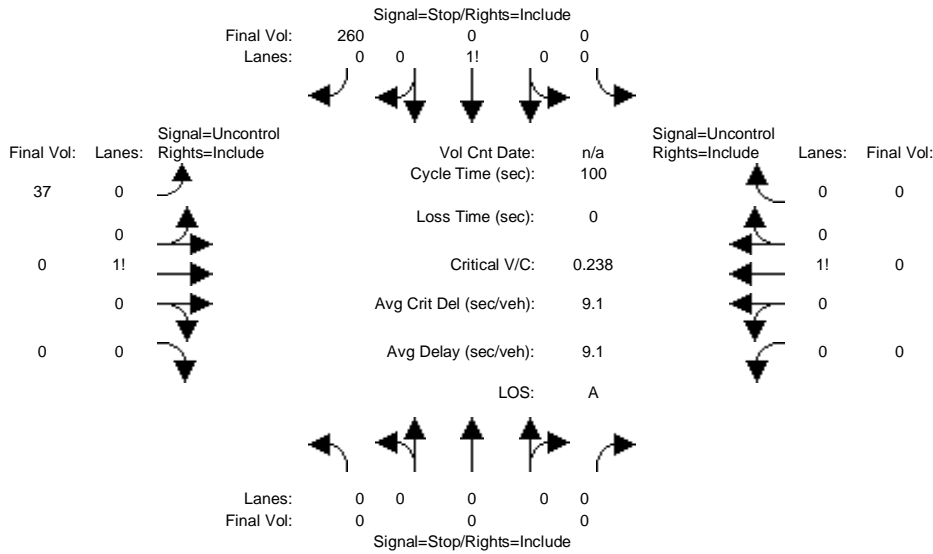
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	38	146	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	38	146	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	38	146	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	38	146	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	38	146	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.4	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.4	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #1101: Tara Road and Weeks Street (Future)



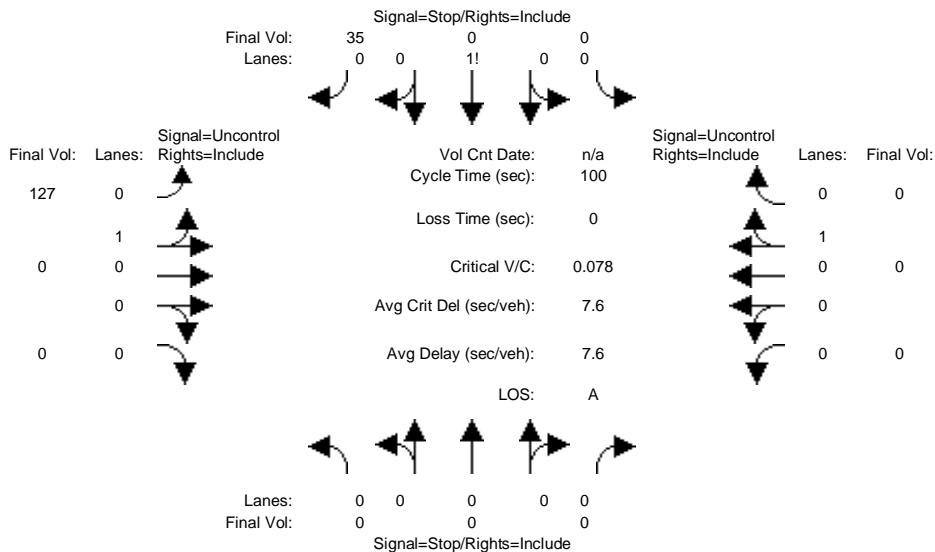
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	260	37	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	260	37	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	260	37	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	260	37	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	260	37	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.9	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	9.3	7.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					9.3	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

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

Ravenswood Specific Plan Update
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #1101: Tara Road and Weeks Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	35	127	0	0	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:	0	0	0	0	0	35	127	0	0	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:	0	0	0	0	0	35	127	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	35	127	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	35	127	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.08	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

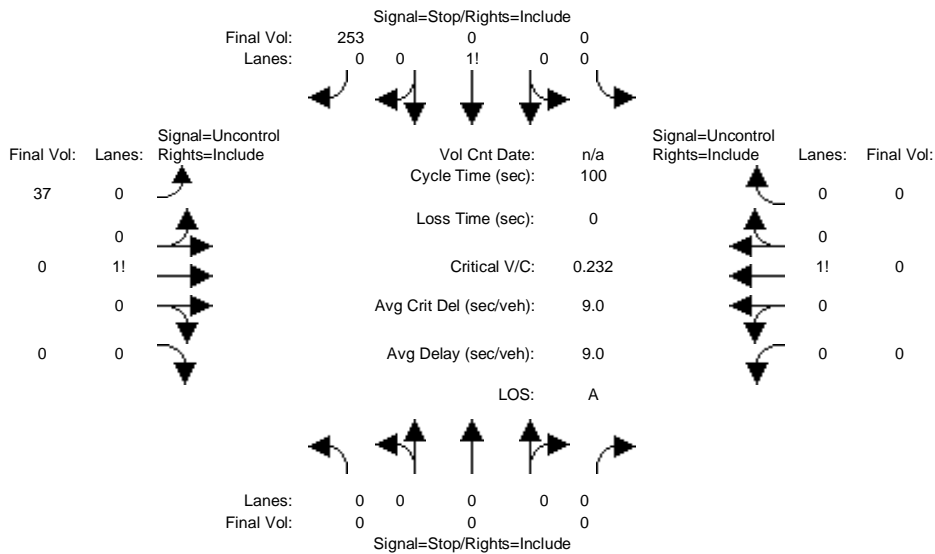
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.4	7.4	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT							
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.4	xxxxxx				xxxxxx	
ApproachLOS:	*					A	*				*	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #1101: Tara Road and Weeks Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	253	37	0	0	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:	0	0	0	0	0	253	37	0	0	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:	0	0	0	0	0	253	37	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	253	37	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	253	37	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.02	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

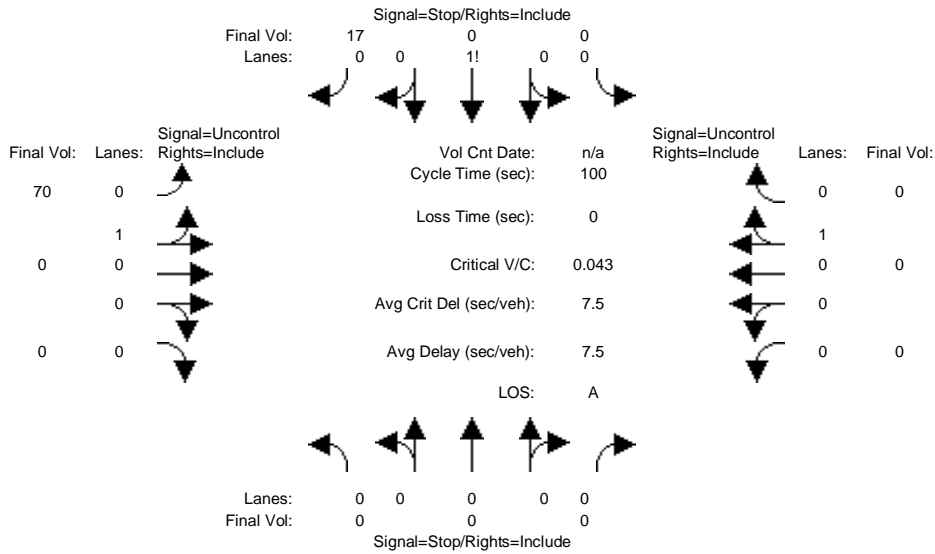
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.9	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	9.3	7.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			9.3			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



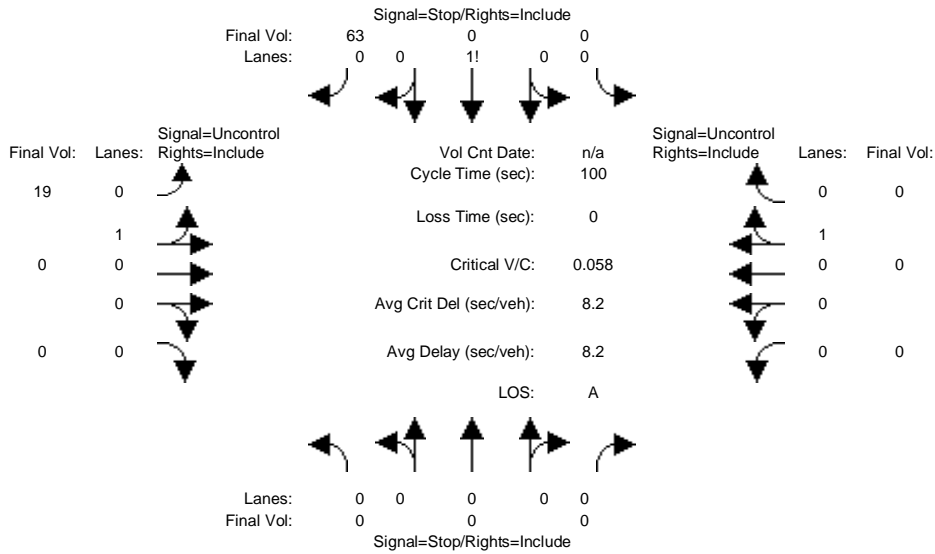
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	17	70	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	17	70	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	17	70	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	17	70	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	17	70	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.4	7.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.4		xxxxxx				xxxxxx
ApproachLOS:	*					A		*				*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module and rows for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, FinalVolume.

Table with columns for Critical Gap Module and rows for Critical Gp, FollowUpTim.

Table with columns for Capacity Module and rows for Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

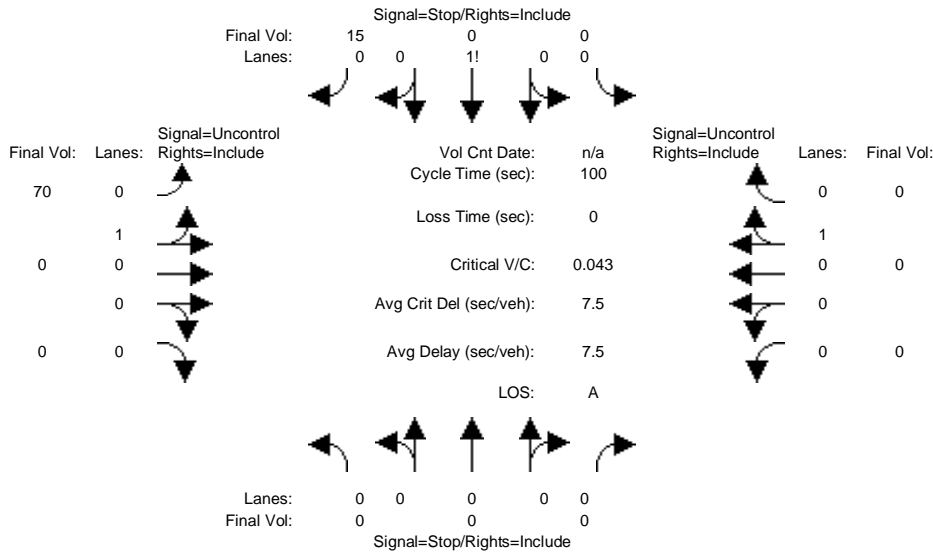
Table with columns for Level Of Service Module and rows for 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	15	70	0	0	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:	0	0	0	0	0	15	70	0	0	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:	0	0	0	0	0	15	70	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	15	70	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	15	70	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.04	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

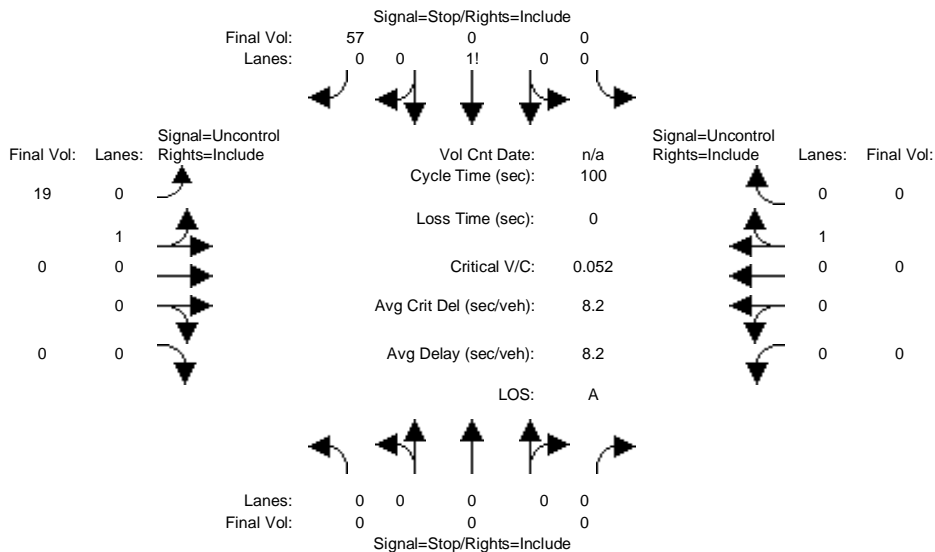
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.3			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	57	19	0	0	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:	0	0	0	0	0	57	19	0	0	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:	0	0	0	0	0	57	19	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	57	19	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	57	19	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

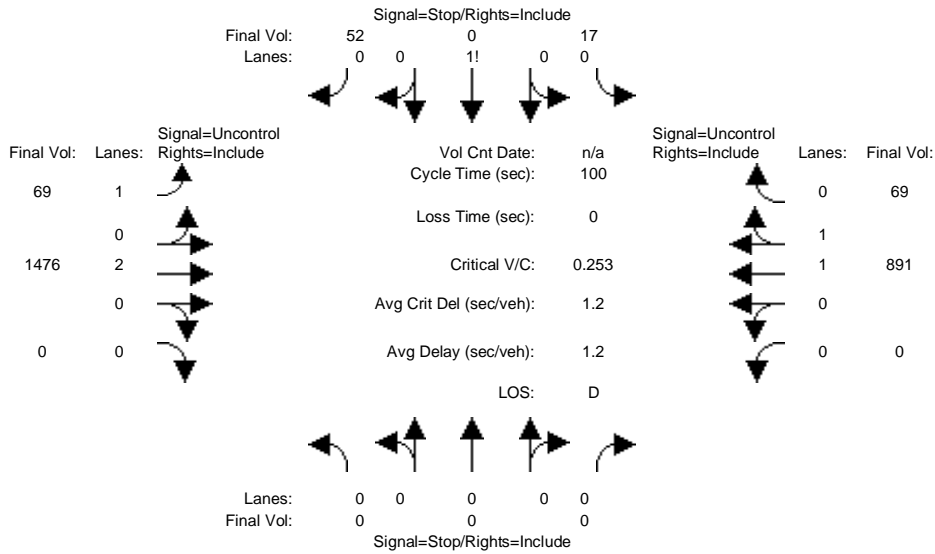
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT							
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.5	xxxxxx					xxxxxx
ApproachLOS:	*					A	*					*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #1159: 4 Corners Dwy & Bay Road



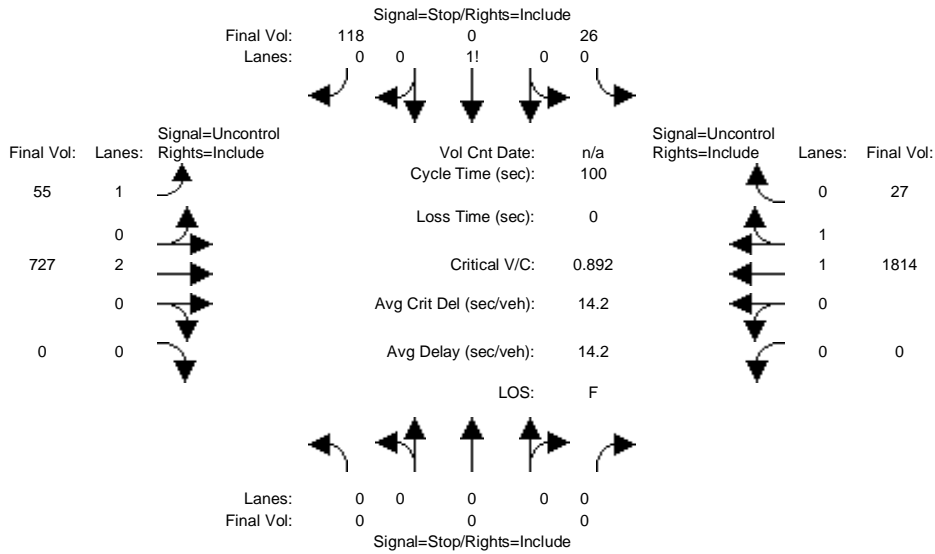
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	17	0	52	69	1476	0	0	891	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	17	0	52	69	1476	0	0	891	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	17	0	52	69	1476	0	0	891	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	17	0	52	69	1476	0	0	891	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	52	69	1476	0	0	891	69
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1802	2540	480	960	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	73	28	537	725	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	67	25	537	725	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.25	0.00	0.10	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.5	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	197	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	1.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	32.7	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				32.7		xxxxxx			xxxxxx		
ApproachLOS:	*				D		*			*		*

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

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #1159: 4 Corners Dwy & Bay Road



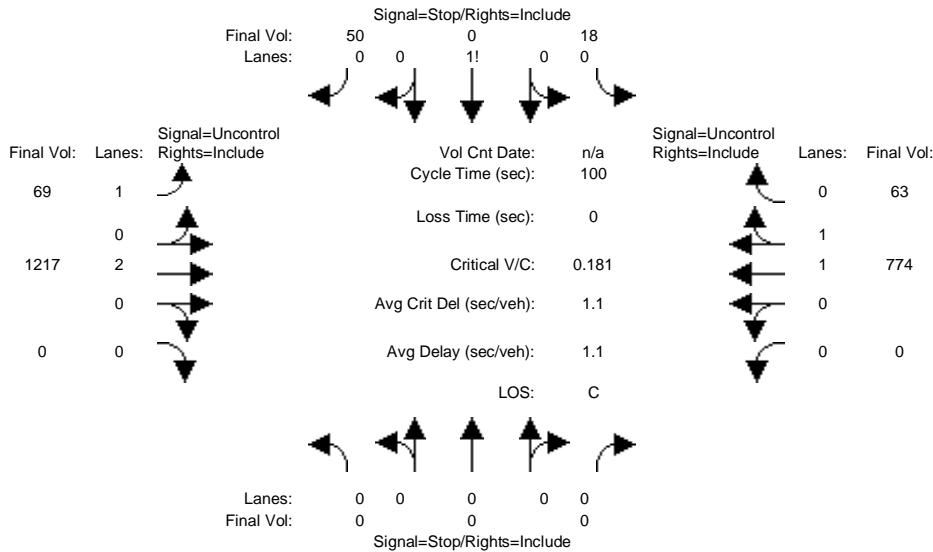
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	26	0	118	55	727	0	0	1814	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	26	0	118	55	727	0	0	1814	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	26	0	118	55	727	0	0	1814	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	26	0	118	55	727	0	0	1814	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	26	0	118	55	727	0	0	1814	27
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	2301	2665	921	1841	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	33	23	277	335	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	29	19	277	335	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.89	0.00	0.43	0.16	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	17.8	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	109	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	9.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	267	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			266.6			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #1159: 4 Corners Dwy & Bay Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	18	0	50	69	1217	0	0	774	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	0	50	69	1217	0	0	774	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	18	0	50	69	1217	0	0	774	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	18	0	50	69	1217	0	0	774	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	50	69	1217	0	0	774	63

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1552	2161	419	837	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	106	48	589	806	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	99	44	589	806	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	0.00	0.08	0.09	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

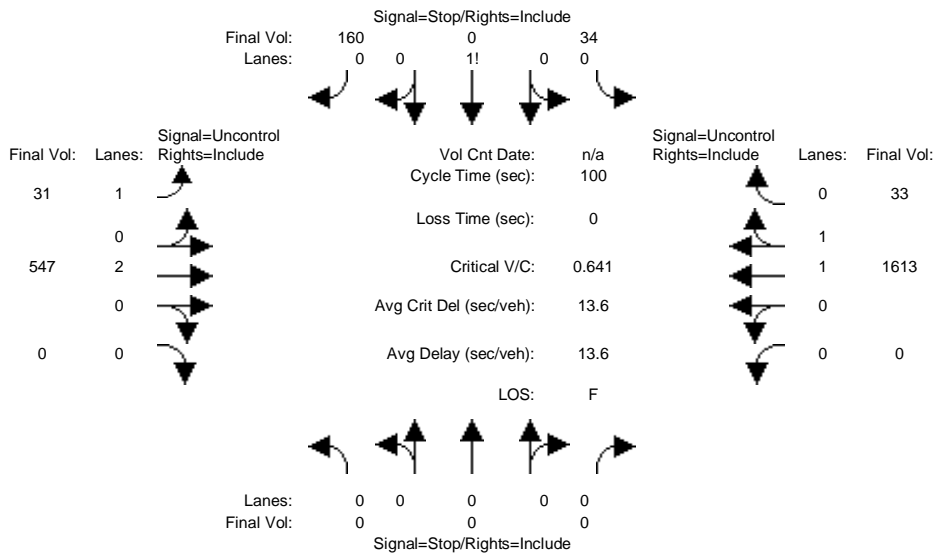
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	255	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	24.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			24.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		*

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

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #1159: 4 Corners Dwy & Bay Road



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	34	0	160	31	547	0	0	1613	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	34	0	160	31	547	0	0	1613	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	34	0	160	31	547	0	0	1613	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	160	31	547	0	0	1613	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	34	0	160	31	547	0	0	1613	33

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	1965	2239	823	1646	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	56	43	321	398	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	53	40	321	398	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.64	0.00	0.50	0.08	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

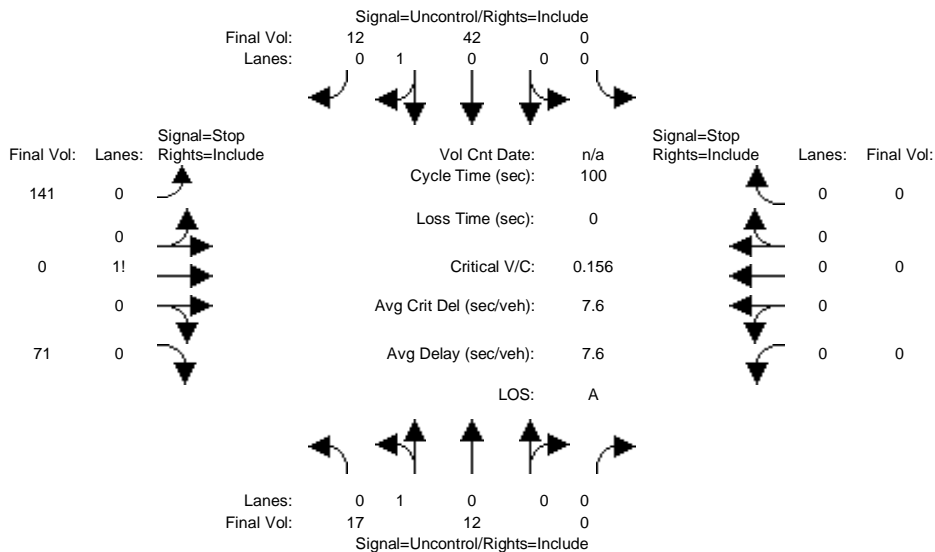
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	14.8	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	170	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	10.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	167	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			166.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		*

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

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #1163: Tara Road and Montage Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	17	12	0	0	42	12	141	0	71	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	12	0	0	42	12	141	0	71	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	12	0	0	42	12	141	0	71	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	12	0	0	42	12	141	0	71	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	12	0	0	42	12	141	0	71	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	54	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	94	94	48	xxxx	xxxx	xxxxxx
Potent Cap.:	1564	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	911	800	1027	xxxx	xxxx	xxxxxx
Move Cap.:	1564	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	903	791	1027	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.07	xxxx	xxxx	xxxx

Level Of Service Module:

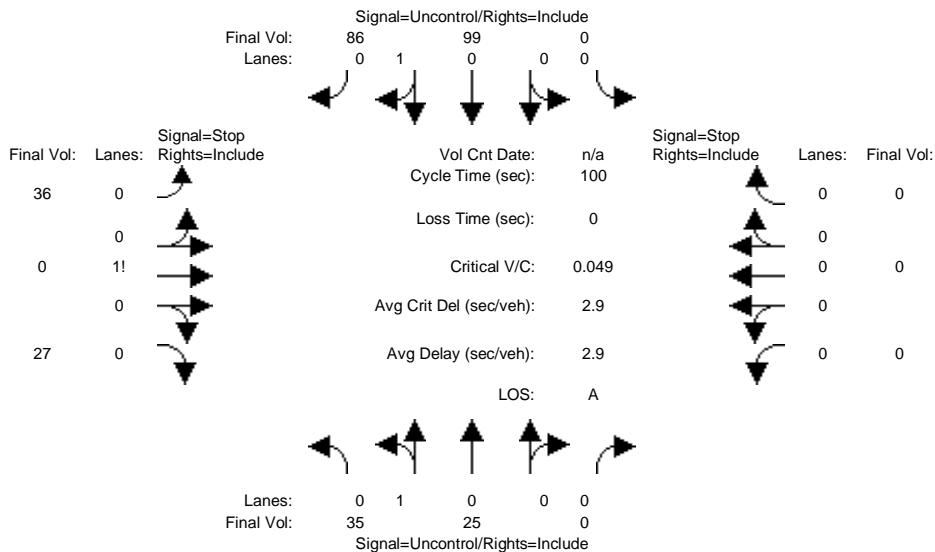
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	941	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.9		xxxxxx		
ApproachLOS:	*			*				A		*		*

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

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #1163: Tara Road and Montage Street (Future)



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:	35	25	0	0	99	86	36	0	27	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:	35	25	0	0	99	86	36	0	27	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:	35	25	0	0	99	86	36	0	27	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:	35	25	0	0	99	86	36	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	25	0	0	99	86	36	0	27	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	185	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	237	237	142	xxxx	xxxx	xxxxxx
Potent Cap.:	1402	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	756	667	911	xxxx	xxxx	xxxxxx
Move Cap.:	1402	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	741	650	911	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

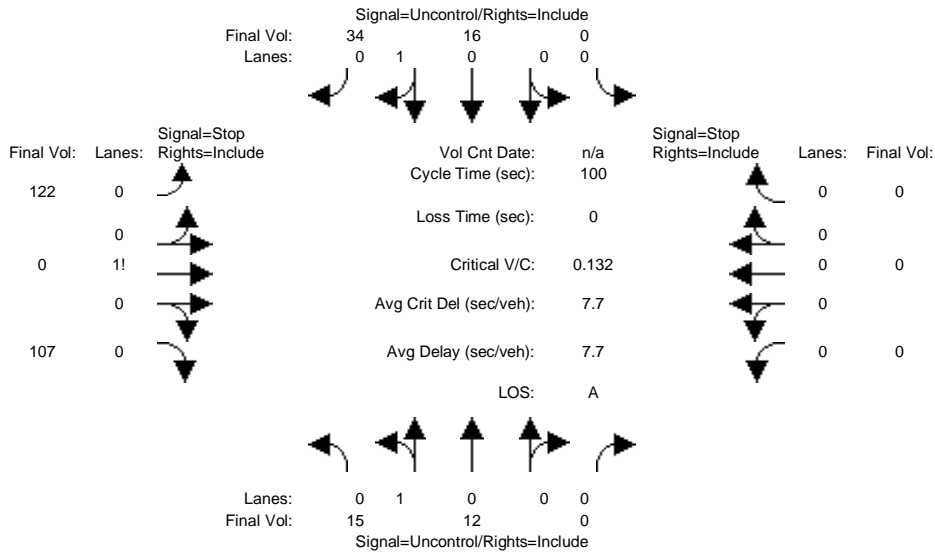
2Way95thQ:	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	805	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.8		xxxxxx		
ApproachLOS:	*			*				A		*		

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

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #1163: Tara Road and Montage Street (Future)



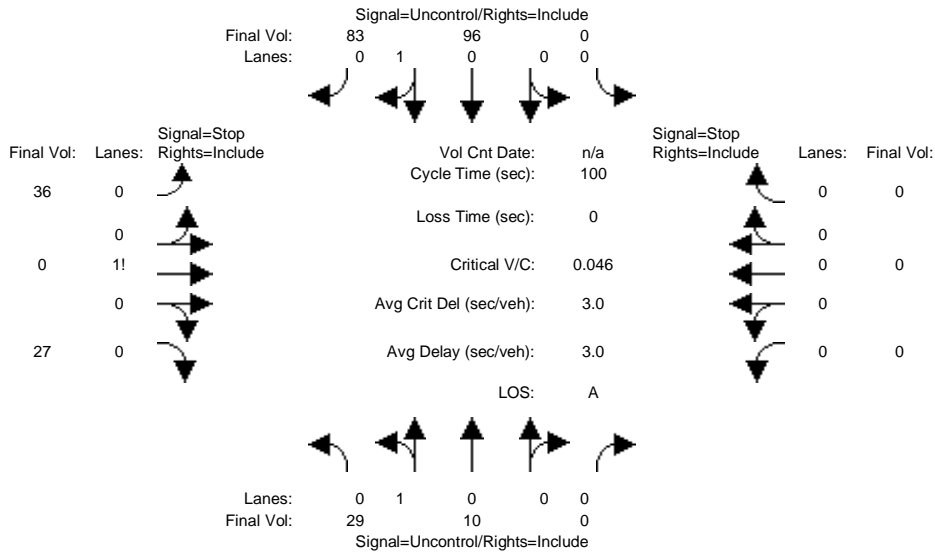
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	15	12	0	0	16	34	122	0	107	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	12	0	0	16	34	122	0	107	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	12	0	0	16	34	122	0	107	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:	15	12	0	0	16	34	122	0	107	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	12	0	0	16	34	122	0	107	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	50	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	75	75	33	xxxx	xxxx	xxxxxx
Potent Cap.:	1570	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	933	819	1046	xxxx	xxxx	xxxxxx
Move Cap.:	1570	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	927	811	1046	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.10	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	979	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.8		xxxxxx		
ApproachLOS:	*			*				A		*		

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

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #1163: Tara Road and Montage Street (Future)



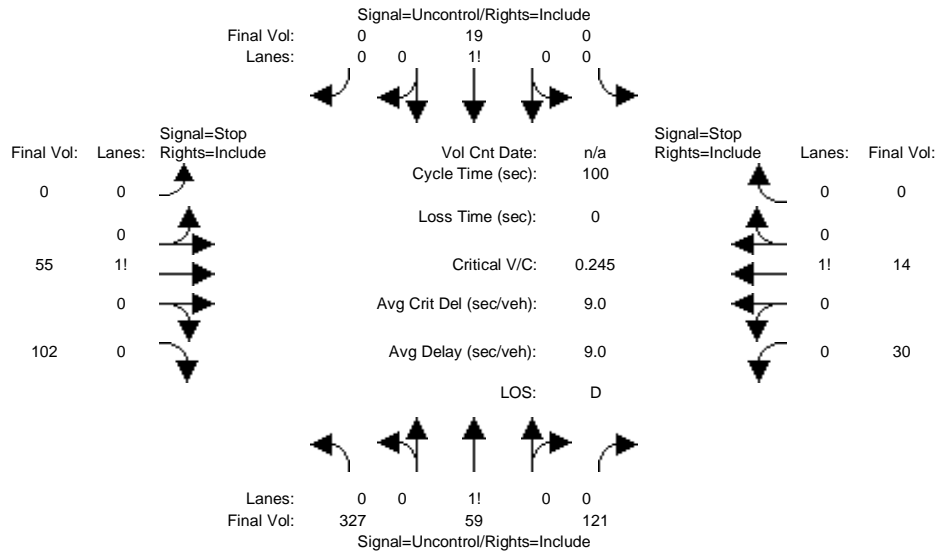
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	29	10	0	0	96	83	36	0	27	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	10	0	0	96	83	36	0	27	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	10	0	0	96	83	36	0	27	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:	29	10	0	0	96	83	36	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	29	10	0	0	96	83	36	0	27	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	179	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	206	206	138	xxxx	xxxx	xxxxxx
Potent Cap.:	1409	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	787	695	916	xxxx	xxxx	xxxxxx
Move Cap.:	1409	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	775	680	916	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.03	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	830	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.7		xxxxxx		
ApproachLOS:	*			*				A		*		

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

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Level of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



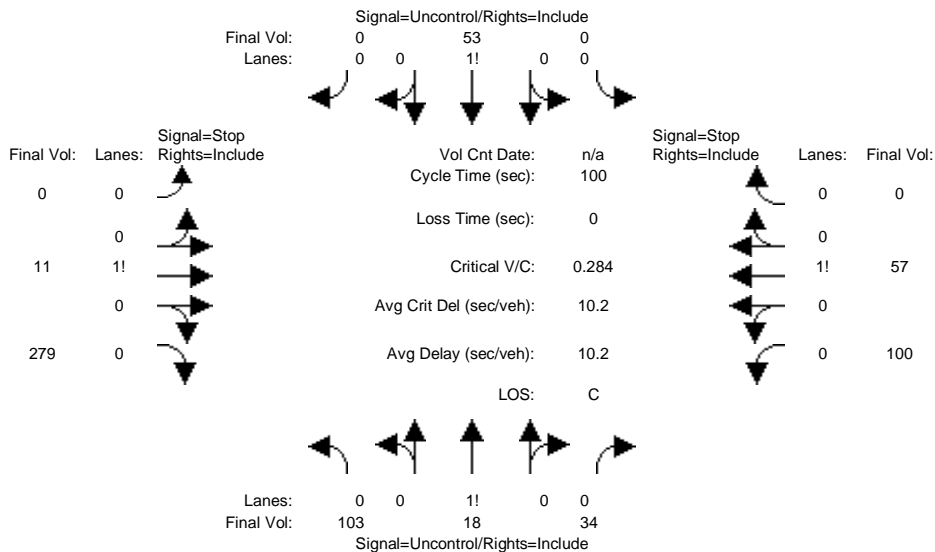
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	327	59	121	0	19	0	0	55	102	30	14	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	327	59	121	0	19	0	0	55	102	30	14	0
Added Vol:	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:	327	59	121	0	19	0	0	55	102	30	14	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:	327	59	121	0	19	0	0	55	102	30	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	327	59	121	0	19	0	0	55	102	30	14	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.5	6.2	7.1	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.0	3.3	3.5	4.0	xxxxxx
Capacity Module:												
Cnflct Vol:	19	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	853	19	871	793	xxxxxx
Potent Cap.:	1611	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	299	1065	274	324	xxxxxx
Move Cap.:	1611	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	224	1065	164	243	xxxxxx
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	0.10	0.18	0.06	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	461	183	xxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.5	0.9	xxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	16.8	30.8	xxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	D	*	*	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		16.8		30.8			
ApproachLOS:	*		*		*		C		D			

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



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:	101	20	35	0	48	0	0	11	261	96	57	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:	101	20	35	0	48	0	0	11	261	96	57	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:	101	20	35	0	48	0	0	11	261	96	57	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:	101	20	35	0	48	0	0	11	261	96	57	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	101	20	35	0	48	0	0	11	261	96	57	0

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

Capacity Module:												
Cnflct Vol:	53	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	311	53	439	294	xxxxxx
Potent Cap.:	1566	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	607	1020	532	620	xxxxxx
Move Cap.:	1566	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	565	1020	360	577	xxxxxx
Volume/Cap:	0.07	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.02	0.27	0.28	0.10	xxxx

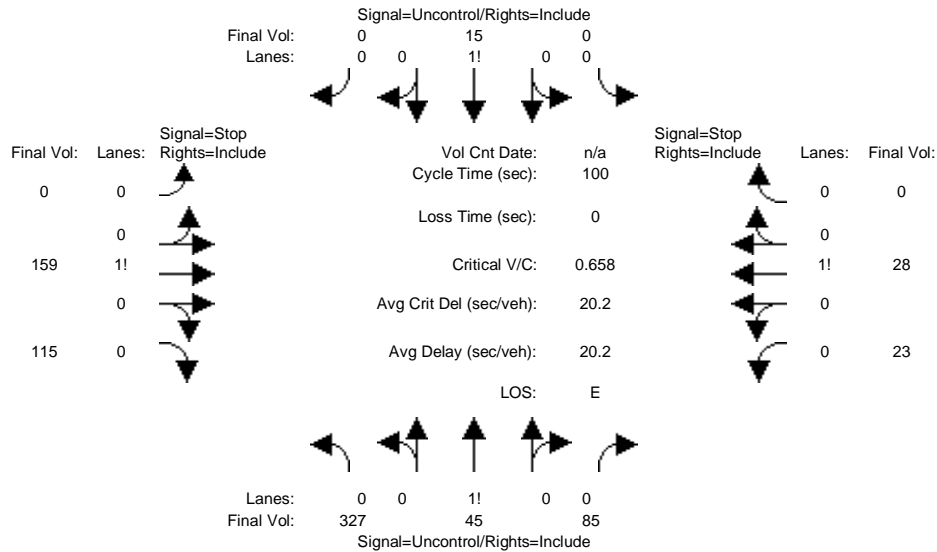
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	990	417	xxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.2	1.7	xxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.1	18.7	xxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	C	*	*	*
ApproachDel:	xxxxxx		xxxxxx					10.1		18.7		
ApproachLOS:	*		*					B		C		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



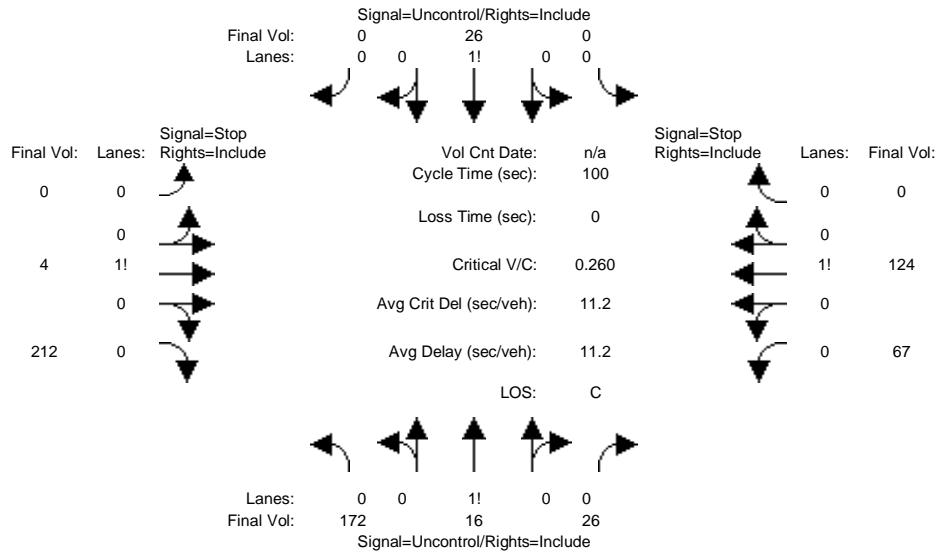
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	327	45	85	0	15	0	0	159	115	23	28	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	327	45	85	0	15	0	0	159	115	23	28	0
Added Vol:	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:	327	45	85	0	15	0	0	159	115	23	28	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:	327	45	85	0	15	0	0	159	115	23	28	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	327	45	85	0	15	0	0	159	115	23	28	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.5	6.2	7.1	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.0	3.3	3.5	4.0	xxxxxx
Capacity Module:												
Cnflct Vol:	15	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	799	15	894	757	xxxxxx
Potent Cap.:	1616	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	321	1070	264	340	xxxxxx
Move Cap.:	1616	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	242	1070	93	256	xxxxxx
Volume/Cap:	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.66	0.11	0.25	0.11	xxxx
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	358	142	xxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	6.2	1.5	xxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	41.4	43.7	xxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	E	E	*	*	*
ApproachDel:	xxxxxx			xxxxxx				41.4			43.7	
ApproachLOS:	*			*				E			E	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



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:	172	16	26	0	26	0	0	4	212	67	124	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:	172	16	26	0	26	0	0	4	212	67	124	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:	172	16	26	0	26	0	0	4	212	67	124	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:	172	16	26	0	26	0	0	4	212	67	124	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	172	16	26	0	26	0	0	4	212	67	124	0

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

Capacity Module:												
Cnflct Vol:	26	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	412	26	507	399	xxxxxx
Potent Cap.:	1601	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	533	1056	479	542	xxxxxx
Move Cap.:	1601	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	470	1056	346	478	xxxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.20	0.19	0.26	xxxx

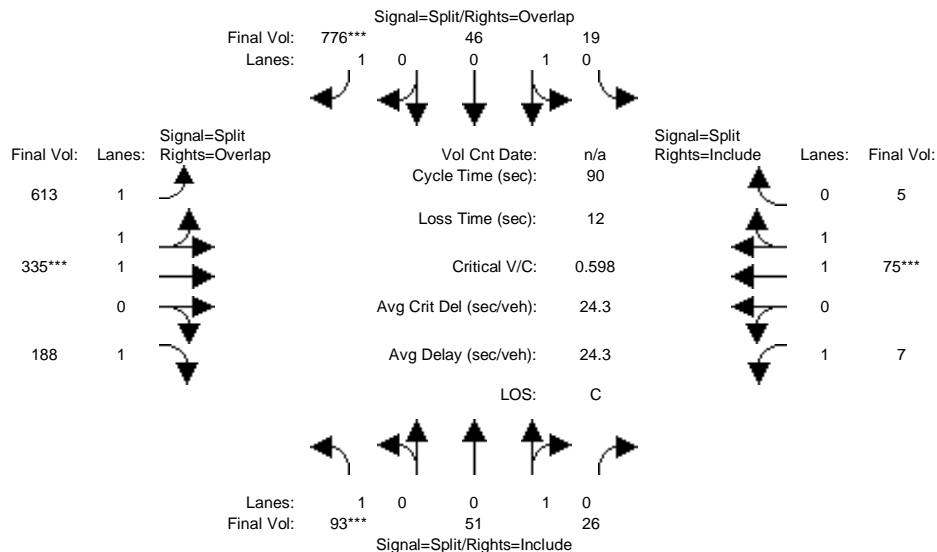
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	1032	421	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	0.8	2.3	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	9.4	20.4	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	A	C	*	*
ApproachDel:	xxxxxx			xxxxxx				9.4			20.4	
ApproachLOS:		*			*			A			C	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+2.8Prj NL AM

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	93	51	26	19	46	776	613	335	188	7	75	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:	93	51	26	19	46	776	613	335	188	7	75	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:	93	51	26	19	46	776	613	335	188	7	75	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:	93	51	26	19	46	776	613	335	188	7	75	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	51	26	19	46	776	613	335	188	7	75	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
Final Volume:	93	51	26	19	46	776	613	335	188	7	75	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.66	0.34	0.29	0.71	1.00	1.98	1.02	1.00	1.00	1.87	0.13
Final Sat.:	1750	1192	608	526	1274	1750	3521	1924	1750	1750	3469	231

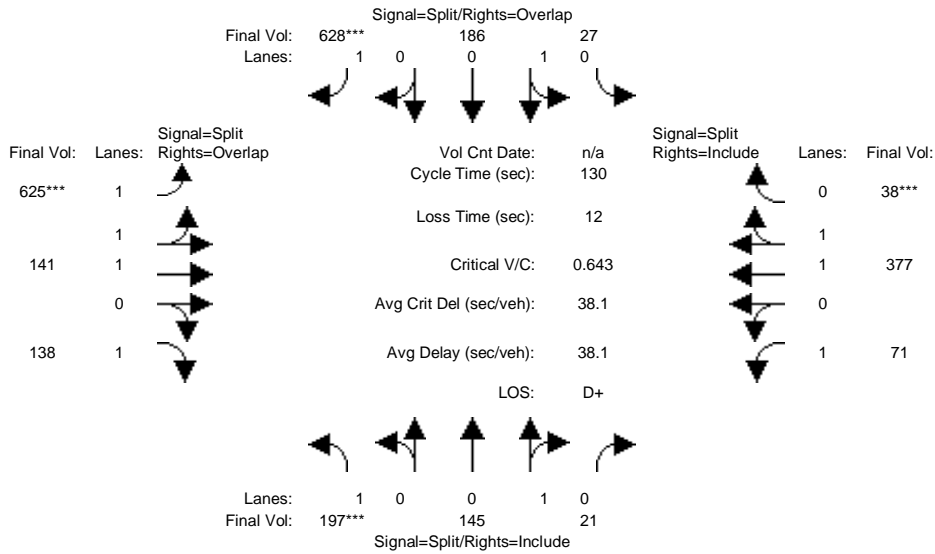
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.04	0.04	0.04	0.44	0.17	0.17	0.11	0.00	0.02	0.02
Crit Moves:	****					****	****			****		
Green Time:	10.0	10.0	10.0	35.2	35.2	58.0	22.8	22.8	32.8	10.0	10.0	10.0
Volume/Cap:	0.48	0.39	0.39	0.09	0.09	0.69	0.69	0.69	0.30	0.04	0.19	0.19
Delay/Veh:	39.4	38.4	38.4	17.3	17.3	12.0	31.9	31.9	20.6	35.8	36.6	36.6
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:	39.4	38.4	38.4	17.3	17.3	12.0	31.9	31.9	20.6	35.8	36.6	36.6
LOS by Move:	D	D+	D+	B	B	B	C	C	C+	D+	D+	D+
HCM2kAvgQ:	3	2	2	1	1	16	9	9	4	0	1	1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+2.8Prj NL PM

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	197	145	21	27	186	628	625	141	138	71	377	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	145	21	27	186	628	625	141	138	71	377	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	145	21	27	186	628	625	141	138	71	377	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	145	21	27	186	628	625	141	138	71	377	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	145	21	27	186	628	625	141	138	71	377	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	145	21	27	186	628	625	141	138	71	377	38

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.87	0.13	0.13	0.87	1.00	2.00	1.00	1.00	1.00	1.81	0.19
Final Sat.:	1750	1572	228	228	1572	1750	3150	1900	1750	1750	3361	339

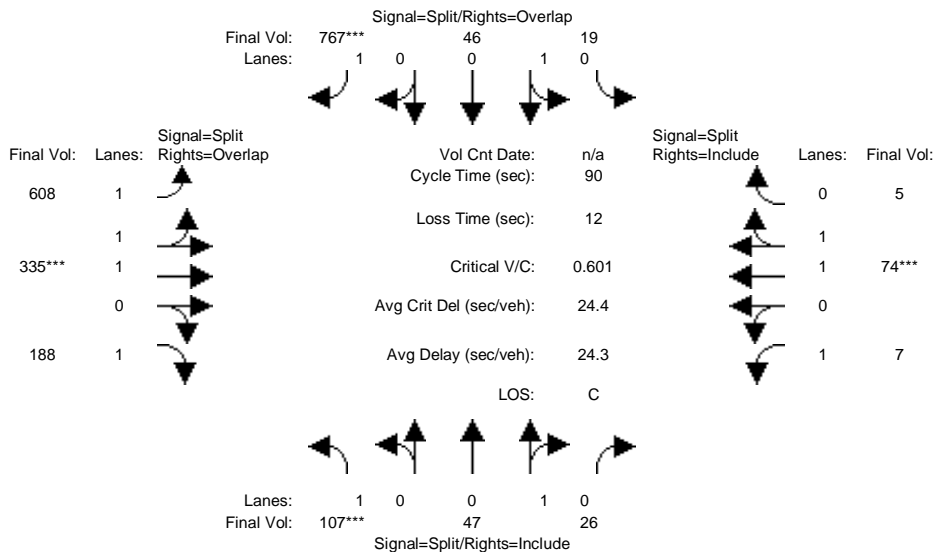
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.12	0.12	0.36	0.20	0.07	0.08	0.04	0.11	0.11
Crit Moves:	****					****	****					****
Green Time:	22.8	22.8	22.8	32.4	32.4	72.6	40.1	40.1	62.9	22.7	22.7	22.7
Volume/Cap:	0.64	0.53	0.53	0.47	0.47	0.64	0.64	0.24	0.16	0.23	0.64	0.64
Delay/Veh:	54.5	50.4	50.4	42.3	42.3	21.3	40.0	33.6	18.9	46.6	52.1	52.1
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:	54.5	50.4	50.4	42.3	42.3	21.3	40.0	33.6	18.9	46.6	52.1	52.1
LOS by Move:	D-	D	D	D	D	C+	D	C-	B-	D	D-	D-
HCM2kAvgQ:	9	7	7	8	8	19	13	4	3	3	9	9

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+2.8Prj WL AM

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	107	47	26	19	46	767	608	335	188	7	74	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:	107	47	26	19	46	767	608	335	188	7	74	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:	107	47	26	19	46	767	608	335	188	7	74	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:	107	47	26	19	46	767	608	335	188	7	74	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	47	26	19	46	767	608	335	188	7	74	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:	107	47	26	19	46	767	608	335	188	7	74	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.64	0.36	0.29	0.71	1.00	1.98	1.02	1.00	1.00	1.87	0.13
Final Sat.:	1750	1159	641	526	1274	1750	3510	1934	1750	1750	3466	234

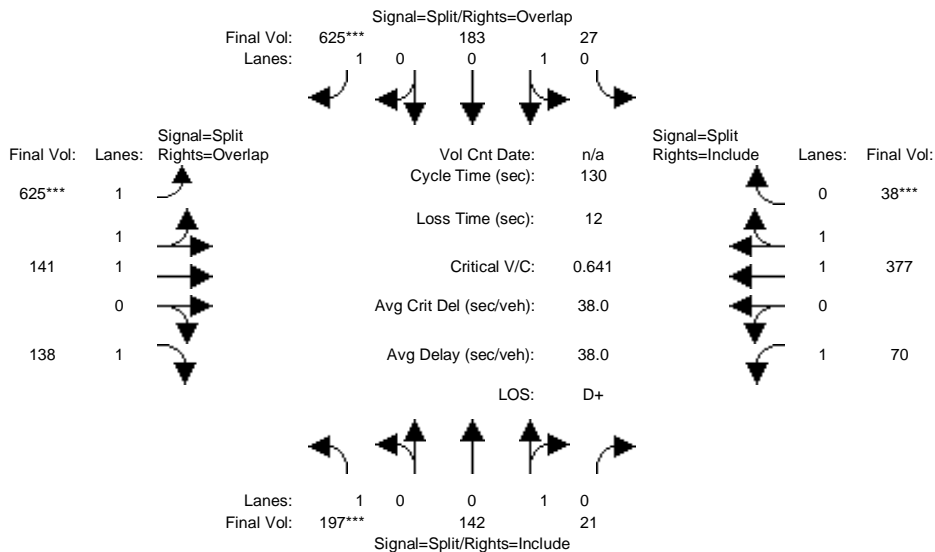
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.04	0.04	0.44	0.17	0.17	0.11	0.00	0.02	0.02
Crit Moves:	****					****	****	****		****		
Green Time:	10.0	10.0	10.0	35.1	35.1	58.0	22.9	22.9	32.9	10.0	10.0	10.0
Volume/Cap:	0.55	0.37	0.37	0.09	0.09	0.68	0.68	0.68	0.29	0.04	0.19	0.19
Delay/Veh:	41.2	38.2	38.2	17.4	17.4	11.8	31.6	31.6	20.5	35.8	36.6	36.6
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:	41.2	38.2	38.2	17.4	17.4	11.8	31.6	31.6	20.5	35.8	36.6	36.6
LOS by Move:	D	D+	D+	B	B	B+	C	C	C+	D+	D+	D+
HCM2kAvgQ:	4	2	2	1	1	15	9	9	4	0	1	1

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

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+2.8Prj WL PM

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	197	142	21	27	183	625	625	141	138	70	377	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	142	21	27	183	625	625	141	138	70	377	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	142	21	27	183	625	625	141	138	70	377	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	142	21	27	183	625	625	141	138	70	377	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	142	21	27	183	625	625	141	138	70	377	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	142	21	27	183	625	625	141	138	70	377	38

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.87	0.13	0.13	0.87	1.00	2.00	1.00	1.00	1.00	1.81	0.19
Final Sat.:	1750	1568	232	231	1569	1750	3150	1900	1750	1750	3361	339

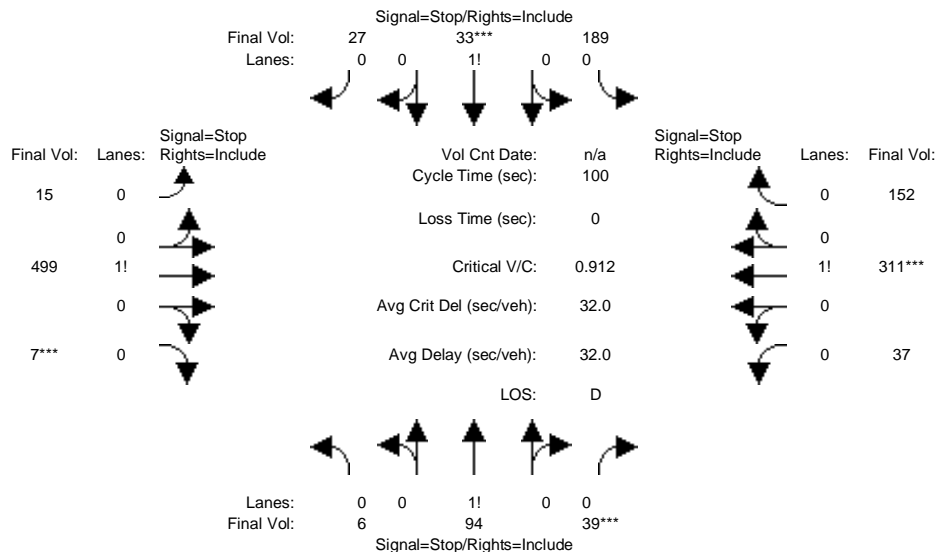
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.12	0.12	0.36	0.20	0.07	0.08	0.04	0.11	0.11
Crit Moves:	****					****	****					****
Green Time:	22.8	22.8	22.8	32.2	32.2	72.4	40.2	40.2	63.1	22.7	22.7	22.7
Volume/Cap:	0.64	0.52	0.52	0.47	0.47	0.64	0.64	0.24	0.16	0.23	0.64	0.64
Delay/Veh:	54.3	50.1	50.1	42.4	42.4	21.3	39.9	33.5	18.8	46.5	52.0	52.0
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:	54.3	50.1	50.1	42.4	42.4	21.3	39.9	33.5	18.8	46.5	52.0	52.0
LOS by Move:	D-	D	D	D	D	C+	D	C-	B-	D	D-	D-
HCM2kAvgQ:	9	7	7	8	8	19	13	4	3	3	9	9

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



Street Name: Ralmar Ave/Bay Rd Newbridge St/Bay Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol:	6	94	39	189	33	27	15	499	7	37	311	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	94	39	189	33	27	15	499	7	37	311	152
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:	6	94	39	189	33	27	15	499	7	37	311	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	94	39	189	33	27	15	499	7	37	311	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	94	39	189	33	27	15	499	7	37	311	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	94	39	189	33	27	15	499	7	37	311	152

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.68	0.28	0.76	0.13	0.11	0.03	0.96	0.01	0.07	0.63	0.30
Final Sat.:	19	299	124	354	62	51	16	547	8	43	359	176

Capacity Analysis Module:

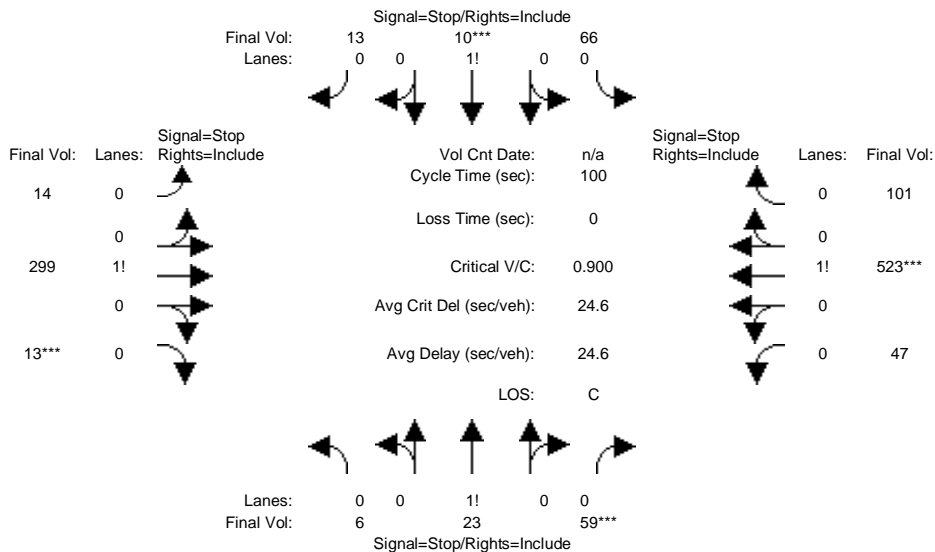
Vol/Sat:	0.31	0.31	0.31	0.53	0.53	0.53	0.91	0.91	0.91	0.87	0.87	0.87
Crit Moves:			****		****				****		****	
Delay/Veh:	13.3	13.3	13.3	17.2	17.2	17.2	41.8	41.8	41.8	34.3	34.3	34.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	13.3	13.3	17.2	17.2	17.2	41.8	41.8	41.8	34.3	34.3	34.3
LOS by Move:	B	B	B	C	C	C	E	E	E	D	D	D
ApproachDel:		13.3			17.2			41.8			34.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.3			17.2			41.8			34.3	
LOS by Appr:		B			C			E			D	
AllWayAvgQ:	0.4	0.4	0.4	0.9	0.9	0.9	5.2	5.2	5.2	4.0	4.0	4.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	6	23	59	66	10	13	14	299	13	47	523	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	23	59	66	10	13	14	299	13	47	523	101
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:	6	23	59	66	10	13	14	299	13	47	523	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	23	59	66	10	13	14	299	13	47	523	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	23	59	66	10	13	14	299	13	47	523	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	23	59	66	10	13	14	299	13	47	523	101

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	0.07	0.26	0.67	0.74	0.11	0.15	0.04	0.92	0.04	0.07	0.78	0.15
Final Sat.:	38	145	372	387	59	76	28	608	26	52	581	112

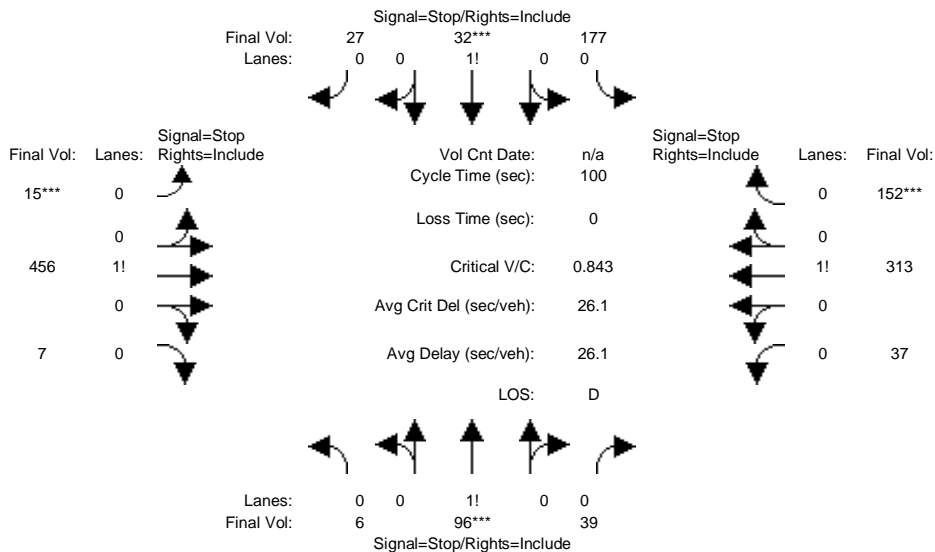
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.16	0.16	0.16	0.17	0.17	0.17	0.49	0.49	0.49	0.90	0.90	0.90
Crit Moves:			****			****			****			****
Delay/Veh:	10.0	10.0	10.0	10.6	10.6	10.6	12.9	12.9	12.9	34.0	34.0	34.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	10.6	10.6	10.6	12.9	12.9	12.9	34.0	34.0	34.0
LOS by Move:	A	A	A	B	B	B	B	B	B	D	D	D
ApproachDel:		10.0			10.6			12.9			34.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			10.6			12.9			34.0	
LOS by Appr:		A			B			B			D	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.9	0.9	0.9	5.4	5.4	5.4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	6	96	39	177	32	27	15	456	7	37	313	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	96	39	177	32	27	15	456	7	37	313	152
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:	6	96	39	177	32	27	15	456	7	37	313	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	96	39	177	32	27	15	456	7	37	313	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	96	39	177	32	27	15	456	7	37	313	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	96	39	177	32	27	15	456	7	37	313	152

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.68	0.28	0.75	0.14	0.11	0.03	0.96	0.01	0.07	0.63	0.30
Final Sat.:	19	304	124	349	63	53	18	550	8	44	371	180

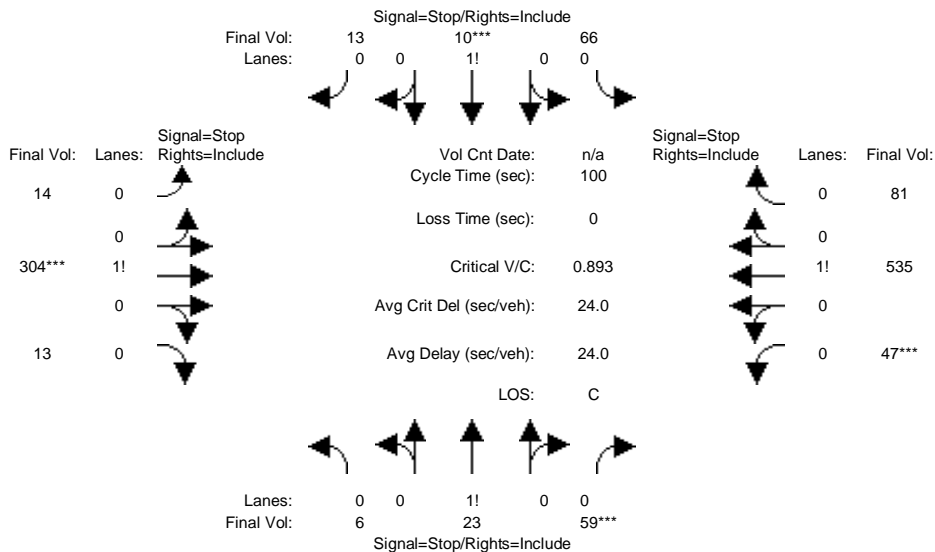
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.32	0.32	0.32	0.51	0.51	0.51	0.83	0.83	0.83	0.84	0.84	0.84
Crit Moves:	****			****			****			****		
Delay/Veh:	12.9	12.9	12.9	15.9	15.9	15.9	30.0	30.0	30.0	30.8	30.8	30.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.9	12.9	12.9	15.9	15.9	15.9	30.0	30.0	30.0	30.8	30.8	30.8
LOS by Move:	B	B	B	C	C	C	D	D	D	D	D	D
ApproachDel:		12.9			15.9			30.0			30.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.9			15.9			30.0			30.8	
LOS by Appr:		B			C			D			D	
AllWayAvgQ:	0.3	0.3	0.3	0.8	0.8	0.8	3.4	3.4	3.4	3.6	3.6	3.6

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	6	23	59	66	10	13	14	304	13	47	535	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:	6	23	59	66	10	13	14	304	13	47	535	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:	6	23	59	66	10	13	14	304	13	47	535	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:	6	23	59	66	10	13	14	304	13	47	535	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	23	59	66	10	13	14	304	13	47	535	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:	6	23	59	66	10	13	14	304	13	47	535	81

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	0.07	0.26	0.67	0.74	0.11	0.15	0.04	0.92	0.04	0.07	0.81	0.12
Final Sat.:	38	145	372	386	58	76	28	610	26	53	599	91

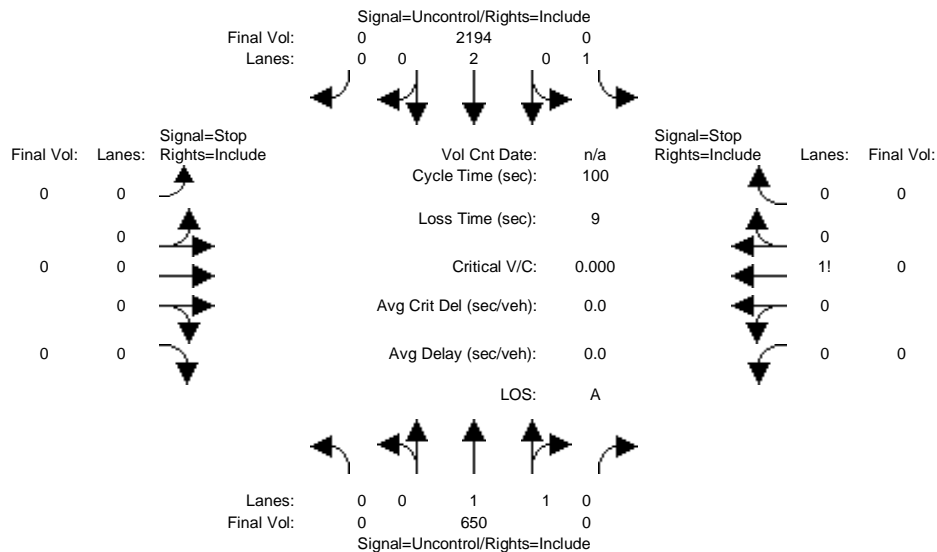
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.16	0.16	0.16	0.17	0.17	0.17	0.50	0.50	0.50	0.89	0.89	0.89
Crit Moves:			****			****			****			****
Delay/Veh:	10.0	10.0	10.0	10.6	10.6	10.6	13.0	13.0	13.0	33.2	33.2	33.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.0	10.0	10.0	10.6	10.6	10.6	13.0	13.0	13.0	33.2	33.2	33.2
LOS by Move:	A	A	A	B	B	B	B	B	B	D	D	D
ApproachDel:		10.0			10.6			13.0			33.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.0			10.6			13.0			33.2	
LOS by Appr:		A			B			B			D	
AllWayAvgQ:	0.2	0.2	0.2	0.2	0.2	0.2	0.9	0.9	0.9	5.2	5.2	5.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #7: University Avenue and Loop Road [Future]



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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	650	0	0	2194	0	0	0	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	
Initial Bse:	0	650	0	0	2194	0	0	0	0	0	0	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	650	0	0	2194	0	0	0	0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	650	0	0	2194	0	0	0	0	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
FinalVolume:	0	650	0	0	2194	0	0	0	0	0	0	

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1747	2844	325
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	79	17	677
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	79	17	677
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00

Level Of Service Module:

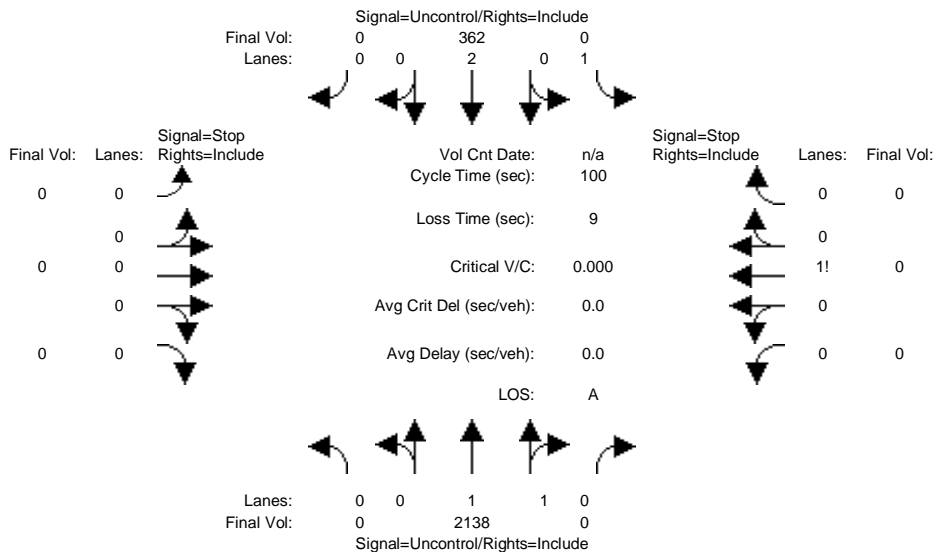
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx					
ApproachLOS:	*			*			*			*					

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #7: University Avenue and Loop Road [Future]



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

Volume Module:

Base Vol:	0	2138	0	0	362	0	0	0	0	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:	0	2138	0	0	362	0	0	0	0	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:	0	2138	0	0	362	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2138	0	0	362	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2138	0	0	362	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2319	2500	1069
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	32	29	221
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	32	29	221
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.00	0.00	0.00

Level Of Service Module:

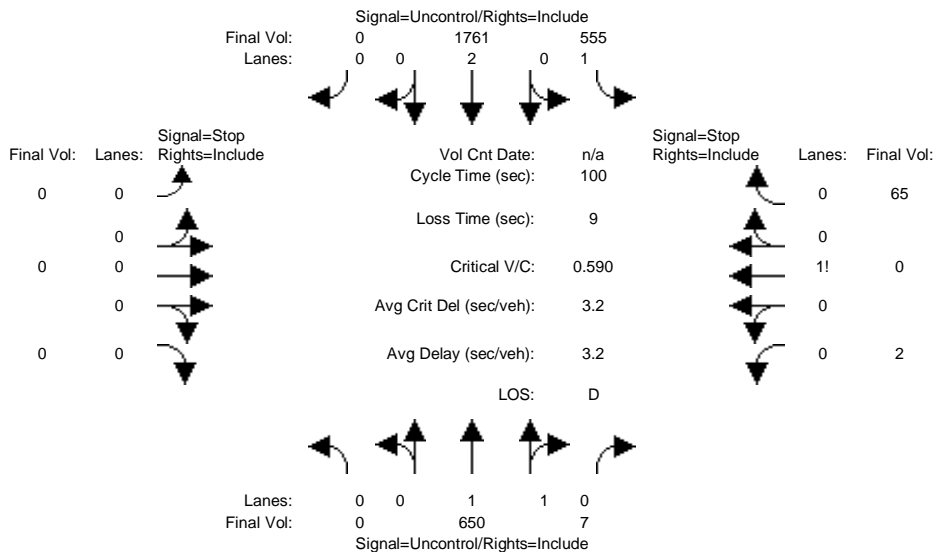
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #7: University Avenue and Loop Road [Future]



Street Name: University Avenue Loop Road

Approach: North Bound South Bound East Bound West Bound

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

Volume Module:

Base Vol:	0	650	7	555	1761	0	0	0	0	2	0	65
Growth Adj:	1.00	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	650	7	555	1761	0	0	0	0	2	0	65
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	650	7	555	1761	0	0	0	0	2	0	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	650	7	555	1761	0	0	0	0	2	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	650	7	555	1761	0	0	0	0	2	0	65

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	657	xxxx	xxxxx	xxxx	xxxx	xxxxx	2644	3525	329
Potent Cap.:	xxxx	xxxx	xxxxx	940	xxxx	xxxxx	xxxx	xxxx	xxxxx	19	6	673
Move Cap.:	xxxx	xxxx	xxxxx	940	xxxx	xxxxx	xxxx	xxxx	xxxxx	10	3	673
Volume/Cap:	xxxx	xxxx	xxxx	0.59	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.19	0.00	0.10

Level Of Service Module:

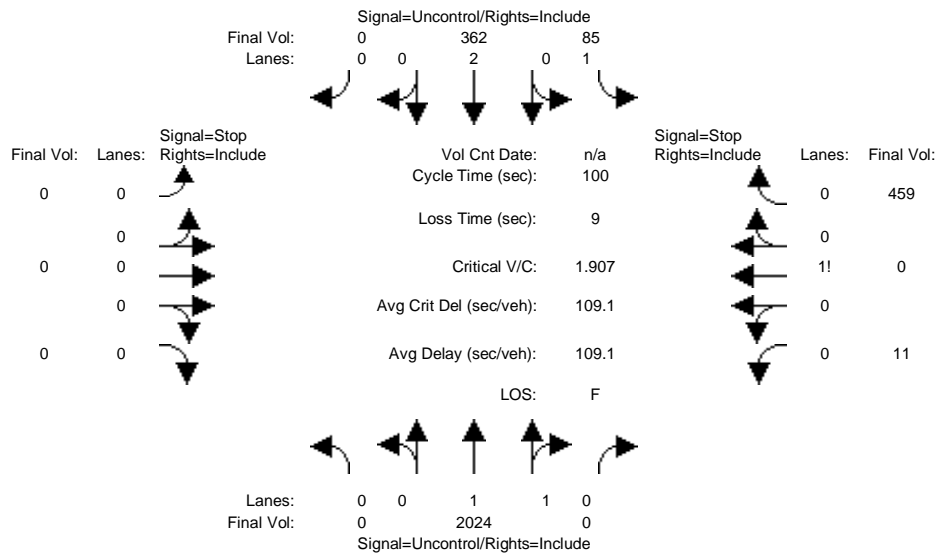
2Way95thQ:	xxxx	xxxx	xxxxx	4.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.2	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	230	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			26.9		
ApproachLOS:	*			*			*			D		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #7: University Avenue and Loop Road [Future]



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

Volume Module:

Base Vol:	0	2024	0	85	362	0	0	0	0	11	0	459
Growth Adj:	1.00	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	2024	0	85	362	0	0	0	0	11	0	459
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	2024	0	85	362	0	0	0	0	11	0	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2024	0	85	362	0	0	0	0	11	0	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2024	0	85	362	0	0	0	0	11	0	459

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2024	xxxx	xxxxx	xxxx	xxxx	xxxxx	2375	2556	1012
Potent Cap.:	xxxx	xxxx	xxxxx	284	xxxx	xxxxx	xxxx	xxxx	xxxxx	30	27	241
Move Cap.:	xxxx	xxxx	xxxxx	284	xxxx	xxxxx	xxxx	xxxx	xxxxx	23	19	241
Volume/Cap:	xxxx	xxxx	xxxx	0.30	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.48	0.00	1.91

Level Of Service Module:

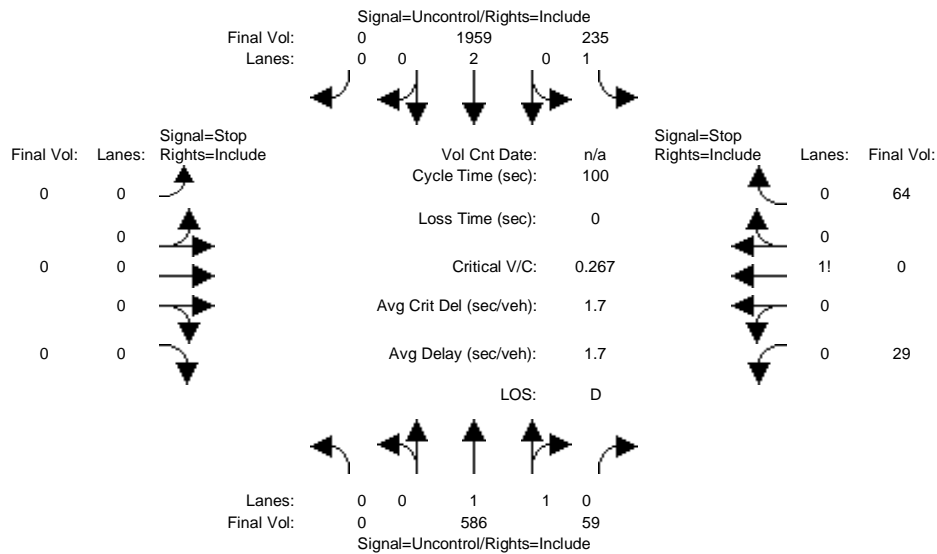
2Way95thQ:	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	23.0	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	197	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	38.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	678	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		678.4	
ApproachLOS:	*		*		*		*		*		F	

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	586	59	235	1959	0	0	0	0	29	0	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:	0	586	59	235	1959	0	0	0	0	29	0	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:	0	586	59	235	1959	0	0	0	0	29	0	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:	0	586	59	235	1959	0	0	0	0	29	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	586	59	235	1959	0	0	0	0	29	0	64

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	645	xxxx	xxxxx	xxxx	xxxx	xxxxx	2065	3045	323
Potent Cap.:	xxxx	xxxx	xxxxx	929	xxxx	xxxxx	xxxx	xxxx	xxxxx	47	12	673
Move Cap.:	xxxx	xxxx	xxxxx	929	xxxx	xxxxx	xxxx	xxxx	xxxxx	38	9	673
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	37	xxxxx	109	40	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.25	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.00	0.10

Level Of Service Module:

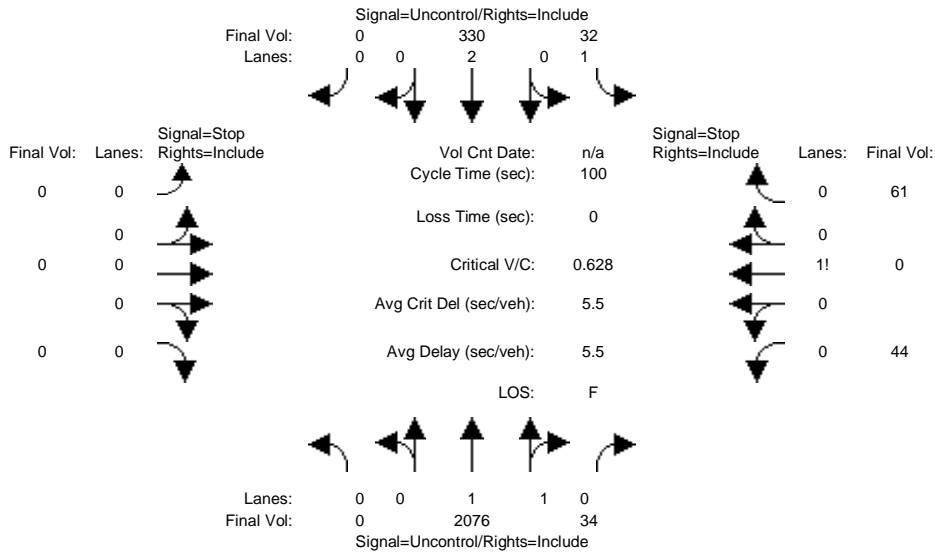
2Way95thQ:	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	257	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx	26.8	
ApproachLOS:		*		*		*	*		*		D	

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	2076	34	32	330	0	0	0	0	44	0	61
Growth Adj:	1.00	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	2076	34	32	330	0	0	0	0	44	0	61
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	2076	34	32	330	0	0	0	0	44	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2076	34	32	330	0	0	0	0	44	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2076	34	32	330	0	0	0	0	44	0	61

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2110	xxxx	xxxxx	xxxx	xxxx	xxxxx	2322	2487	1055
Potent Cap.:	xxxx	xxxx	xxxxx	253	xxxx	xxxxx	xxxx	xxxx	xxxxx	31	29	222
Move Cap.:	xxxx	xxxx	xxxxx	253	xxxx	xxxxx	xxxx	xxxx	xxxxx	28	25	222
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	122	52	xxxxx	70	77	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.63	0.00	0.27

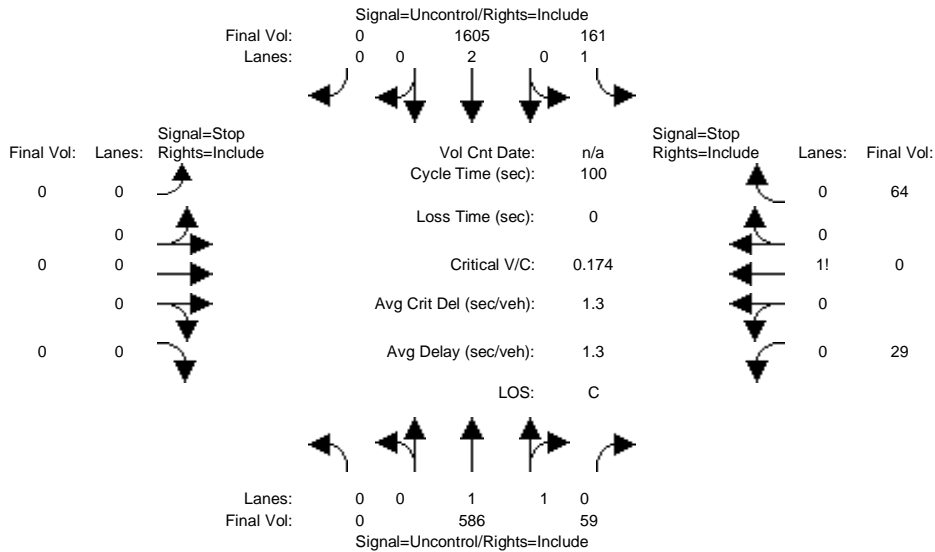
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	21.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	116	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	5.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	128	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			128.4		
ApproachLOS:		*		*			*			F		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	586	59	161	1605	0	0	0	0	29	0	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:	0	586	59	161	1605	0	0	0	0	29	0	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:	0	586	59	161	1605	0	0	0	0	29	0	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:	0	586	59	161	1605	0	0	0	0	29	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	586	59	161	1605	0	0	0	0	29	0	64

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	645	xxxx	xxxxx	xxxx	xxxx	xxxxx	1740	2543	323
Potent Cap.:	xxxx	xxxx	xxxxx	929	xxxx	xxxxx	xxxx	xxxx	xxxxx	78	27	673
Move Cap.:	xxxx	xxxx	xxxxx	929	xxxx	xxxxx	xxxx	xxxx	xxxxx	68	22	673
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	49	72	xxxxx	167	76	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.10

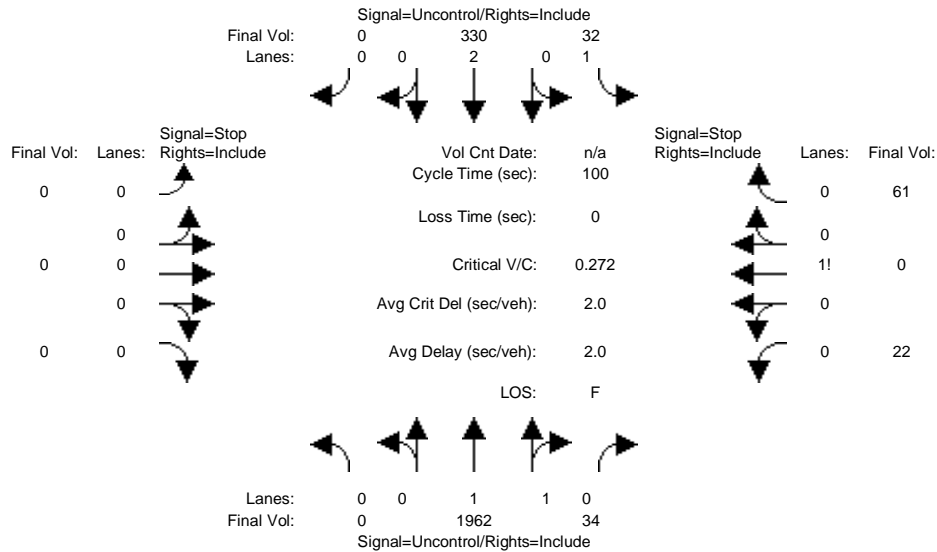
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	346	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			19.2		
ApproachLOS:		*		*			*			C		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	1962	34	32	330	0	0	0	0	22	0	61
Growth Adj:	1.00	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	1962	34	32	330	0	0	0	0	22	0	61
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	1962	34	32	330	0	0	0	0	22	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1962	34	32	330	0	0	0	0	22	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1962	34	32	330	0	0	0	0	22	0	61

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1996	xxxx	xxxxx	xxxx	xxxx	xxxxx	2208	2373	998
Potent Cap.:	xxxx	xxxx	xxxxx	280	xxxx	xxxxx	xxxx	xxxx	xxxxx	38	34	242
Move Cap.:	xxxx	xxxx	xxxxx	280	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	30	242
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	138	62	xxxxx	81	88	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.00	0.25

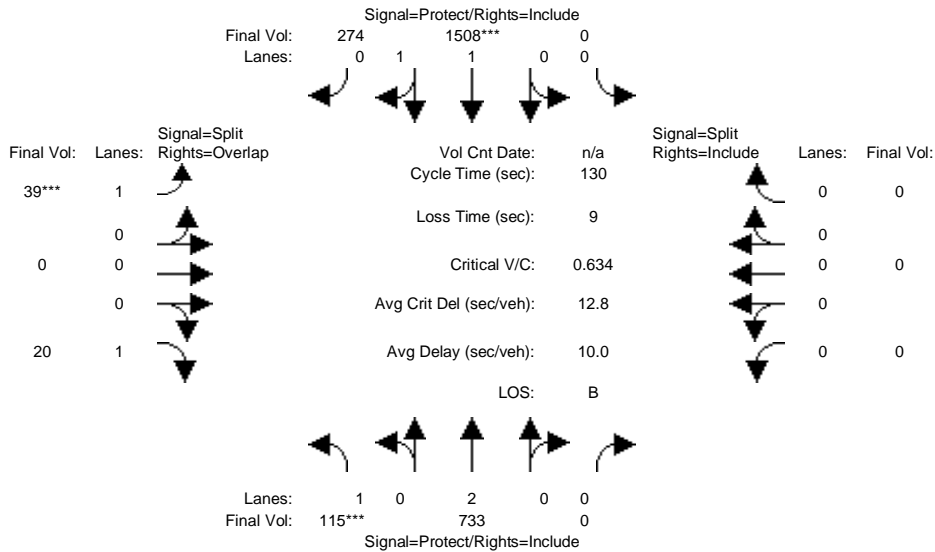
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	19.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	158	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	50.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		50.4	
ApproachLOS:		*			*		*		*		F	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #9: University Avenue and O'Brien Drive



Street Name:	University Avenue						O'Brien Drive					
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	0	0	10	10	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	115	733	0	0	1508	274	39	0	20	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:	115	733	0	0	1508	274	39	0	20	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:	115	733	0	0	1508	274	39	0	20	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:	115	733	0	0	1508	274	39	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	733	0	0	1508	274	39	0	20	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
Final Volume:	115	733	0	0	1508	274	39	0	20	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.69	0.31	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2985	542	1805	0	1615	0	0	0

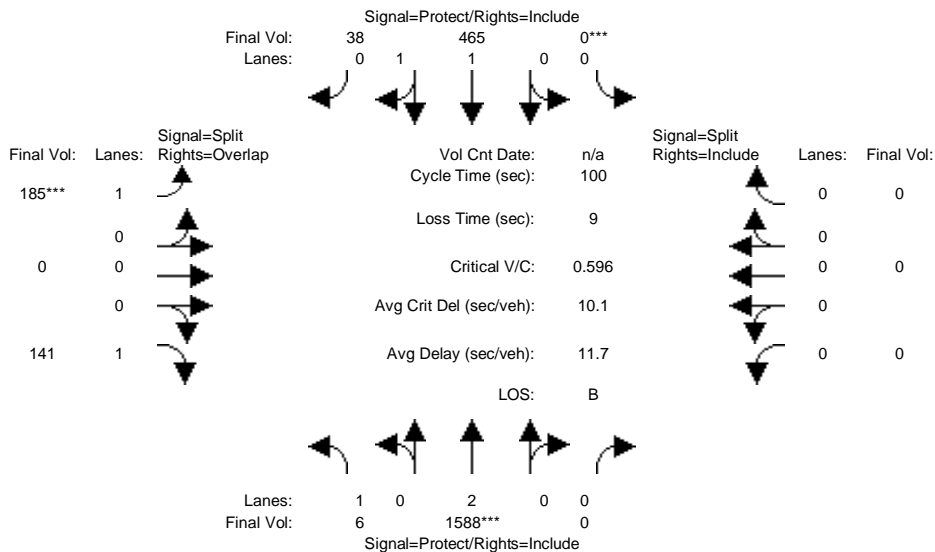
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.20	0.00	0.00	0.51	0.51	0.02	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.10	0.85	0.00	0.00	0.76	0.76	0.08	0.00	0.17	0.00	0.00	0.00
Volume/Cap:	0.67	0.24	0.00	0.00	0.67	0.67	0.28	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	66.3	1.8	0.0	0.0	8.3	8.3	57.7	0.0	45.2	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:	66.3	1.8	0.0	0.0	8.3	8.3	57.7	0.0	45.2	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	D	A	A	A
HCM2kAvgQ:	5	3	0	0	19	19	2	0	1	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #9: University Avenue and O'Brien Drive



Street Name:	University Avenue						O'Brien Drive					
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	0	0	10	10	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	6	1588	0	0	465	38	185	0	141	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:	6	1588	0	0	465	38	185	0	141	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:	6	1588	0	0	465	38	185	0	141	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:	6	1588	0	0	465	38	185	0	141	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1588	0	0	465	38	185	0	141	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
Final Volume:	6	1588	0	0	465	38	185	0	141	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.85	0.15	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3301	270	1805	0	1615	0	0	0

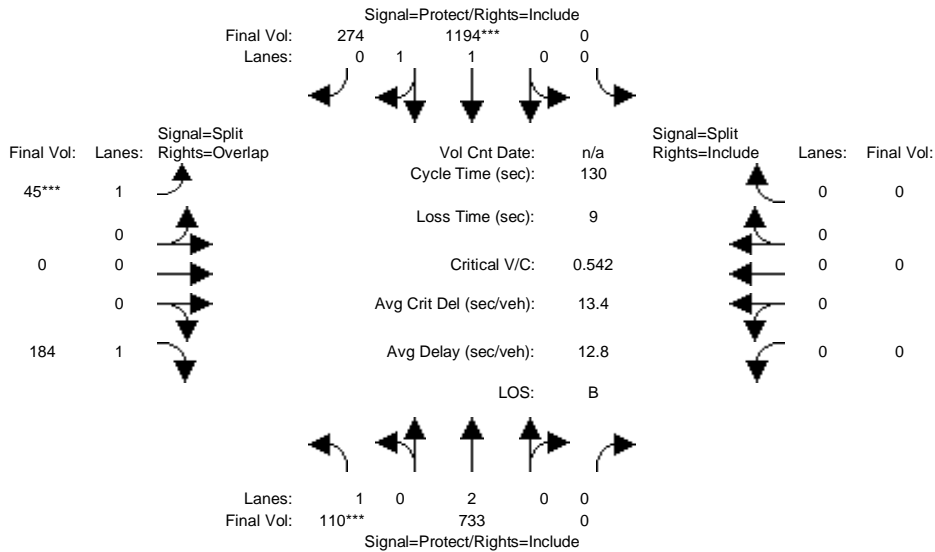
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.44	0.00	0.00	0.14	0.14	0.10	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.24	0.74	0.00	0.00	0.49	0.49	0.17	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.01	0.60	0.00	0.00	0.29	0.29	0.60	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	28.6	6.5	0.0	0.0	15.0	15.0	41.3	0.0	18.8	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:	28.6	6.5	0.0	0.0	15.0	15.0	41.3	0.0	18.8	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	B	A	A	A
HCM2kAvgQ:	0	12	0	0	5	5	6	0	3	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #9: University Avenue and O'Brien Drive



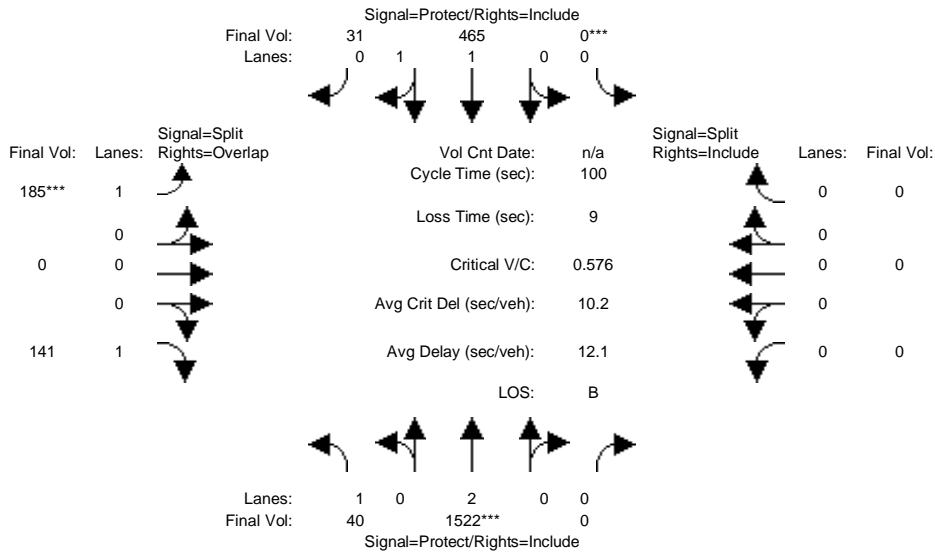
Street Name:	University Avenue						O'Brien Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	110	733	0	0	1194	274	45	0	184	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:	110	733	0	0	1194	274	45	0	184	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:	110	733	0	0	1194	274	45	0	184	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:	110	733	0	0	1194	274	45	0	184	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	733	0	0	1194	274	45	0	184	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
Final Volume:	110	733	0	0	1194	274	45	0	184	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.92	0.92	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.63	0.37	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2854	655	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.00	0.00	0.42	0.42	0.02	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green/Cycle:	0.11	0.83	0.00	0.00	0.73	0.73	0.10	0.00	0.20	0.00	0.00	0.00
Volume/Cap:	0.58	0.24	0.00	0.00	0.58	0.58	0.25	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	59.6	2.3	0.0	0.0	8.7	8.7	55.0	0.0	48.7	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:	59.6	2.3	0.0	0.0	8.7	8.7	55.0	0.0	48.7	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	D	A	A	A
HCM2kAvgQ:	4	3	0	0	14	14	2	0	7	0	0	0

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

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2000 HCM Operations (Future Volume Alternative)
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Intersection #9: University Avenue and O'Brien Drive



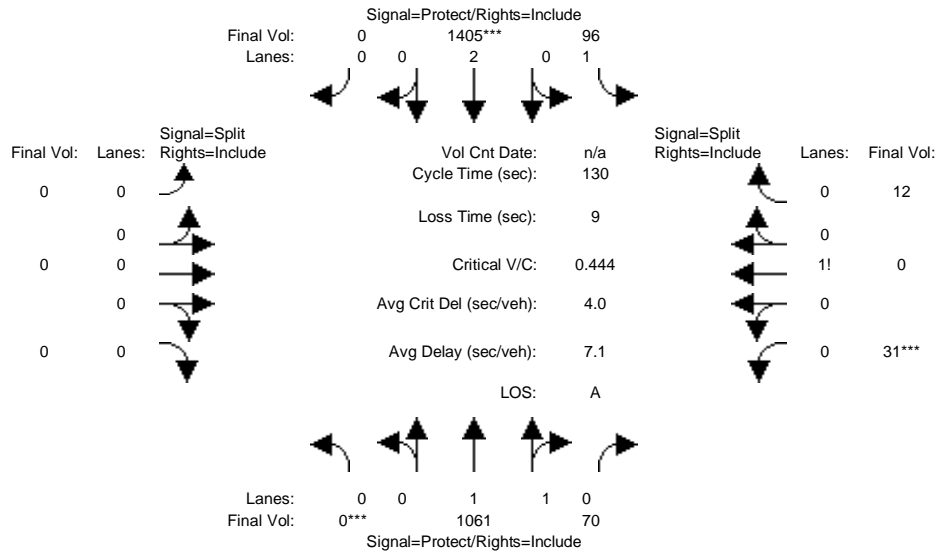
Street Name:	University Avenue						O'Brien Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	40	1522	0	0	465	31	185	0	141	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:	40	1522	0	0	465	31	185	0	141	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:	40	1522	0	0	465	31	185	0	141	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:	40	1522	0	0	465	31	185	0	141	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1522	0	0	465	31	185	0	141	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
Final Volume:	40	1522	0	0	465	31	185	0	141	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3354	224	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.42	0.00	0.00	0.14	0.14	0.10	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.25	0.73	0.00	0.00	0.49	0.49	0.18	0.00	0.42	0.00	0.00	0.00
Volume/Cap:	0.09	0.58	0.00	0.00	0.29	0.29	0.58	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	29.2	6.5	0.0	0.0	15.4	15.4	40.2	0.0	18.4	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:	29.2	6.5	0.0	0.0	15.4	15.4	40.2	0.0	18.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	B	A	A	A
HCM2kAvgQ:	1	11	0	0	5	5	6	0	3	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	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	1061	70	96	1405	0	0	0	0	31	0	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:	0	1061	70	96	1405	0	0	0	0	31	0	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:	0	1061	70	96	1405	0	0	0	0	31	0	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:	0	1061	70	96	1405	0	0	0	0	31	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1061	70	96	1405	0	0	0	0	31	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1061	70	96	1405	0	0	0	0	31	0	12

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.88	0.12	1.00	2.00	0.00	0.00	0.00	0.00	0.72	0.00	0.28
Final Sat.:	0	3356	221	1805	3610	0	0	0	0	1272	0	492

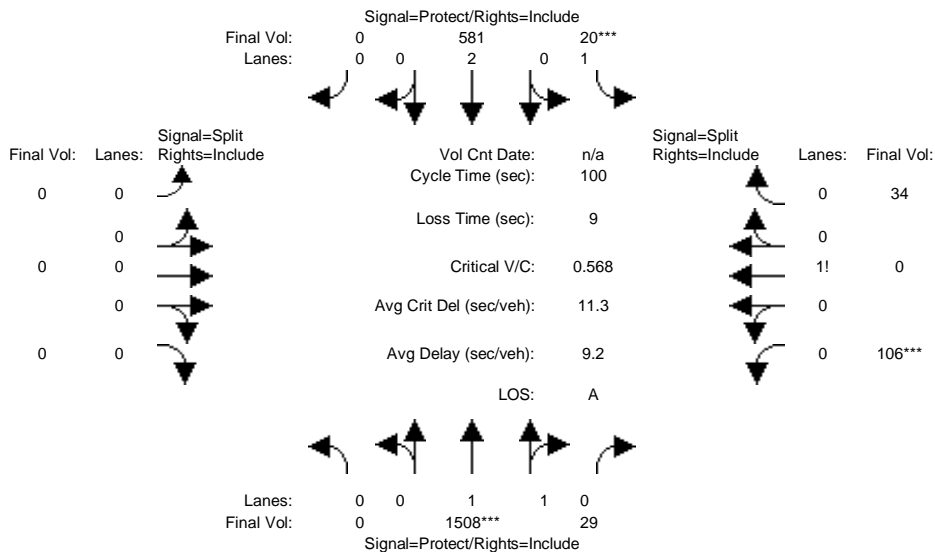
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.05	0.39	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.73	0.73	0.12	0.85	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.43	0.43	0.43	0.46	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Delay/Veh:	0.0	7.1	7.1	54.0	2.4	0.0	0.0	0.0	0.0	58.1	0.0	58.1
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	7.1	7.1	54.0	2.4	0.0	0.0	0.0	0.0	58.1	0.0	58.1
LOS by Move:	A	A	A	D	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	9	9	3	7	0	0	0	0	2	0	2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	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	29	20	581	0	0	0	0	106	0	34
Growth Adj:	1.00	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	29	20	581	0	0	0	0	106	0	34
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	29	20	581	0	0	0	0	106	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	29	20	581	0	0	0	0	106	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1508	29	20	581	0	0	0	0	106	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1508	29	20	581	0	0	0	0	106	0	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.76	0.00	0.24
Final Sat.:	0	3531	68	1805	3610	0	0	0	0	1341	0	430

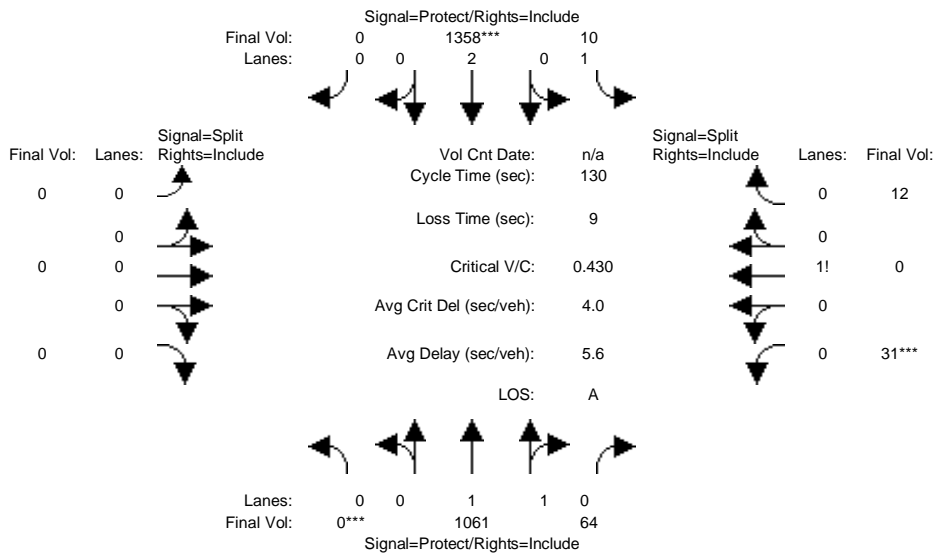
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.01	0.16	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.71	0.71	0.07	0.78	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Volume/Cap:	0.00	0.60	0.60	0.16	0.21	0.00	0.00	0.00	0.00	0.60	0.00	0.60
Delay/Veh:	0.0	7.8	7.8	44.3	3.0	0.0	0.0	0.0	0.0	45.4	0.0	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	7.8	44.3	3.0	0.0	0.0	0.0	0.0	45.4	0.0	45.4
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	12	12	1	2	0	0	0	0	4	0	4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame 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	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1061	64	10	1358	0	0	0	0	31	0	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:	0	1061	64	10	1358	0	0	0	0	31	0	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:	0	1061	64	10	1358	0	0	0	0	31	0	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:	0	1061	64	10	1358	0	0	0	0	31	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1061	64	10	1358	0	0	0	0	31	0	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1061	64	10	1358	0	0	0	0	31	0	12

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	0.72	0.00	0.28
Final Sat.:	0	3374	204	1805	3610	0	0	0	0	1272	0	492

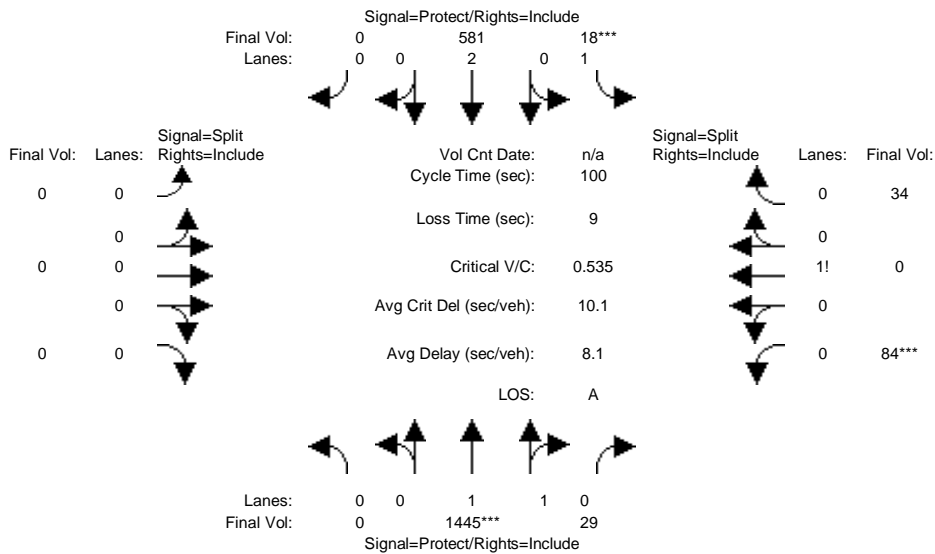
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.31	0.31	0.01	0.38	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Moves:	***			***						***		
Green/Cycle:	0.00	0.73	0.73	0.12	0.85	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.43	0.43	0.04	0.44	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Delay/Veh:	0.0	7.1	7.1	50.1	2.3	0.0	0.0	0.0	0.0	58.1	0.0	58.1
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	7.1	7.1	50.1	2.3	0.0	0.0	0.0	0.0	58.1	0.0	58.1
LOS by Move:	A	A	A	D	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	9	9	0	7	0	0	0	0	2	0	2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame 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	10	10	7	10	0	0	0	0	10	0	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:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Base Vol:	0	1445	29	18	581	0	0	0	0	84	0	34
Growth Adj:	1.00	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	1445	29	18	581	0	0	0	0	84	0	34
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	1445	29	18	581	0	0	0	0	84	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1445	29	18	581	0	0	0	0	84	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1445	29	18	581	0	0	0	0	84	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1445	29	18	581	0	0	0	0	84	0	34

Saturation Flow Module:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.71	0.00	0.29
Final Sat.:	0	3528	71	1805	3610	0	0	0	0	1256	0	508

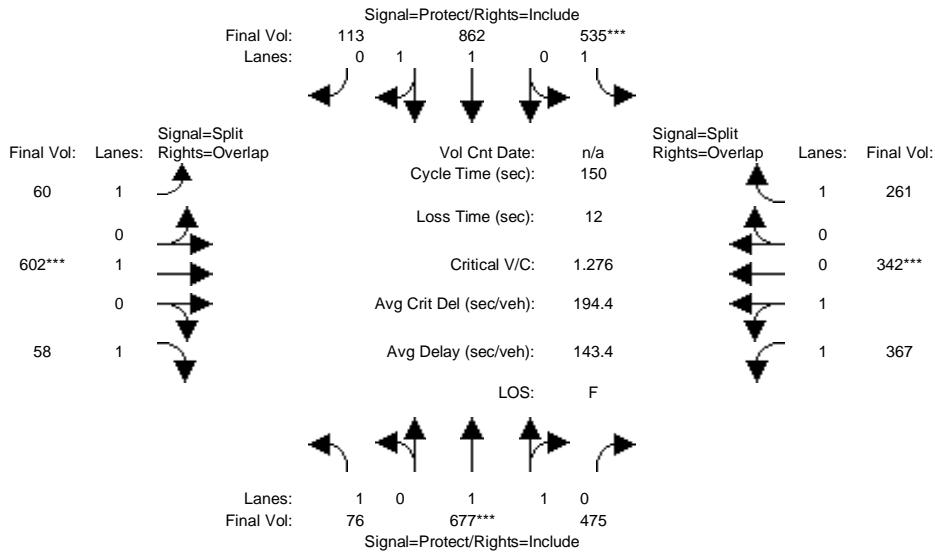
Capacity Analysis Module:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Vol/Sat:	0.00	0.41	0.41	0.01	0.16	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.72	0.72	0.07	0.79	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.57	0.57	0.14	0.20	0.00	0.00	0.00	0.00	0.57	0.00	0.57
Delay/Veh:	0.0	6.8	6.8	44.2	2.6	0.0	0.0	0.0	0.0	45.3	0.0	45.3
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	6.8	6.8	44.2	2.6	0.0	0.0	0.0	0.0	45.3	0.0	45.3
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	11	11	1	2	0	0	0	0	3	0	3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #11: University Avenue and Bay Road



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

Volume Module:												
Base Vol:	76	677	475	535	862	113	60	602	58	367	342	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	677	475	535	862	113	60	602	58	367	342	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	677	475	535	862	113	60	602	58	367	342	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	677	475	535	862	113	60	602	58	367	342	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	677	475	535	862	113	60	602	58	367	342	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	677	475	535	862	113	60	602	58	367	342	261

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.92	0.91	0.91	0.93	0.98	0.83	0.96	0.96	0.83
Lanes:	1.00	1.18	0.82	1.00	1.77	0.23	1.00	1.00	1.00	1.04	0.96	1.00
Final Sat.:	1753	1932	1356	1753	3046	399	1769	1862	1583	1879	1751	1583

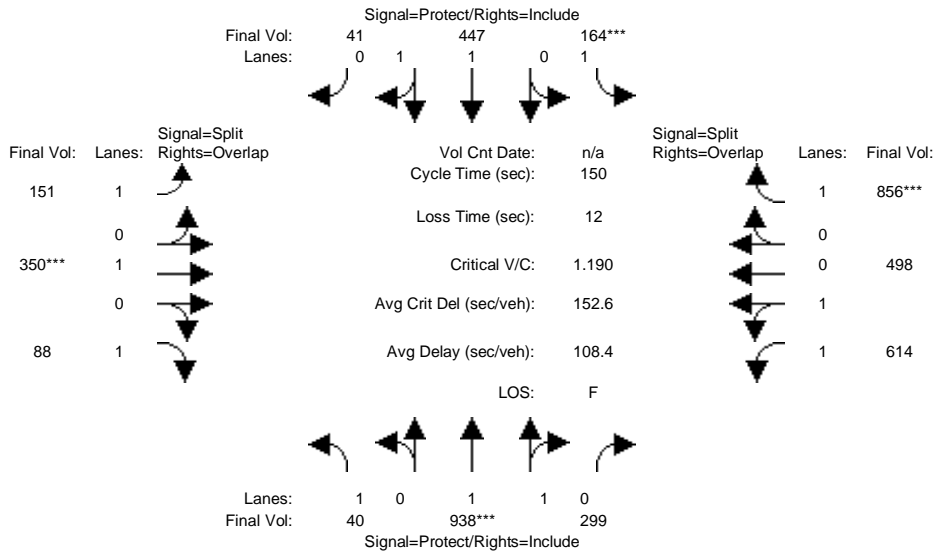
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.31	0.28	0.28	0.03	0.32	0.04	0.20	0.20	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.27	0.27	0.24	0.44	0.44	0.25	0.25	0.33	0.15	0.15	0.39
Volume/Cap:	0.60	1.28	1.28	1.28	0.64	0.64	0.13	1.28	0.11	1.28	1.28	0.42
Delay/Veh:	74.9	187	187.4	198.8	33.6	33.6	43.4	196	35.5	201.4	201	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:	74.9	187	187.4	198.8	33.6	33.6	43.4	196	35.5	201.4	201	33.6
LOS by Move:	E	F	F	F	C	C	D	F	D	F	F	C
HCM2kAvgQ:	4	45	45	40	18	18	2	45	2	28	28	9

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #11: University Avenue and Bay Road



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

Volume Module:	University Avenue North			University Avenue South			Bay Road East			Bay Road West		
Base Vol:	40	938	299	164	447	41	151	350	88	614	498	856
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	938	299	164	447	41	151	350	88	614	498	856
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	938	299	164	447	41	151	350	88	614	498	856
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	938	299	164	447	41	151	350	88	614	498	856
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	938	299	164	447	41	151	350	88	614	498	856
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	938	299	164	447	41	151	350	88	614	498	856

Saturation Flow Module:	University Avenue North			University Avenue South			Bay Road East			Bay Road West		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.89	0.89	0.92	0.91	0.91	0.93	0.98	0.83	0.95	0.95	0.83
Lanes:	1.00	1.52	0.48	1.00	1.83	0.17	1.00	1.00	1.00	1.10	0.90	1.00
Final Sat.:	1753	2562	817	1753	3169	291	1769	1862	1583	2001	1623	1583

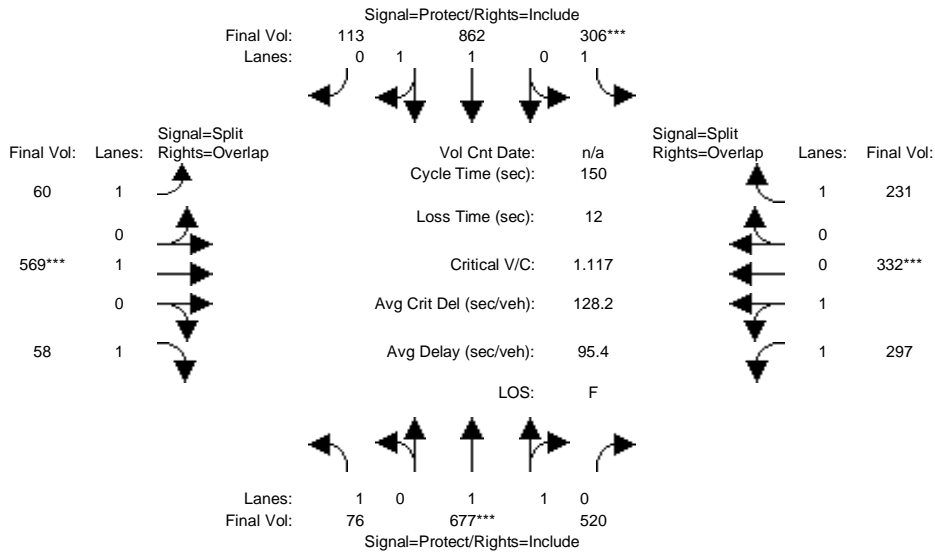
Capacity Analysis Module:	University Avenue North			University Avenue South			Bay Road East			Bay Road West		
Vol/Sat:	0.02	0.37	0.37	0.09	0.14	0.14	0.09	0.19	0.06	0.31	0.31	0.54
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.31	0.31	0.08	0.29	0.29	0.16	0.16	0.25	0.38	0.38	0.45
Volume/Cap:	0.24	1.19	1.19	1.19	0.49	0.49	0.54	1.19	0.22	0.82	0.82	1.19
Delay/Veh:	63.5	147	147.2	205.8	44.4	44.4	60.3	177	44.5	46.1	46.1	140.0
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:	63.5	147	147.2	205.8	44.4	44.4	60.3	177	44.5	46.1	46.1	140.0
LOS by Move:	E	F	F	F	D	D	E	F	D	D	D	F
HCM2kAvgQ:	2	45	45	13	10	10	7	26	3	24	24	58

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

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #11: University Avenue and Bay Road



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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	76	677	520	306	862	113	60	569	58	297	332	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	677	520	306	862	113	60	569	58	297	332	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	677	520	306	862	113	60	569	58	297	332	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	677	520	306	862	113	60	569	58	297	332	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	677	520	306	862	113	60	569	58	297	332	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	677	520	306	862	113	60	569	58	297	332	231

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.92	0.91	0.91	0.93	0.98	0.83	0.96	0.96	0.83
Lanes:	1.00	1.13	0.87	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1753	1854	1424	1753	3046	399	1769	1862	1583	1819	1819	1583

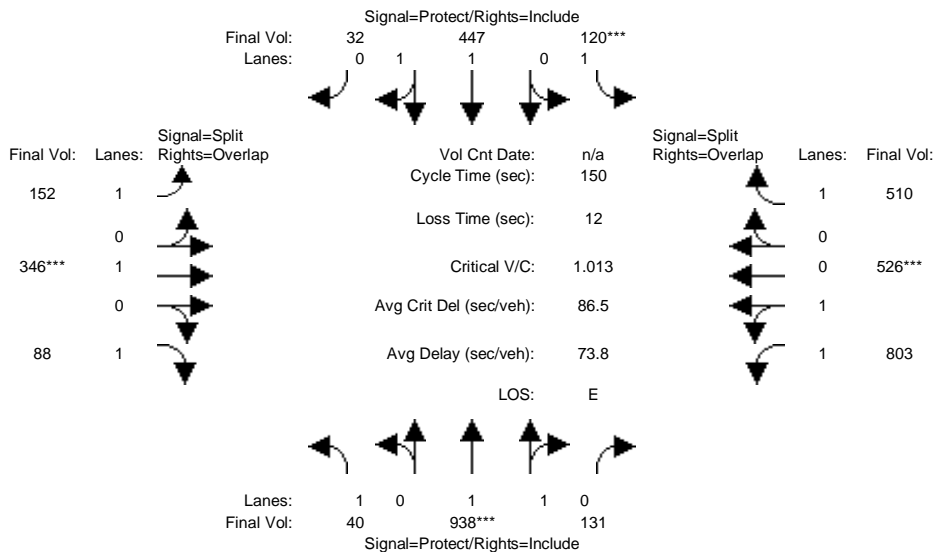
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.37	0.37	0.17	0.28	0.28	0.03	0.31	0.04	0.16	0.18	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.33	0.33	0.16	0.41	0.41	0.27	0.27	0.34	0.16	0.16	0.32
Volume/Cap:	0.63	1.12	1.12	1.12	0.68	0.68	0.12	1.12	0.11	1.00	1.12	0.46
Delay/Veh:	78.7	116	116.1	152.9	37.2	37.2	41.1	131	33.8	98.5	137	41.3
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:	78.7	116	116.1	152.9	37.2	37.2	41.1	131	33.8	98.5	137	41.3
LOS by Move:	E	F	F	F	D	D	D	F	C	F	F	D
HCM2kAvgQ:	4	40	40	21	19	19	2	37	2	18	23	8

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #11: University Avenue and Bay Road



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

Volume Module:	University Avenue NB			University Avenue SB			Bay Road EB			Bay Road WB		
Base Vol:	40	938	131	120	447	32	152	346	88	803	526	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	938	131	120	447	32	152	346	88	803	526	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	938	131	120	447	32	152	346	88	803	526	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	938	131	120	447	32	152	346	88	803	526	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	938	131	120	447	32	152	346	88	803	526	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	938	131	120	447	32	152	346	88	803	526	510

Saturation Flow Module:	University Avenue NB			University Avenue SB			Bay Road EB			Bay Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.91	0.91	0.93	0.98	0.83	0.95	0.95	0.83
Lanes:	1.00	1.75	0.25	1.00	1.87	0.13	1.00	1.00	1.00	1.21	0.79	1.00
Final Sat.:	1753	3020	422	1753	3238	232	1769	1862	1583	2185	1431	1583

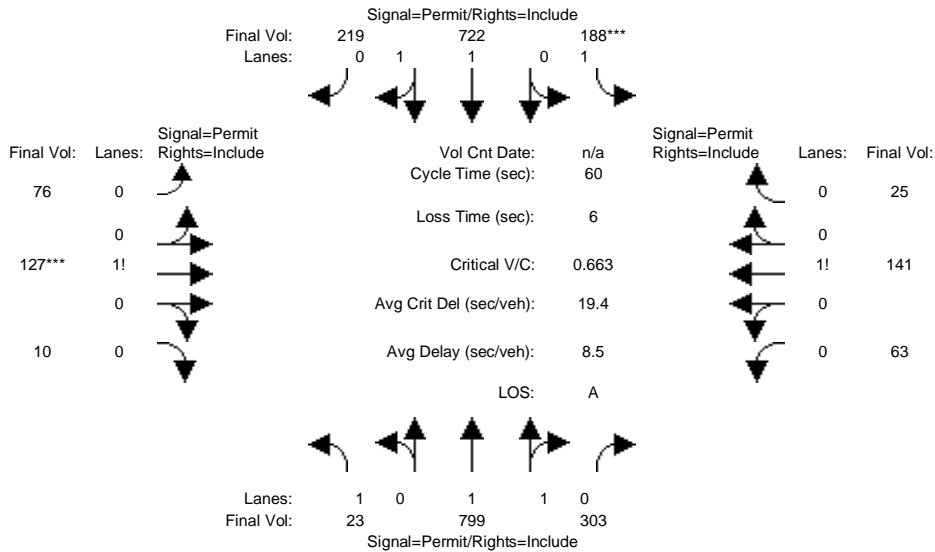
Capacity Analysis Module:	University Avenue NB			University Avenue SB			Bay Road EB			Bay Road WB		
Vol/Sat:	0.02	0.31	0.31	0.07	0.14	0.14	0.09	0.19	0.06	0.37	0.37	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.31	0.31	0.07	0.28	0.28	0.18	0.18	0.28	0.36	0.36	0.43
Volume/Cap:	0.24	1.01	1.01	1.01	0.49	0.49	0.47	1.01	0.20	1.01	1.01	0.75
Delay/Veh:	63.7	83.1	83.1	156.3	45.6	45.6	55.8	113	41.6	76.0	76.0	40.5
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:	63.7	83.1	83.1	156.3	45.6	45.6	55.8	113	41.6	76.0	76.0	40.5
LOS by Move:	E	F	F	F	D	D	E	F	D	E	E	D
HCM2kAvgQ:	2	32	32	9	10	10	7	21	3	37	37	21

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	23	799	303	188	722	219	76	127	10	63	141	25
Growth Adj:	1.00	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	799	303	188	722	219	76	127	10	63	141	25
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	799	303	188	722	219	76	127	10	63	141	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	799	303	188	722	219	76	127	10	63	141	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	799	303	188	722	219	76	127	10	63	141	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	799	303	188	722	219	76	127	10	63	141	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.91	0.91	0.22	0.92	0.92	0.76	0.76	0.76	0.84	0.84	0.84
Lanes:	1.00	1.45	0.55	1.00	1.53	0.47	0.36	0.59	0.05	0.27	0.62	0.11
Final Sat.:	519	2510	952	418	2673	811	518	866	68	438	981	174

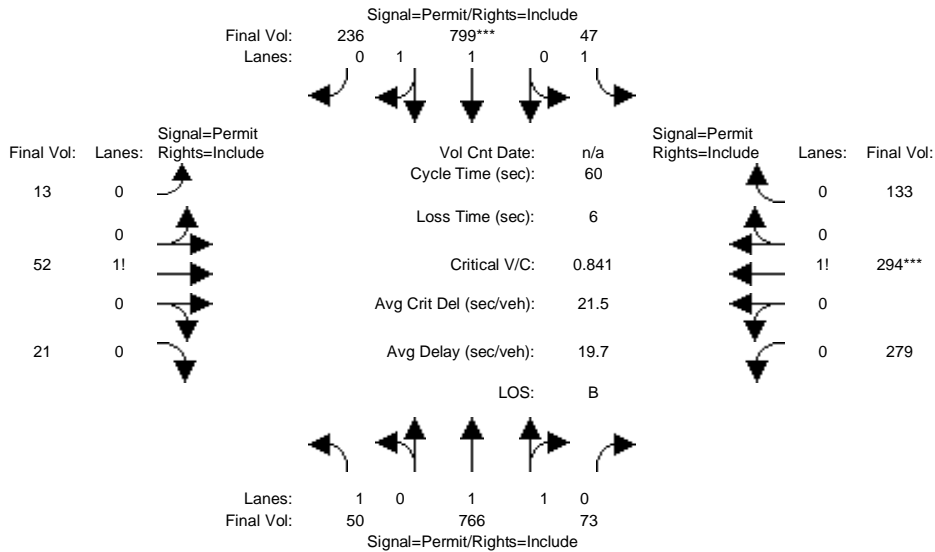
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.45	0.27	0.27	0.15	0.15	0.15	0.14	0.14	0.14
Crit Moves:				****			****					
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.07	0.47	0.47	0.66	0.40	0.40	0.66	0.66	0.66	0.65	0.65	0.65
Delay/Veh:	3.3	4.7	4.7	11.4	4.4	4.4	26.4	26.4	26.4	25.5	25.5	25.5
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:	3.3	4.7	4.7	11.4	4.4	4.4	26.4	26.4	26.4	25.5	25.5	25.5
LOS by Move:	A	A	A	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	5	4	4	4	5	5	5	5	5	5

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

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	50	766	73	47	799	236	13	52	21	279	294	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	766	73	47	799	236	13	52	21	279	294	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	766	73	47	799	236	13	52	21	279	294	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	766	73	47	799	236	13	52	21	279	294	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	766	73	47	799	236	13	52	21	279	294	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	766	73	47	799	236	13	52	21	279	294	133

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.19	0.94	0.94	0.19	0.92	0.92	0.88	0.88	0.88	0.81	0.81	0.81
Lanes:	1.00	1.83	0.17	1.00	1.54	0.46	0.15	0.61	0.24	0.39	0.42	0.19
Final Sat.:	359	3253	310	359	2692	795	254	1016	411	607	640	289

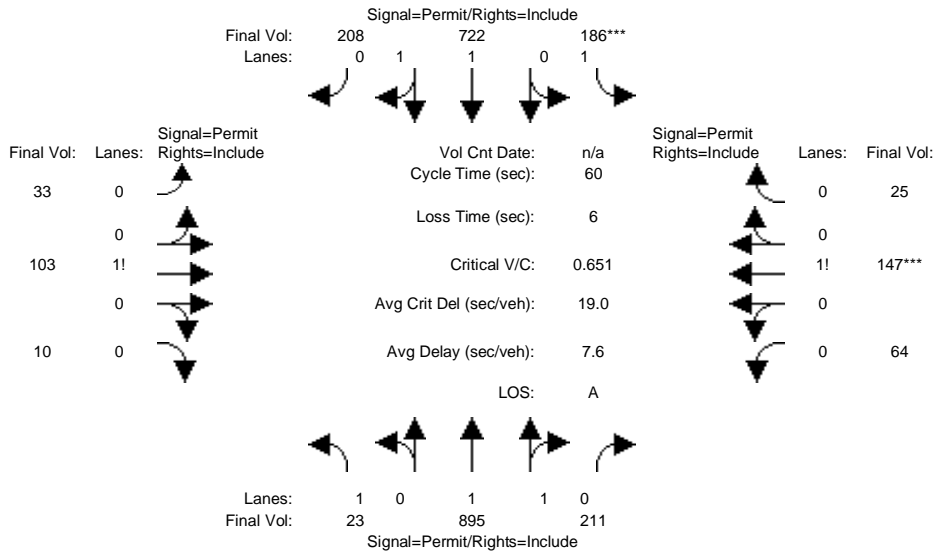
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.24	0.13	0.30	0.30	0.05	0.05	0.05	0.46	0.46	0.46
Crit Moves:					****						****	
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.39	0.67	0.67	0.37	0.84	0.84	0.09	0.09	0.09	0.84	0.84	0.84
Delay/Veh:	16.6	17.8	17.8	16.3	23.2	23.2	6.5	6.5	6.5	19.0	19.0	19.0
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:	16.6	17.8	17.8	16.3	23.2	23.2	6.5	6.5	6.5	19.0	19.0	19.0
LOS by Move:	B	B	B	B	C	C	A	A	A	B	B	B
HCM2kAvgQ:	1	7	7	1	12	12	1	1	1	14	14	14

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	23	895	211	186	722	208	33	103	10	64	147	25
Growth Adj:	1.00	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	895	211	186	722	208	33	103	10	64	147	25
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	895	211	186	722	208	33	103	10	64	147	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	895	211	186	722	208	33	103	10	64	147	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	895	211	186	722	208	33	103	10	64	147	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	895	211	186	722	208	33	103	10	64	147	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.28	0.92	0.92	0.22	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Lanes:	1.00	1.62	0.38	1.00	1.55	0.45	0.23	0.70	0.07	0.27	0.62	0.11
Final Sat.:	526	2837	669	418	2707	780	380	1185	115	454	1042	177

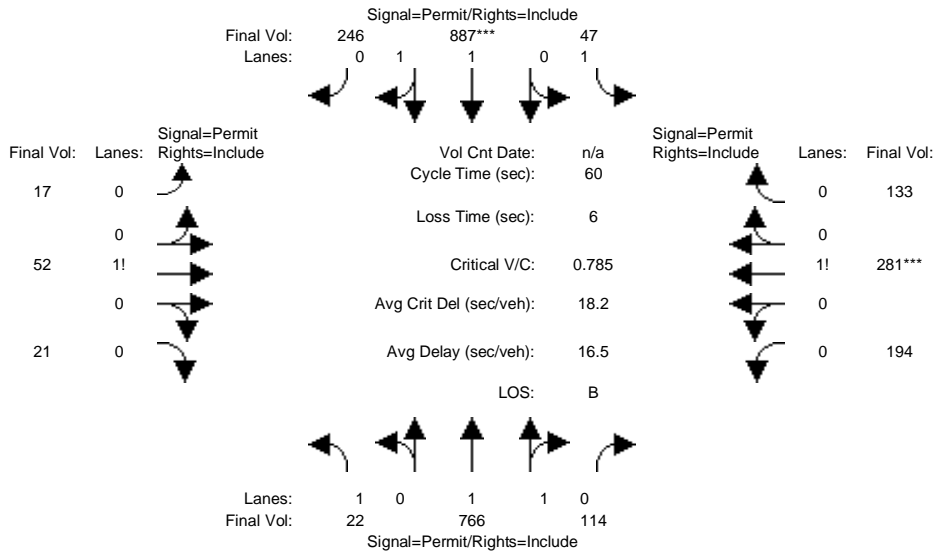
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.44	0.27	0.27	0.09	0.09	0.09	0.14	0.14	0.14
Crit Moves:				****						****		
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.06	0.46	0.46	0.65	0.39	0.39	0.40	0.40	0.40	0.65	0.65	0.65
Delay/Veh:	3.2	4.5	4.5	10.7	4.2	4.2	20.9	20.9	20.9	25.6	25.6	25.6
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:	3.2	4.5	4.5	10.7	4.2	4.2	20.9	20.9	20.9	25.6	25.6	25.6
LOS by Move:	A	A	A	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	5	3	4	4	3	3	3	5	5	5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	22	766	114	47	887	246	17	52	21	194	281	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	766	114	47	887	246	17	52	21	194	281	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	766	114	47	887	246	17	52	21	194	281	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	766	114	47	887	246	17	52	21	194	281	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	766	114	47	887	246	17	52	21	194	281	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	766	114	47	887	246	17	52	21	194	281	133

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.93	0.93	0.20	0.92	0.92	0.87	0.87	0.87	0.84	0.84	0.84
Lanes:	1.00	1.74	0.26	1.00	1.57	0.43	0.19	0.58	0.23	0.32	0.46	0.22
Final Sat.:	306	3083	459	384	2733	758	313	957	387	507	735	348

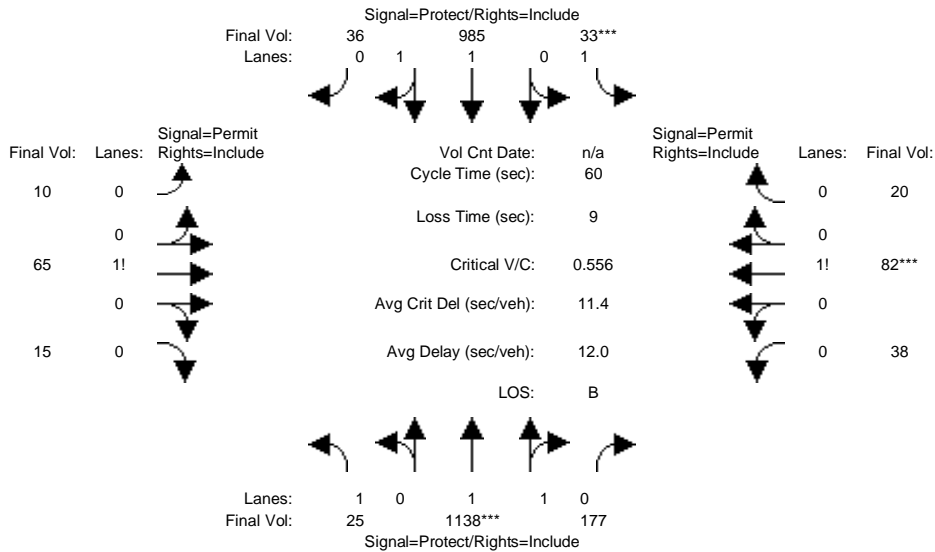
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.25	0.25	0.12	0.32	0.32	0.05	0.05	0.05	0.38	0.38	0.38
Crit Moves:					****						****	
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.17	0.60	0.60	0.30	0.79	0.79	0.11	0.11	0.11	0.79	0.79	0.79
Delay/Veh:	11.8	14.4	14.4	12.8	18.2	18.2	8.4	8.4	8.4	18.1	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	14.4	14.4	12.8	18.2	18.2	8.4	8.4	8.4	18.1	18.1	18.1
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
HCM2kAvgQ:	0	6	6	1	12	12	1	1	1	12	12	12

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #13: University Avenue and Bell Street



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

Volume Module:												
Base Vol:	25	1138	177	33	985	36	10	65	15	38	82	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1138	177	33	985	36	10	65	15	38	82	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1138	177	33	985	36	10	65	15	38	82	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1138	177	33	985	36	10	65	15	38	82	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1138	177	33	985	36	10	65	15	38	82	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	1138	177	33	985	36	10	65	15	38	82	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.94	0.94	0.94	0.89	0.89	0.89
Lanes:	1.00	1.73	0.27	1.00	1.93	0.07	0.11	0.72	0.17	0.27	0.59	0.14
Final Sat.:	1805	3062	476	1805	3465	127	199	1296	299	458	989	241

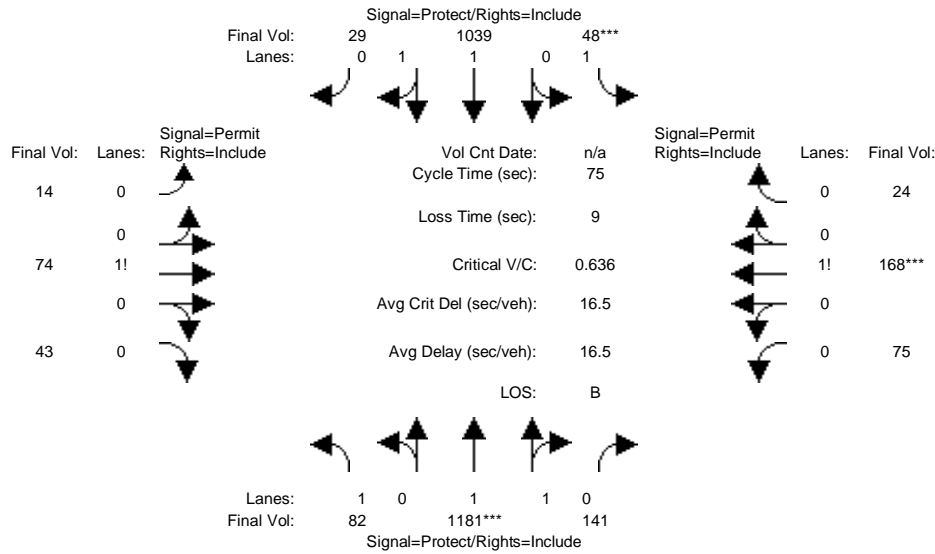
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.02	0.28	0.28	0.05	0.05	0.05	0.08	0.08	0.08
Crit Moves:	****			****						****		
Green/Cycle:	0.20	0.57	0.57	0.12	0.48	0.48	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.07	0.66	0.66	0.16	0.59	0.59	0.30	0.30	0.30	0.50	0.50	0.50
Delay/Veh:	19.6	9.8	9.8	24.2	11.7	11.7	22.5	22.5	22.5	24.1	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:	19.6	9.8	9.8	24.2	11.7	11.7	22.5	22.5	22.5	24.1	24.1	24.1
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	8	8	1	7	7	2	2	2	3	3	3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #13: University Avenue and Bell Street



Street Name:	University Avenue						Bell Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	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:	82	1181	141	48	1039	29	14	74	43	75	168	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1181	141	48	1039	29	14	74	43	75	168	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	1181	141	48	1039	29	14	74	43	75	168	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1181	141	48	1039	29	14	74	43	75	168	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1181	141	48	1039	29	14	74	43	75	168	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	82	1181	141	48	1039	29	14	74	43	75	168	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92	0.88	0.88	0.88
Lanes:	1.00	1.79	0.21	1.00	1.95	0.05	0.11	0.56	0.33	0.28	0.63	0.09
Final Sat.:	1805	3173	379	1805	3498	98	187	990	575	467	1047	150

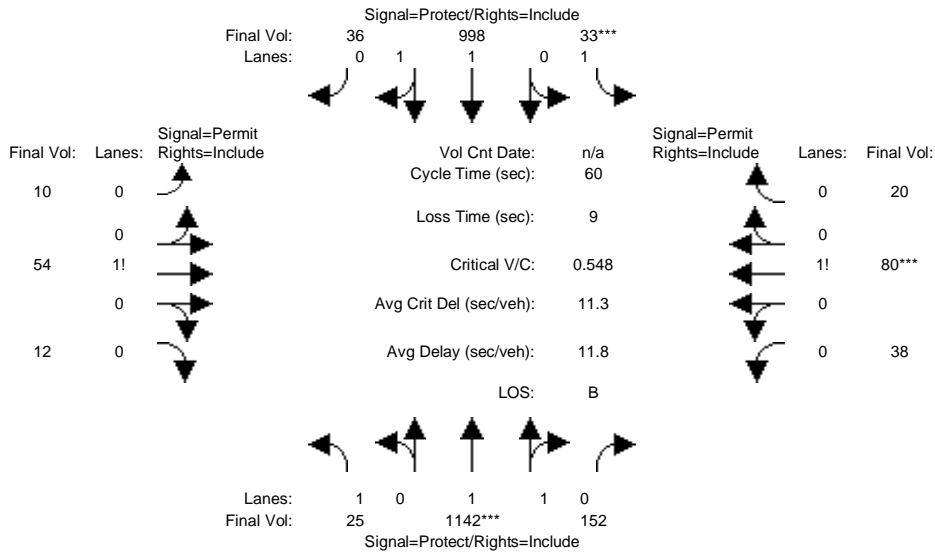
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.03	0.30	0.30	0.07	0.07	0.07	0.16	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.15	0.55	0.55	0.09	0.49	0.49	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.30	0.68	0.68	0.28	0.61	0.61	0.32	0.32	0.32	0.68	0.68	0.68
Delay/Veh:	28.7	13.1	13.1	32.6	14.5	14.5	24.0	24.0	24.0	30.7	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	13.1	13.1	32.6	14.5	14.5	24.0	24.0	24.0	30.7	30.7	30.7
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	12	12	1	9	9	3	3	3	7	7	7

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #13: University Avenue and Bell Street



Street Name:	University Avenue						Bell Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	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:	University Avenue NB			University Avenue SB			Bell Street EB			Bell Street WB		
Base Vol:	25	1142	152	33	998	36	10	54	12	38	80	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1142	152	33	998	36	10	54	12	38	80	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1142	152	33	998	36	10	54	12	38	80	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1142	152	33	998	36	10	54	12	38	80	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1142	152	33	998	36	10	54	12	38	80	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	1142	152	33	998	36	10	54	12	38	80	20

Saturation Flow Module:	University Avenue NB			University Avenue SB			Bell Street EB			Bell Street WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.94	0.94	0.94	0.88	0.88	0.88
Lanes:	1.00	1.77	0.23	1.00	1.93	0.07	0.13	0.71	0.16	0.28	0.58	0.14
Final Sat.:	1805	3129	416	1805	3467	125	235	1270	282	461	970	243

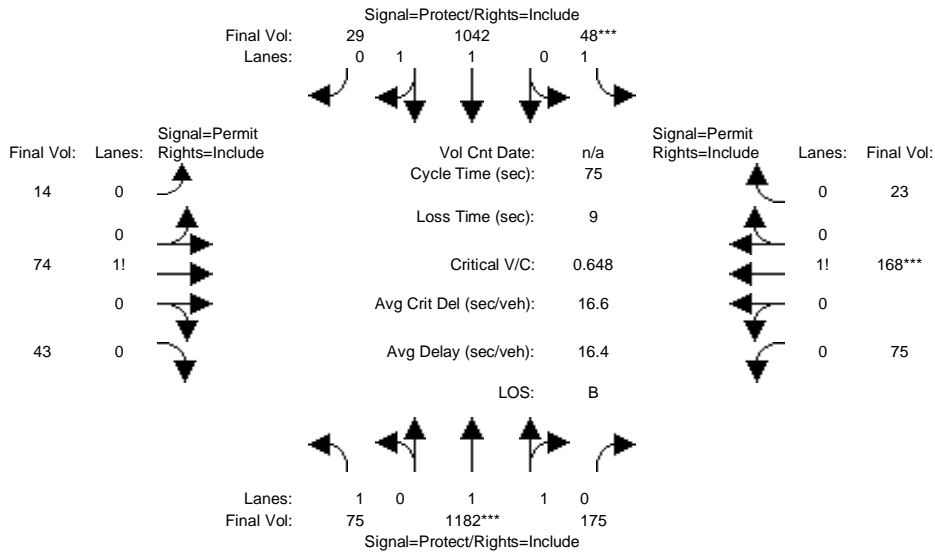
Capacity Analysis Module:	University Avenue NB			University Avenue SB			Bell Street EB			Bell Street WB		
Vol/Sat:	0.01	0.37	0.37	0.02	0.29	0.29	0.04	0.04	0.04	0.08	0.08	0.08
Crit Moves:	****			****						****		
Green/Cycle:	0.20	0.57	0.57	0.12	0.49	0.49	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.07	0.64	0.64	0.16	0.59	0.59	0.26	0.26	0.26	0.49	0.49	0.49
Delay/Veh:	19.7	9.6	9.6	24.2	11.7	11.7	22.2	22.2	22.2	24.1	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:	19.7	9.6	9.6	24.2	11.7	11.7	22.2	22.2	22.2	24.1	24.1	24.1
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	9	9	1	7	7	1	1	1	3	3	3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #13: University Avenue and Bell Street



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

Volume Module:												
Base Vol:	75	1182	175	48	1042	29	14	74	43	75	168	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1182	175	48	1042	29	14	74	43	75	168	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	1182	175	48	1042	29	14	74	43	75	168	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	1182	175	48	1042	29	14	74	43	75	168	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1182	175	48	1042	29	14	74	43	75	168	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	1182	175	48	1042	29	14	74	43	75	168	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87
Lanes:	1.00	1.74	0.26	1.00	1.95	0.05	0.11	0.56	0.33	0.28	0.63	0.09
Final Sat.:	1805	3085	457	1805	3498	97	187	989	575	467	1047	143

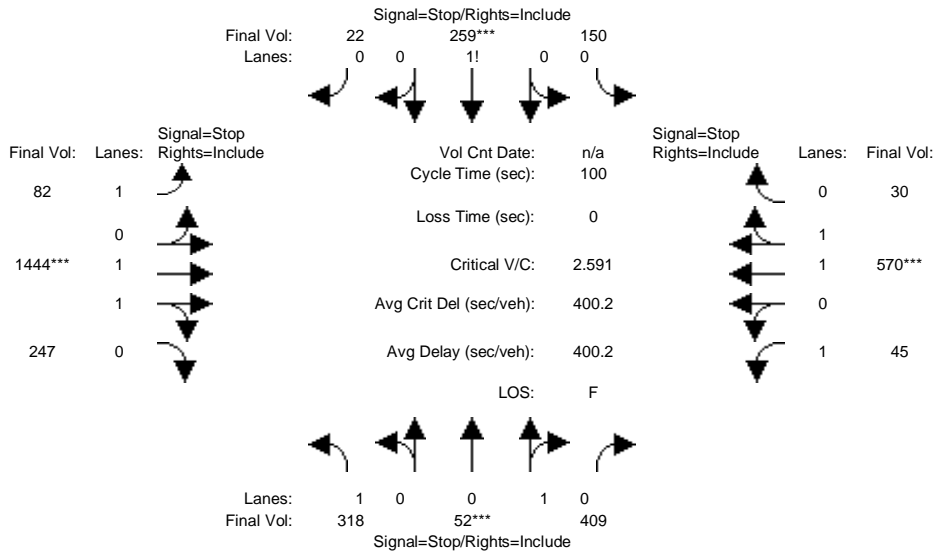
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.03	0.30	0.30	0.07	0.07	0.07	0.16	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.15	0.55	0.55	0.09	0.49	0.49	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.27	0.69	0.69	0.28	0.60	0.60	0.32	0.32	0.32	0.69	0.69	0.69
Delay/Veh:	28.5	13.1	13.1	32.6	14.3	14.3	24.4	24.4	24.4	31.6	31.6	31.6
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:	28.5	13.1	13.1	32.6	14.3	14.3	24.4	24.4	24.4	31.6	31.6	31.6
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	12	12	1	9	9	3	3	3	7	7	7

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #21: Clarke Avenue and Bay Road



Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:

Base Vol:	318	52	409	150	259	22	82	1444	247	45	570	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	52	409	150	259	22	82	1444	247	45	570	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	52	409	150	259	22	82	1444	247	45	570	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	52	409	150	259	22	82	1444	247	45	570	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	52	409	150	259	22	82	1444	247	45	570	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	318	52	409	150	259	22	82	1444	247	45	570	30

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.11	0.89	0.35	0.60	0.05	1.00	1.71	0.29	1.00	1.90	0.10
Final Sat.:	341	43	338	128	221	19	306	557	96	300	602	32

Capacity Analysis Module:

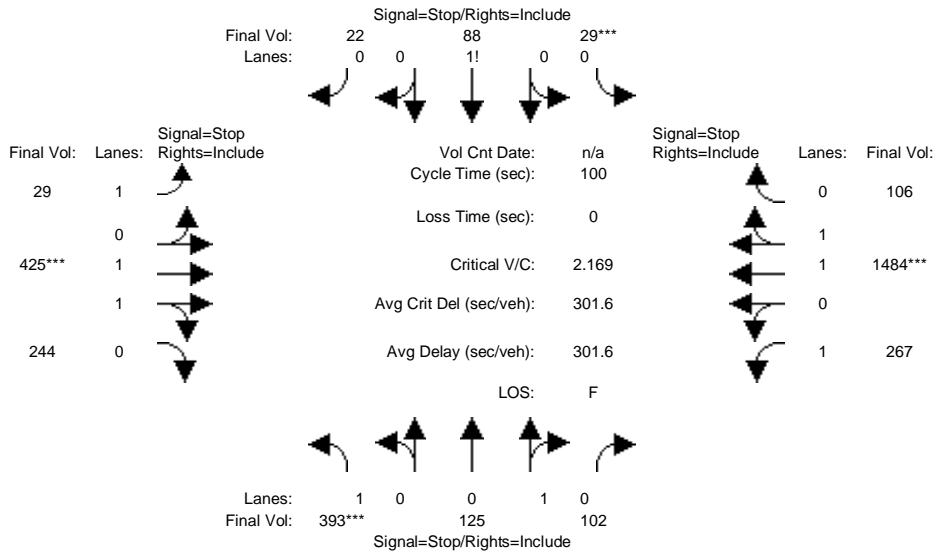
Vol/Sat:	0.93	1.21	1.21	1.17	1.17	1.17	0.27	2.59	2.56	0.15	0.95	0.94
Crit Moves:	****			****			****			****		
Delay/Veh:	66.5	145	144.9	133.2	133	133.2	18.4	747	734.6	16.7	72.6	71.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	145	144.9	133.2	133	133.2	18.4	747	734.6	16.7	72.6	71.8
LOS by Move:	F	F	F	F	F	F	C	F	F	C	F	F
ApproachDel:	112.9			133.2			712.0			68.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	112.9			133.2			712.0			68.7		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	5.0	14.1	14.1	12.3	12.3	12.3	0.4	66.8	66.1	0.2	5.2	5.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #21: Clarke Avenue and Bay Road



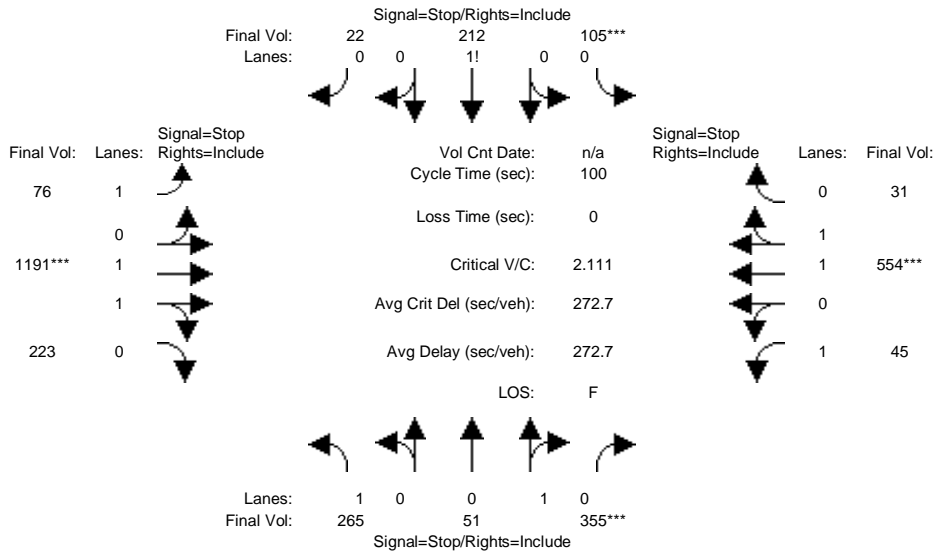
Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	393	125	102	29	88	22	29	425	244	267	1484	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	125	102	29	88	22	29	425	244	267	1484	106
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:	393	125	102	29	88	22	29	425	244	267	1484	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	125	102	29	88	22	29	425	244	267	1484	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	125	102	29	88	22	29	425	244	267	1484	106
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:	393	125	102	29	88	22	29	425	244	267	1484	106
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.55	0.45	0.21	0.63	0.16	1.00	1.27	0.73	1.00	1.87	0.13
Final Sat.:	358	214	175	77	235	59	307	420	250	346	684	49
Capacity Analysis Module:												
Vol/Sat:	1.10	0.58	0.58	0.37	0.37	0.37	0.09	1.01	0.98	0.77	2.17	2.16
Crit Moves:	****			****			****			****		
Delay/Veh:	108.3	24.0	24.0	18.4	18.4	18.4	15.4	87.1	75.8	40.2	555	550.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.3	24.0	24.0	18.4	18.4	18.4	15.4	87.1	75.8	40.2	555	550.1
LOS by Move:	F	C	C	C	C	C	C	F	F	E	F	F
ApproachDel:	77.4			18.4			80.2			480.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	77.4			18.4			80.2			480.8		
LOS by Appr:	F			C			F			F		
AllWayAvgQ:	9.5	1.3	1.3	0.6	0.6	0.6	0.1	7.0	6.0	2.6	55.4	55.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #21: Clarke Avenue and Bay Road



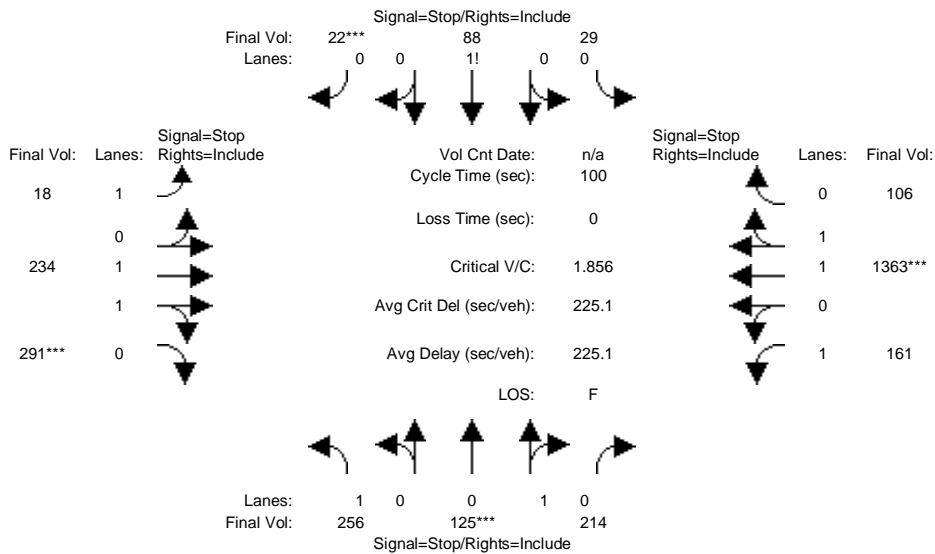
Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	265	51	355	105	212	22	76	1191	223	45	554	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	51	355	105	212	22	76	1191	223	45	554	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	51	355	105	212	22	76	1191	223	45	554	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	51	355	105	212	22	76	1191	223	45	554	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	51	355	105	212	22	76	1191	223	45	554	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	51	355	105	212	22	76	1191	223	45	554	31
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.13	0.87	0.31	0.63	0.06	1.00	1.68	0.32	1.00	1.89	0.11
Final Sat.:	346	49	340	114	231	24	312	564	107	307	616	35
Capacity Analysis Module:												
Vol/Sat:	0.77	1.04	1.04	0.92	0.92	0.92	0.24	2.11	2.09	0.15	0.90	0.90
Crit Moves:			****	****				****			****	
Delay/Veh:	39.7	88.1	88.1	60.6	60.6	60.6	17.5	531	519.3	16.3	61.9	61.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	88.1	88.1	60.6	60.6	60.6	17.5	531	519.3	16.3	61.9	61.2
LOS by Move:	E	F	F	F	F	F	C	F	F	C	F	F
ApproachDel:		69.0			60.6			503.1			58.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		69.0			60.6			503.1			58.6	
LOS by Appr:		F			F			F			F	
AllWayAvgQ:	2.6	8.2	8.2	4.9	4.9	4.9	0.3	48.5	47.7	0.2	4.4	4.3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #21: Clarke Avenue and Bay Road



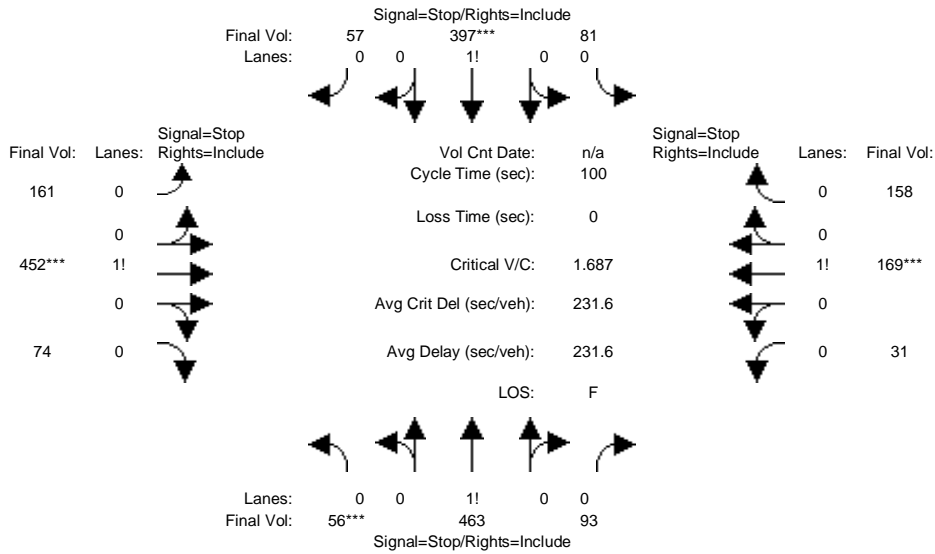
Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	256	125	214	29	88	22	18	234	291	161	1363	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	125	214	29	88	22	18	234	291	161	1363	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	125	214	29	88	22	18	234	291	161	1363	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	125	214	29	88	22	18	234	291	161	1363	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	125	214	29	88	22	18	234	291	161	1363	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	256	125	214	29	88	22	18	234	291	161	1363	106
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.37	0.63	0.21	0.63	0.16	1.00	1.00	1.00	1.00	1.86	0.14
Final Sat.:	378	155	266	78	238	59	327	348	374	364	734	57
Capacity Analysis Module:												
Vol/Sat:	0.68	0.80	0.80	0.37	0.37	0.37	0.06	0.67	0.78	0.44	1.86	1.84
Crit Moves:	****					****			****	****		
Delay/Veh:	29.4	37.5	37.5	17.6	17.6	17.6	14.0	31.1	37.9	19.5	416	410.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	37.5	37.5	17.6	17.6	17.6	14.0	31.1	37.9	19.5	416	410.7
LOS by Move:	D	E	E	C	C	C	B	D	E	C	F	F
ApproachDel:		34.0			17.6			34.2			376.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.0			17.6			34.2			376.2	
LOS by Appr:		D			C			D			F	
AllWayAvgQ:	1.8	3.1	3.1	0.5	0.5	0.5	0.1	1.8	2.7	0.7	44.6	44.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #23: Clarke Avenue and Runnymede Street

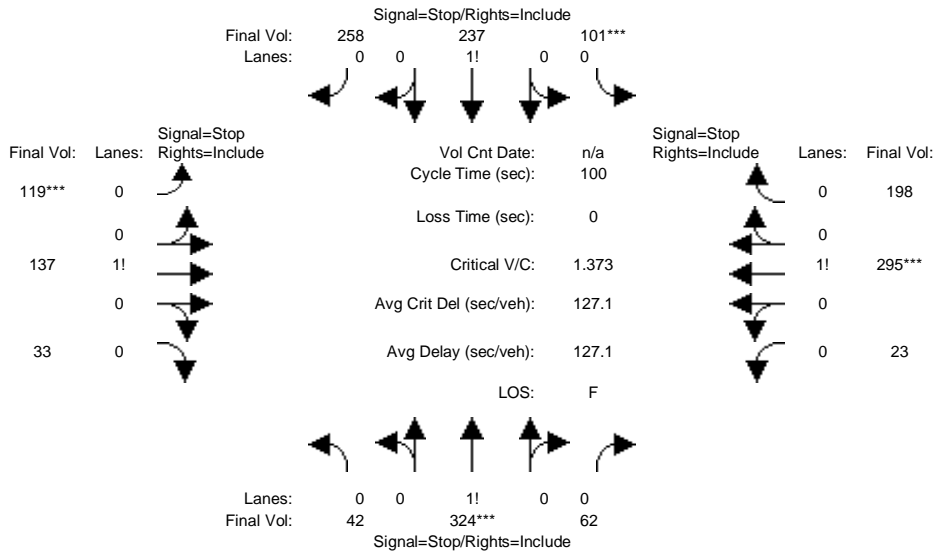


Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	56	463	93	81	397	57	161	452	74	31	169	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	463	93	81	397	57	161	452	74	31	169	158
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	463	93	81	397	57	161	452	74	31	169	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	463	93	81	397	57	161	452	74	31	169	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	463	93	81	397	57	161	452	74	31	169	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	463	93	81	397	57	161	452	74	31	169	158
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.76	0.15	0.15	0.74	0.11	0.23	0.66	0.11	0.09	0.47	0.44
Final Sat.:	38	310	62	62	303	43	95	268	44	35	191	179
Capacity Analysis Module:												
Vol/Sat:	1.49	1.49	1.49	1.31	1.31	1.31	1.69	1.69	1.69	0.88	0.88	0.88
Crit Moves:	***				***			***			***	
Delay/Veh:	257.7	258	257.7	182.3	182	182.3	341.2	341	341.2	50.4	50.4	50.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	257.7	258	257.7	182.3	182	182.3	341.2	341	341.2	50.4	50.4	50.4
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	257.7			182.3			341.2			50.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	257.7			182.3			341.2			50.4		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	28.0	28.0	28.0	19.3	19.3	19.3	37.3	37.3	37.3	4.3	4.3	4.3

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #23: Clarke Avenue and Runnymede Street

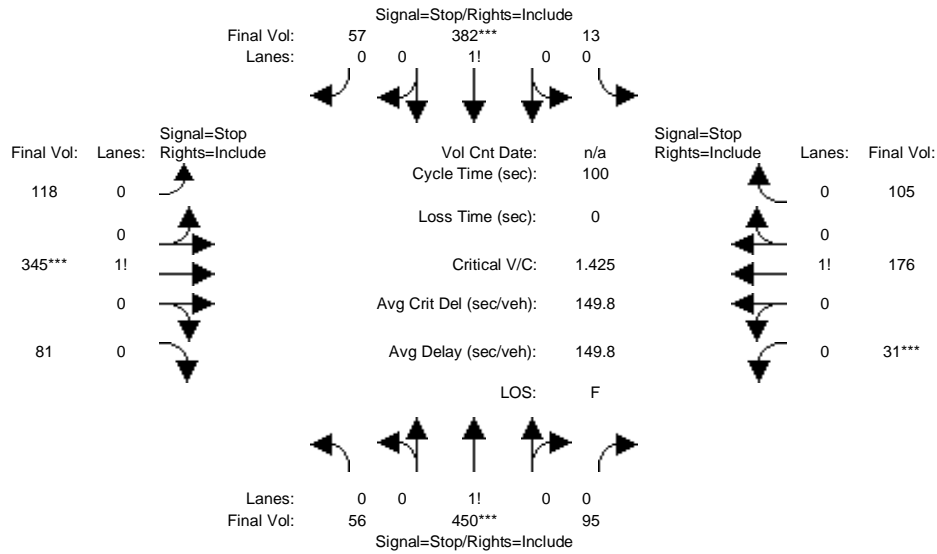


Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	42	324	62	101	237	258	119	137	33	23	295	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	324	62	101	237	258	119	137	33	23	295	198
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:	42	324	62	101	237	258	119	137	33	23	295	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	324	62	101	237	258	119	137	33	23	295	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	324	62	101	237	258	119	137	33	23	295	198
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:	42	324	62	101	237	258	119	137	33	23	295	198
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.76	0.14	0.17	0.40	0.43	0.41	0.48	0.11	0.04	0.58	0.38
Final Sat.:	42	323	62	74	173	188	162	187	45	19	248	167
Capacity Analysis Module:												
Vol/Sat:	1.00	1.00	1.00	1.37	1.37	1.37	0.73	0.73	0.73	1.19	1.19	1.19
Crit Moves:	****			****			****			****		
Delay/Veh:	74.3	74.3	74.3	205.4	205	205.4	33.5	33.5	33.5	132.9	133	132.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.3	74.3	74.3	205.4	205	205.4	33.5	33.5	33.5	132.9	133	132.9
LOS by Move:	F	F	F	F	F	F	D	D	D	F	F	F
ApproachDel:	74.3			205.4			33.5			132.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	74.3			205.4			33.5			132.9		
LOS by Appr:	F			F			D			F		
AllWayAvgQ:	7.4	7.4	7.4	23.4	23.4	23.4	2.3	2.3	2.3	14.7	14.7	14.7

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #23: Clarke Avenue and Runnymede Street

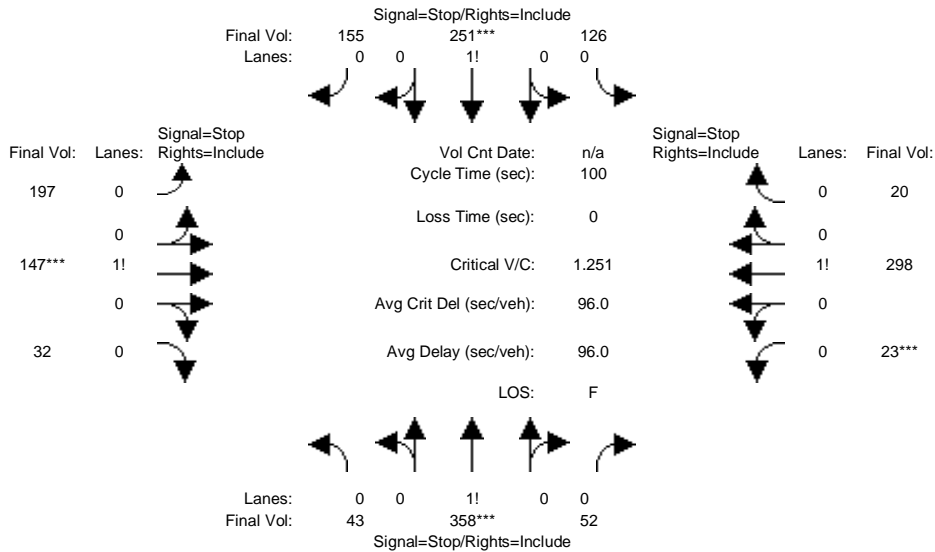


Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	56	450	95	13	382	57	118	345	81	31	176	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	450	95	13	382	57	118	345	81	31	176	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:	56	450	95	13	382	57	118	345	81	31	176	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:	56	450	95	13	382	57	118	345	81	31	176	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	450	95	13	382	57	118	345	81	31	176	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:	56	450	95	13	382	57	118	345	81	31	176	105
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.75	0.16	0.03	0.84	0.13	0.22	0.63	0.15	0.10	0.56	0.34
Final Sat.:	39	316	67	12	356	53	91	267	63	40	227	136
Capacity Analysis Module:												
Vol/Sat:	1.42	1.42	1.42	1.07	1.07	1.07	1.29	1.29	1.29	0.77	0.77	0.77
Crit Moves:	****			****			****			****		
Delay/Veh:	228.0	228	228.0	94.1	94.1	94.1	174.6	175	174.6	36.7	36.7	36.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	228.0	228	228.0	94.1	94.1	94.1	174.6	175	174.6	36.7	36.7	36.7
LOS by Move:	F	F	F	F	F	F	F	F	F	E	E	E
ApproachDel:	228.0			94.1			174.6			36.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	228.0			94.1			174.6			36.7		
LOS by Appr:	F			F			F			E		
AllWayAvgQ:	25.4	25.4	25.4	9.7	9.7	9.7	19.0	19.0	19.0	2.8	2.8	2.8

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #23: Clarke Avenue and Runnymede Street



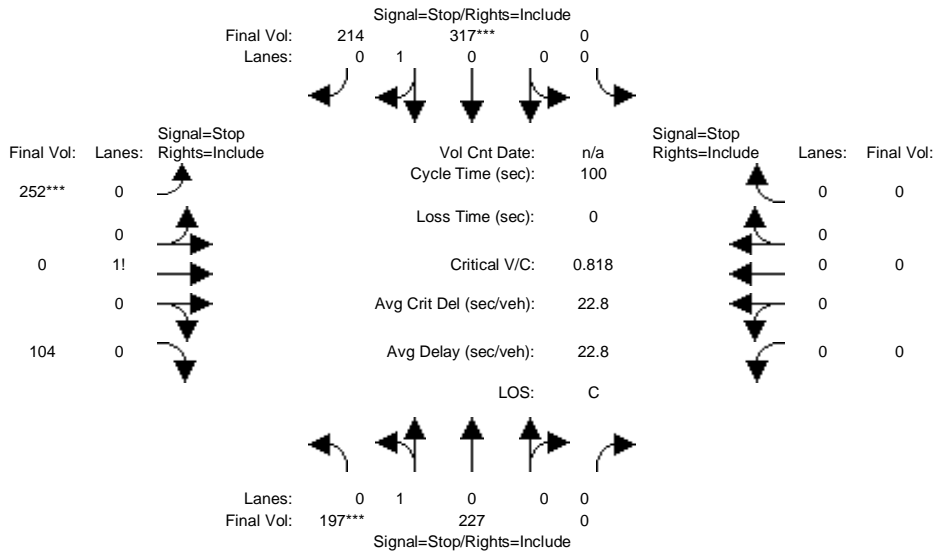
Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	43	358	52	126	251	155	197	147	32	23	298	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	358	52	126	251	155	197	147	32	23	298	20
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:	43	358	52	126	251	155	197	147	32	23	298	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	358	52	126	251	155	197	147	32	23	298	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	358	52	126	251	155	197	147	32	23	298	20
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:	43	358	52	126	251	155	197	147	32	23	298	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.80	0.11	0.24	0.47	0.29	0.52	0.39	0.09	0.07	0.87	0.06
Final Sat.:	40	333	48	101	201	124	213	159	35	27	349	23
Capacity Analysis Module:												
Vol/Sat:	1.08	1.08	1.08	1.25	1.25	1.25	0.93	0.93	0.93	0.85	0.85	0.85
Crit Moves:	****				****			****		****		
Delay/Veh:	94.9	94.9	94.9	157.2	157	157.2	57.2	57.2	57.2	45.0	45.0	45.0
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:	94.9	94.9	94.9	157.2	157	157.2	57.2	57.2	57.2	45.0	45.0	45.0
LOS by Move:	F	F	F	F	F	F	F	F	F	E	E	E
ApproachDel:		94.9			157.2			57.2			45.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		94.9			157.2			57.2			45.0	
LOS by Appr:		F			F			F			E	
AllWayAvgQ:	9.8	9.8	9.8	17.2	17.2	17.2	5.1	5.1	5.1	3.7	3.7	3.7

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #24: Clarke Avenue and Donohoe Street



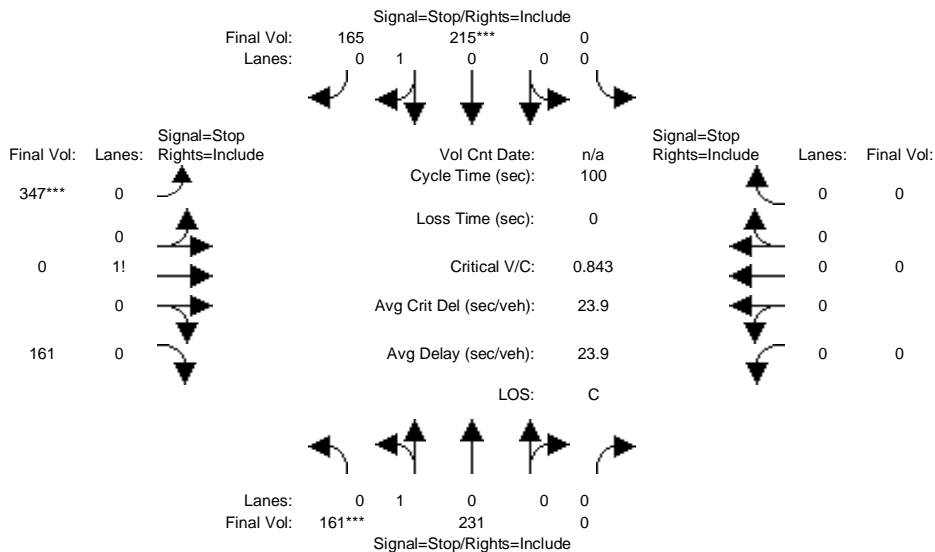
Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	197	227	0	0	317	214	252	0	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	227	0	0	317	214	252	0	104	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	227	0	0	317	214	252	0	104	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	227	0	0	317	214	252	0	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	227	0	0	317	214	252	0	104	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	227	0	0	317	214	252	0	104	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.54	0.00	0.00	0.60	0.40	0.71	0.00	0.29	0.00	0.00	0.00
Final Sat.:	277	319	0	0	388	262	395	0	163	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.71	0.71	xxxx	xxxx	0.82	0.82	0.64	xxxx	0.64	xxxx	xxxx	xxxx
Crit Moves:	***				***		***					
Delay/Veh:	21.3	21.3	0.0	0.0	27.1	27.1	18.2	0.0	18.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	21.3	0.0	0.0	27.1	27.1	18.2	0.0	18.2	0.0	0.0	0.0
LOS by Move:	C	C	*	*	D	D	C	*	C	*	*	*
ApproachDel:	21.3				27.1		18.2			xxxxxx		
Delay Adj:	1.00				1.00		1.00			xxxxxx		
ApprAdjDel:	21.3				27.1		18.2			xxxxxx		
LOS by Appr:	C				D		C			*		
AllWayAvgQ:	2.0	2.0	2.0	3.4	3.4	3.4	1.4	1.4	1.4	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #24: Clarke Avenue and Donohoe Street



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

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	161	231	0	0	215	165	347	0	161	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:	161	231	0	0	215	165	347	0	161	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:	161	231	0	0	215	165	347	0	161	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:	161	231	0	0	215	165	347	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	231	0	0	215	165	347	0	161	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:	161	231	0	0	215	165	347	0	161	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	0.41	0.59	0.00	0.00	0.57	0.43	0.68	0.00	0.32	0.00	0.00	0.00
Final Sat.:	233	334	0	0	334	256	412	0	191	0	0	0

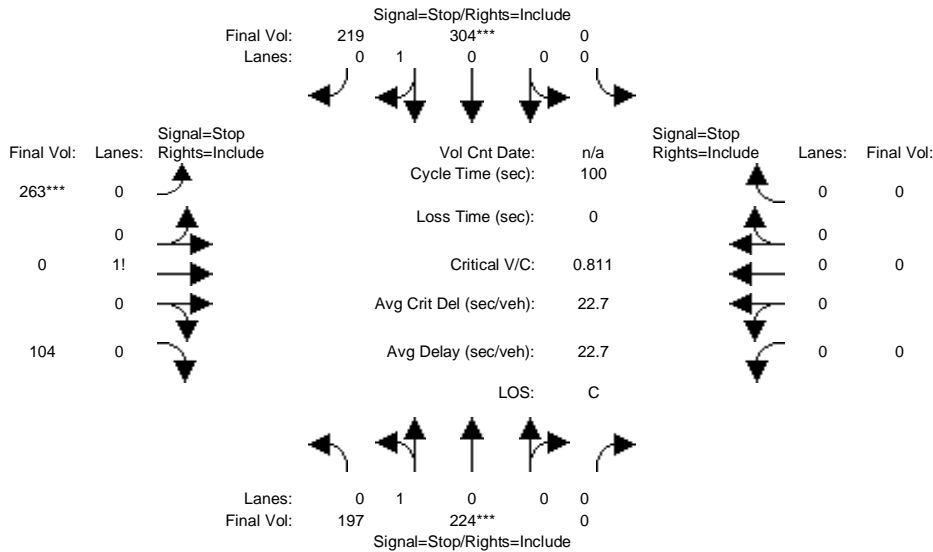
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.69	0.69	xxxx	xxxx	0.64	0.64	0.84	xxxx	0.84	xxxx	xxxx	xxxx
Crit Moves:	***				***		***					
Delay/Veh:	20.8	20.8	0.0	0.0	17.9	17.9	30.7	0.0	30.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	20.8	0.0	0.0	17.9	17.9	30.7	0.0	30.7	0.0	0.0	0.0
LOS by Move:	C	C	*	*	C	C	D	*	D	*	*	*
ApproachDel:	20.8			17.9			30.7			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxxx		
ApprAdjDel:	20.8			17.9			30.7			xxxxxx		
LOS by Appr:	C			C			D			*		
AllWayAvgQ:	1.8	1.8	1.8	1.5	1.5	1.5	3.7	3.7	3.7	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #24: Clarke Avenue and Donohoe Street



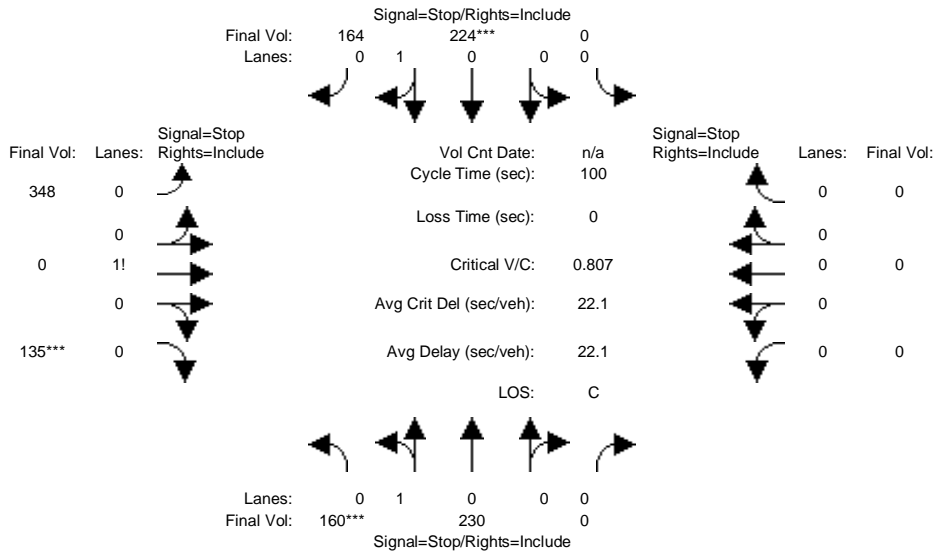
Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	197	224	0	0	304	219	263	0	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	224	0	0	304	219	263	0	104	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	224	0	0	304	219	263	0	104	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	224	0	0	304	219	263	0	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	224	0	0	304	219	263	0	104	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	224	0	0	304	219	263	0	104	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	0.00	0.00	0.58	0.42	0.72	0.00	0.28	0.00	0.00	0.00
Final Sat.:	277	315	0	0	375	270	401	0	159	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.71	0.71	xxxx	xxxx	0.81	0.81	0.66	xxxx	0.66	xxxx	xxxx	xxxx
Crit Moves:	****				****		****					
Delay/Veh:	21.3	21.3	0.0	0.0	26.5	26.5	18.9	0.0	18.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	21.3	0.0	0.0	26.5	26.5	18.9	0.0	18.9	0.0	0.0	0.0
LOS by Move:	C	C	*	*	D	D	C	*	C	*	*	*
ApproachDel:	21.3				26.5		18.9			xxxxxx		
Delay Adj:	1.00				1.00		1.00			xxxxxx		
ApprAdjDel:	21.3				26.5		18.9			xxxxxx		
LOS by Appr:	C				D		C			*		
AllWayAvgQ:	2.0	2.0	2.0	3.2	3.2	3.2	1.5	1.5	1.5	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #24: Clarke Avenue and Donohoe Street



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

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:

Base Vol:	160	230	0	0	224	164	348	0	135	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:	160	230	0	0	224	164	348	0	135	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:	160	230	0	0	224	164	348	0	135	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:	160	230	0	0	224	164	348	0	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	230	0	0	224	164	348	0	135	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:	160	230	0	0	224	164	348	0	135	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	0.00	0.00	0.58	0.42	0.72	0.00	0.28	0.00	0.00	0.00
Final Sat.:	235	338	0	0	347	254	431	0	167	0	0	0

Capacity Analysis Module:

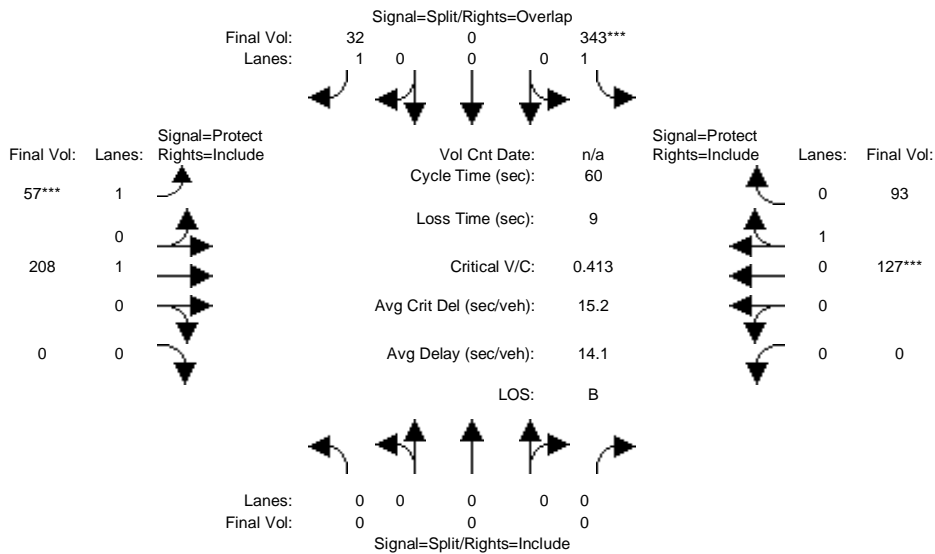
Vol/Sat:	0.68	0.68	xxxx	xxxx	0.65	0.65	0.81	xxxx	0.81	xxxx	xxxx	xxxx
Crit Moves:	***				***				***			
Delay/Veh:	20.1	20.1	0.0	0.0	17.9	17.9	27.3	0.0	27.3	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	20.1	0.0	0.0	17.9	17.9	27.3	0.0	27.3	0.0	0.0	0.0
LOS by Move:	C	C	*	*	C	C	D	*	D	*	*	*
ApproachDel:		20.1			17.9			27.3		xxxxxx		
Delay Adj:		1.00			1.00			1.00		xxxxxx		
ApprAdjDel:		20.1			17.9			27.3		xxxxxx		
LOS by Appr:		C			C			D		*		
AllWayAvgQ:	1.7	1.7	1.7	1.5	1.5	1.5	3.1	3.1	3.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	343	0	32	57	208	0	0	127	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	343	0	32	57	208	0	0	127	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	343	0	32	57	208	0	0	127	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	343	0	32	57	208	0	0	127	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	343	0	32	57	208	0	0	127	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	343	0	32	57	208	0	0	127	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.58	0.42
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	1014	742

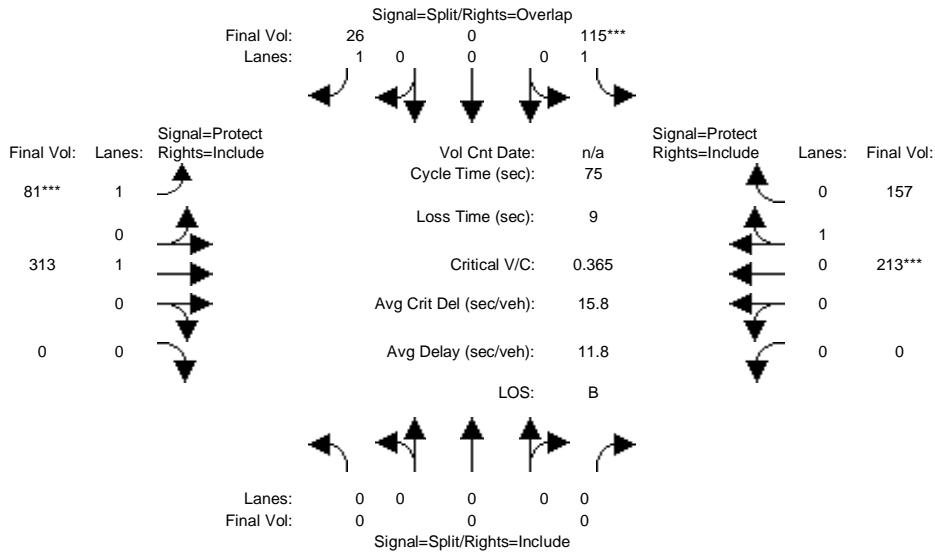
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.02	0.03	0.11	0.00	0.00	0.13	0.13
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.45	0.00	0.56	0.12	0.40	0.00	0.00	0.29	0.29
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.04	0.28	0.28	0.00	0.00	0.44	0.44
Delay/Veh:	0.0	0.0	0.0	11.8	0.0	5.9	24.9	12.2	0.0	0.0	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	11.8	0.0	5.9	24.9	12.2	0.0	0.0	18.0	18.0
LOS by Move:	A	A	A	B	A	A	C	B	A	A	B	B
HCM2kAvgQ:	0	0	0	5	0	0	1	2	0	0	3	3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #25: Clarke Avenue and East Bayshore Road



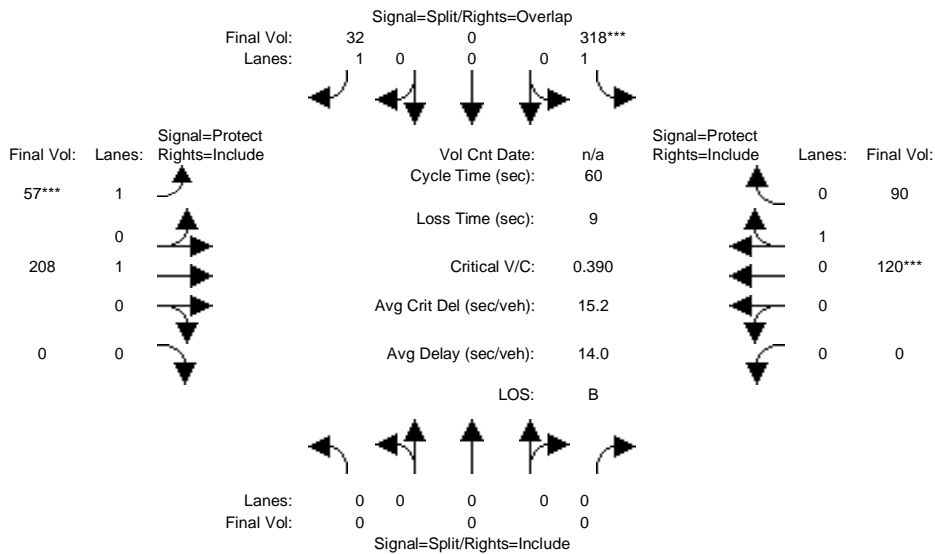
Street Name:	Clarke Avenue						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	115	0	26	81	313	0	0	213	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	0	0	115	0	26	81	313	0	0	213	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	0	0	115	0	26	81	313	0	0	213	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	0	0	115	0	26	81	313	0	0	213	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	26	81	313	0	0	213	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
Final Volume:	0	0	0	115	0	26	81	313	0	0	213	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.58	0.42
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	1011	745
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.02	0.05	0.17	0.00	0.00	0.21	0.21
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.18	0.00	0.30	0.13	0.70	0.00	0.00	0.58	0.58
Volume/Cap:	0.00	0.00	0.00	0.37	0.00	0.05	0.37	0.24	0.00	0.00	0.37	0.37
Delay/Veh:	0.0	0.0	0.0	27.8	0.0	18.6	31.1	4.1	0.0	0.0	8.7	8.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	27.8	0.0	18.6	31.1	4.1	0.0	0.0	8.7	8.7
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	0	2	3	0	0	4	4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	318	0	32	57	208	0	0	120	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:	0	0	0	318	0	32	57	208	0	0	120	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:	0	0	0	318	0	32	57	208	0	0	120	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:	0	0	0	318	0	32	57	208	0	0	120	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	318	0	32	57	208	0	0	120	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
Final Volume:	0	0	0	318	0	32	57	208	0	0	120	90

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.57	0.43
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	1002	752

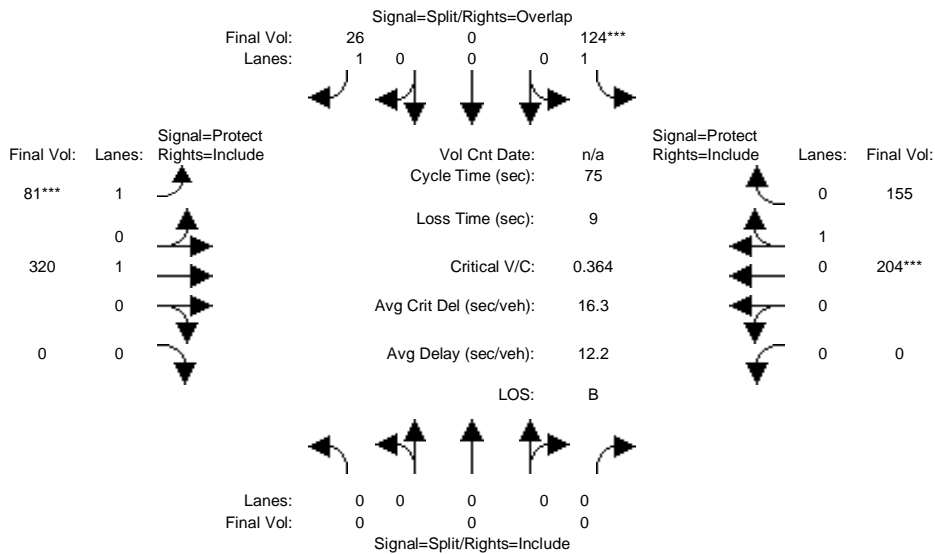
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.03	0.11	0.00	0.00	0.12	0.12
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.44	0.00	0.56	0.12	0.41	0.00	0.00	0.29	0.29
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.04	0.28	0.27	0.00	0.00	0.41	0.41
Delay/Veh:	0.0	0.0	0.0	11.8	0.0	6.0	24.9	12.0	0.0	0.0	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:	0.0	0.0	0.0	11.8	0.0	6.0	24.9	12.0	0.0	0.0	17.6	17.6
LOS by Move:	A	A	A	B	A	A	C	B	A	A	B	B
HCM2kAvgQ:	0	0	0	4	0	0	1	2	0	0	3	3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	124	0	26	81	320	0	0	204	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	124	0	26	81	320	0	0	204	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	124	0	26	81	320	0	0	204	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	124	0	26	81	320	0	0	204	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	26	81	320	0	0	204	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	124	0	26	81	320	0	0	204	155

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.57	0.43
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	997	757

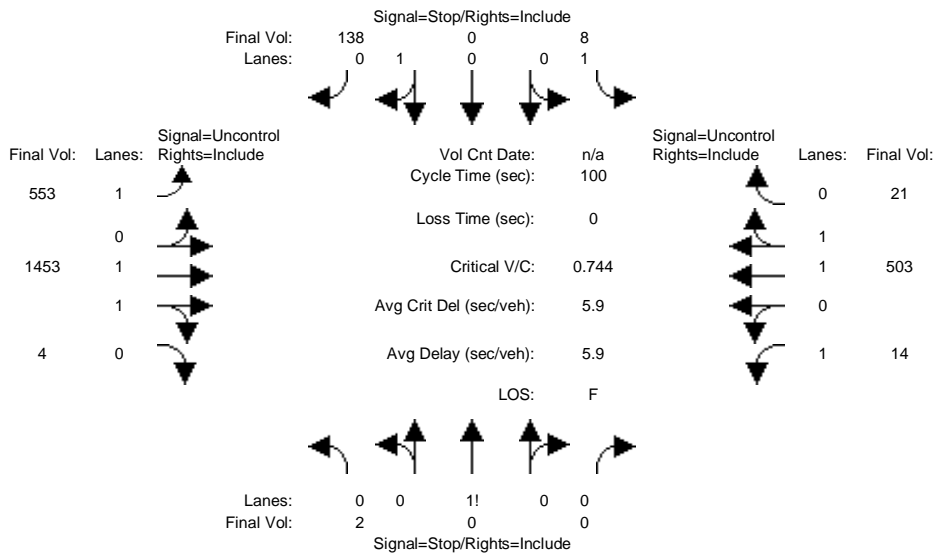
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.02	0.05	0.17	0.00	0.00	0.20	0.20
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.19	0.00	0.32	0.13	0.69	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.36	0.00	0.05	0.36	0.25	0.00	0.00	0.36	0.36
Delay/Veh:	0.0	0.0	0.0	27.0	0.0	17.8	31.1	4.5	0.0	0.0	9.3	9.3
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	0.0	0.0	27.0	0.0	17.8	31.1	4.5	0.0	0.0	9.3	9.3
LOS by Move:	A	A	A	C	A	B	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	0	2	3	0	0	4	4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #26: Demeter Street and Bay Road



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

Volume Module:

Base Vol:	2	0	0	8	0	138	553	1453	4	14	503	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	8	0	138	553	1453	4	14	503	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	8	0	138	553	1453	4	14	503	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	8	0	138	553	1453	4	14	503	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	0	8	0	138	553	1453	4	14	503	21

Critical Gap Module:

Critical Gp:	7.5	xxxx	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	2841	xxxx	xxxxx	2374	3105	262	524	xxxx	xxxxx	1457	xxxx	xxxxx
Potent Cap.:	8	xxxx	xxxxx	19	12	743	1053	xxxx	xxxxx	470	xxxx	xxxxx
Move Cap.:	4	xxxx	xxxxx	11	5	743	1053	xxxx	xxxxx	470	xxxx	xxxxx
Volume/Cap:	0.52	xxxx	xxxx	0.74	0.00	0.19	0.53	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

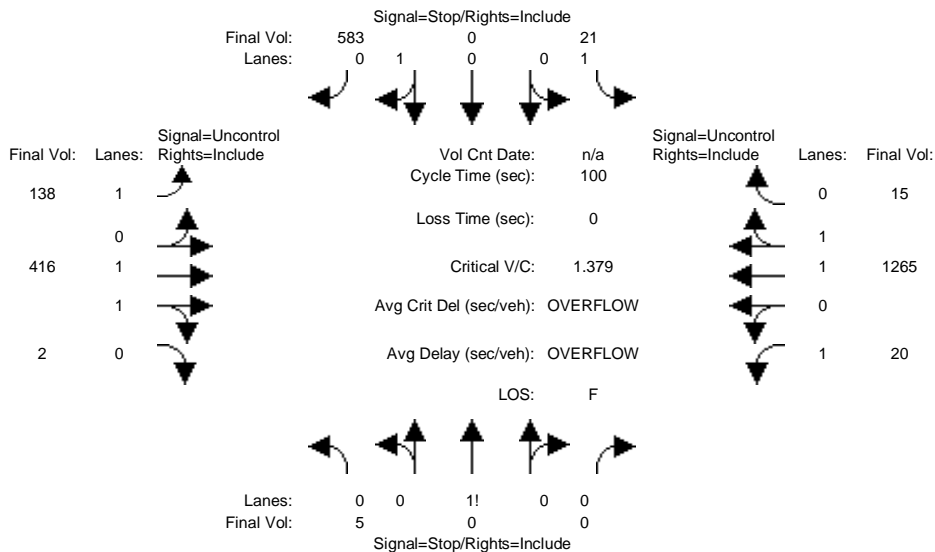
2Way95thQ:	0.8	xxxx	xxxxx	1.6	xxxx	xxxxx	3.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	1327	xxxx	xxxxx	621.8	xxxx	xxxxx	12.1	xxxx	xxxxx	12.9	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	743	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	1327.1			44.4			xxxxxxx			xxxxxxx		
ApproachLOS:	F			E			*			*		*

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

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2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #26: Demeter Street and Bay Road



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

Volume Module:												
	Demeter Street North Bound			Demeter Street South Bound			Bay Road East Bound			Bay Road West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	5	0	0	21	0	583	138	416	2	20	1265	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	21	0	583	138	416	2	20	1265	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	21	0	583	138	416	2	20	1265	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	21	0	583	138	416	2	20	1265	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	0	21	0	583	138	416	2	20	1265	15

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

Capacity Module:												
Cnflct Vol:	1366	xxxx	xxxxx	1797	2007	640	1280	xxxx	xxxxx	418	xxxx	xxxxx
Potent Cap.:	108	xxxx	xxxxx	52	60	423	549	xxxx	xxxxx	1152	xxxx	xxxxx
Move Cap.:	0	xxxx	xxxxx	41	44	423	549	xxxx	xxxxx	1152	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.51	0.00	1.38	0.25	xxxx	xxxx	0.02	xxxx	xxxx

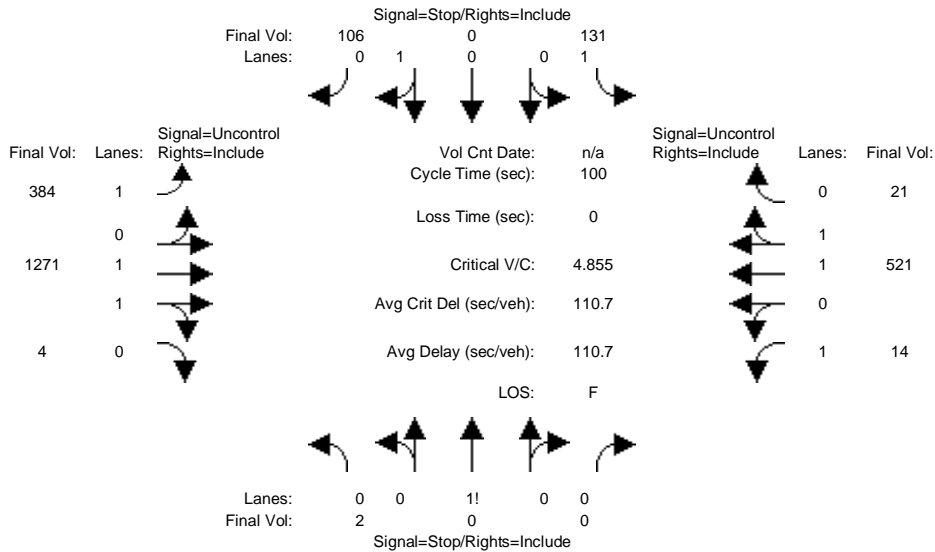
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	1.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	162.6	xxxx	xxxxx	13.7	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	423	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	27.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	210.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	F	*	*	*	*	*	*
ApproachDel:	+Inf			209.0			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #26: Demeter Street and Bay Road



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

Volume Module:

Base Vol:	2	0	0	131	0	106	384	1271	4	14	521	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	131	0	106	384	1271	4	14	521	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	131	0	106	384	1271	4	14	521	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	131	0	106	384	1271	4	14	521	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	0	131	0	106	384	1271	4	14	521	21

Critical Gap Module:

Critical Gp:	7.5	xxxx	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	2330	xxxx	xxxxx	1963	2603	271	542	xxxx	xxxxx	1275	xxxx	xxxxx
Potent Cap.:	20	xxxx	xxxxx	39	25	733	1037	xxxx	xxxxx	551	xxxx	xxxxx
Move Cap.:	12	xxxx	xxxxx	27	15	733	1037	xxxx	xxxxx	551	xxxx	xxxxx
Volume/Cap:	0.16	xxxx	xxxx	4.85	0.00	0.14	0.37	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

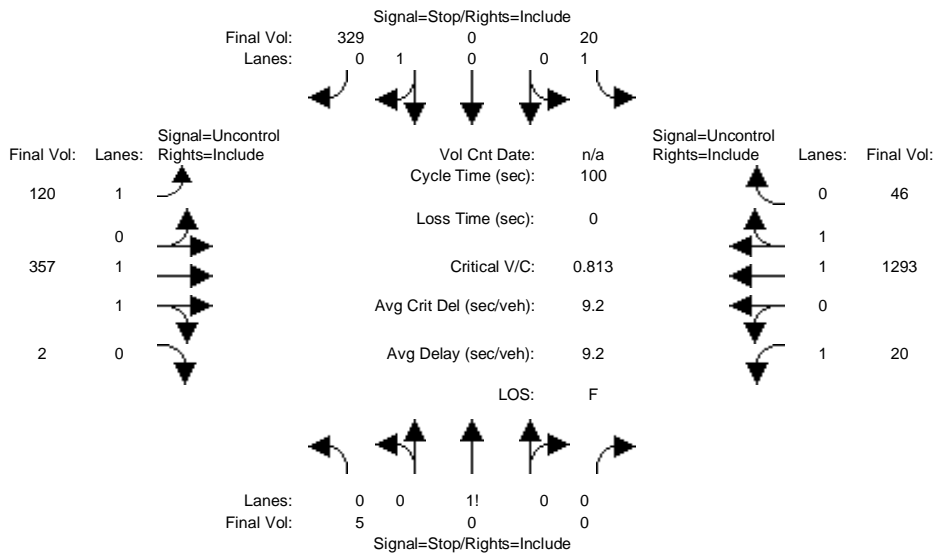
2Way95thQ:	0.4	xxxx	xxxxx	16.1	xxxx	xxxxx	1.7	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	353.3	xxxx	xxxxx	2027	xxxx	xxxxx	10.5	xxxx	xxxxx	11.7	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	733	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	353.3			1125.4			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #26: Demeter Street and Bay Road



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

Volume Module:												
Base Vol:	5	0	0	20	0	329	120	357	2	20	1293	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	20	0	329	120	357	2	20	1293	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	20	0	329	120	357	2	20	1293	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	20	0	329	120	357	2	20	1293	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	0	20	0	329	120	357	2	20	1293	46

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

Capacity Module:												
Cnflct Vol:	1285	xxxx	xxxxx	1775	1955	670	1339	xxxx	xxxxx	359	xxxx	xxxxx
Potent Cap.:	124	xxxx	xxxxx	54	65	405	521	xxxx	xxxxx	1211	xxxx	xxxxx
Move Cap.:	19	xxxx	xxxxx	44	49	405	521	xxxx	xxxxx	1211	xxxx	xxxxx
Volume/Cap:	0.27	xxxx	xxxx	0.46	0.00	0.81	0.23	xxxx	xxxx	0.02	xxxx	xxxx

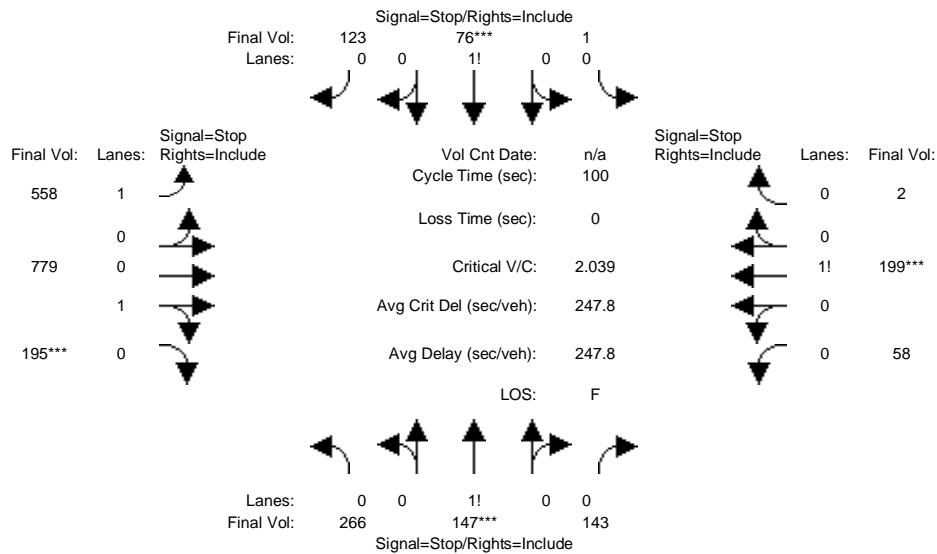
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxx	1.6	xxxx	xxxxx	0.9	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	255.1	xxxx	xxxxx	144.7	xxxx	xxxxx	14.0	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	405	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	7.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	42.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	E	*	*	*	*	*	*
ApproachDel:	255.1			48.6			xxxxxxx			xxxxxxx		
ApproachLOS:	F			E			*			*		*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #27: Pulgas Avenue and Bay Road



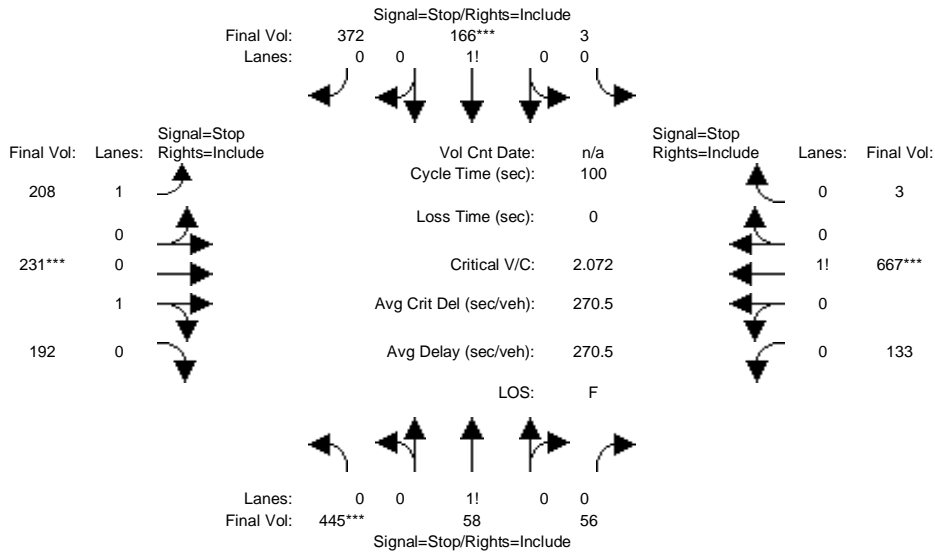
Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	266	147	143	1	76	123	558	779	195	58	199	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	147	143	1	76	123	558	779	195	58	199	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	147	143	1	76	123	558	779	195	58	199	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	147	143	1	76	123	558	779	195	58	199	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	147	143	1	76	123	558	779	195	58	199	2
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:	266	147	143	1	76	123	558	779	195	58	199	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.48	0.26	0.26	0.01	0.38	0.61	1.00	0.80	0.20	0.22	0.77	0.01
Final Sat.:	241	133	130	2	170	275	441	382	96	99	340	3
Capacity Analysis Module:												
Vol/Sat:	1.10	1.10	1.10	0.45	0.45	0.45	1.27	2.04	2.04	0.59	0.59	0.59
Crit Moves:	****			****			****			****		
Delay/Veh:	96.5	96.5	96.5	16.7	16.7	16.7	161.6	491	491.3	21.3	21.3	21.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.5	96.5	96.5	16.7	16.7	16.7	161.6	491	491.3	21.3	21.3	21.3
LOS by Move:	F	F	F	C	C	C	F	F	F	C	C	C
ApproachDel:	96.5			16.7			371.2			21.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	96.5			16.7			371.2			21.3		
LOS by Appr:	F			C			F			C		
AllWayAvgQ:	12.1	12.1	12.1	0.7	0.7	0.7	18.4	63.8	63.8	1.3	1.3	1.3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #27: Pulgas Avenue and Bay Road

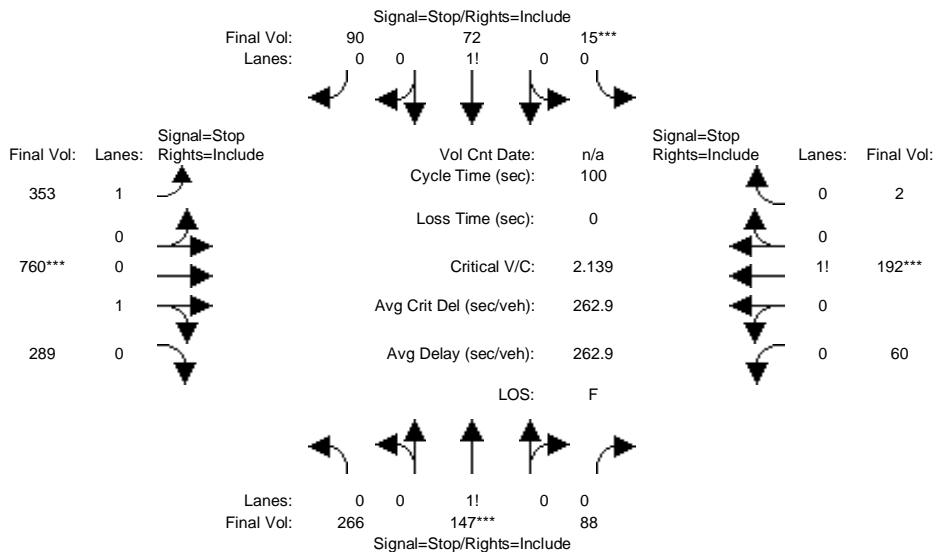


Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	445	58	56	3	166	372	208	231	192	133	667	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	58	56	3	166	372	208	231	192	133	667	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	58	56	3	166	372	208	231	192	133	667	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	58	56	3	166	372	208	231	192	133	667	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	58	56	3	166	372	208	231	192	133	667	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	445	58	56	3	166	372	208	231	192	133	667	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.10	0.10	0.01	0.30	0.69	1.00	0.55	0.45	0.16	0.83	0.01
Final Sat.:	310	40	39	2	126	283	367	219	182	64	322	1
Capacity Analysis Module:												
Vol/Sat:	1.44	1.44	1.44	1.31	1.31	1.31	0.57	1.06	1.06	2.07	2.07	2.07
Crit Moves:	***			***			***			***		
Delay/Veh:	235.8	236	235.8	183.3	183	183.3	24.5	90.6	90.6	511.9	512	511.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	235.8	236	235.8	183.3	183	183.3	24.5	90.6	90.6	511.9	512	511.9
LOS by Move:	F	F	F	F	F	F	C	F	F	F	F	F
ApproachDel:	235.8			183.3			68.8			511.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	235.8			183.3			68.8			511.9		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	24.2	24.2	24.2	19.6	19.6	19.6	1.2	8.8	8.8	53.8	53.8	53.8

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #27: Pulgas Avenue and Bay Road



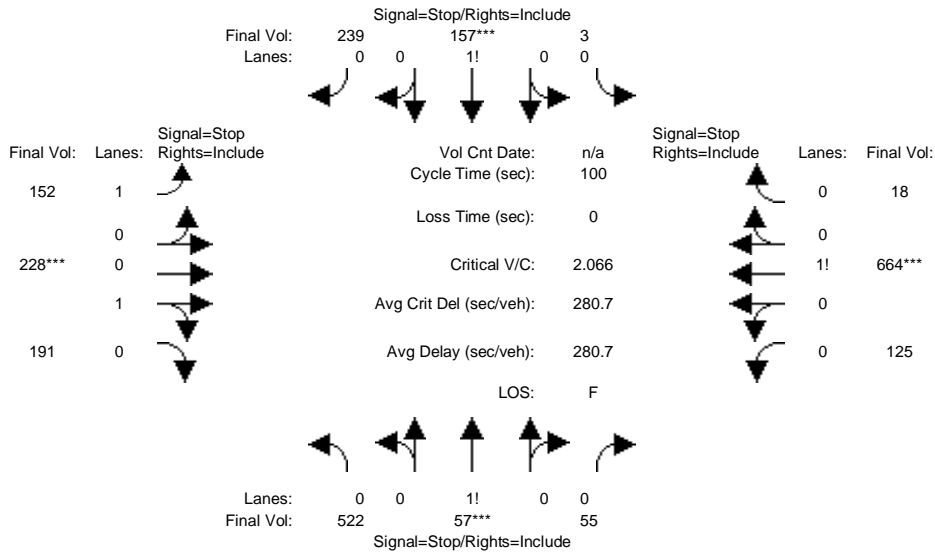
Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	266	147	88	15	72	90	353	760	289	60	192	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	147	88	15	72	90	353	760	289	60	192	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	147	88	15	72	90	353	760	289	60	192	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	147	88	15	72	90	353	760	289	60	192	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	147	88	15	72	90	353	760	289	60	192	2
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:	266	147	88	15	72	90	353	760	289	60	192	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.29	0.18	0.08	0.41	0.51	1.00	0.72	0.28	0.24	0.75	0.01
Final Sat.:	270	149	89	38	181	227	448	355	135	106	339	4
Capacity Analysis Module:												
Vol/Sat:	0.98	0.98	0.98	0.40	0.40	0.40	0.79	2.14	2.14	0.57	0.57	0.57
Crit Moves:	****			****			****			****		
Delay/Veh:	62.4	62.4	62.4	15.6	15.6	15.6	34.6	536	536.0	20.2	20.2	20.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	62.4	62.4	15.6	15.6	15.6	34.6	536	536.0	20.2	20.2	20.2
LOS by Move:	F	F	F	C	C	C	D	F	F	C	C	C
ApproachDel:		62.4			15.6			409.8			20.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		62.4			15.6			409.8			20.2	
LOS by Appr:		F			C			F			C	
AllWayAvgQ:	7.4	7.4	7.4	0.6	0.6	0.6	3.0	71.7	71.7	1.2	1.2	1.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #27: Pulgas Avenue and Bay Road



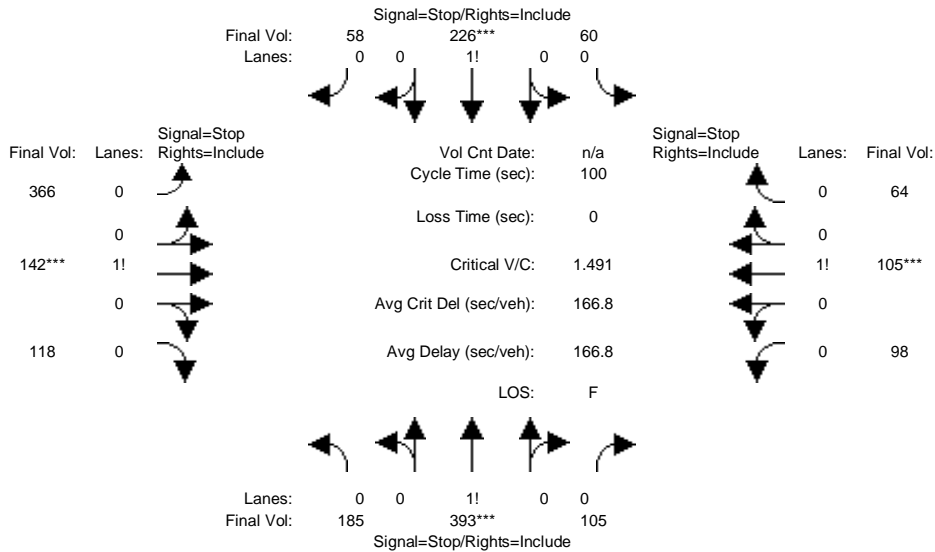
Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	522	57	55	3	157	239	152	228	191	125	664	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	522	57	55	3	157	239	152	228	191	125	664	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:	522	57	55	3	157	239	152	228	191	125	664	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:	522	57	55	3	157	239	152	228	191	125	664	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	522	57	55	3	157	239	152	228	191	125	664	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:	522	57	55	3	157	239	152	228	191	125	664	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.09	0.09	0.01	0.39	0.60	1.00	0.54	0.46	0.15	0.83	0.02
Final Sat.:	322	35	34	3	161	245	369	219	184	60	321	9
Capacity Analysis Module:												
Vol/Sat:	1.62	1.62	1.62	0.98	0.98	0.98	0.41	1.04	1.04	2.07	2.07	2.07
Crit Moves:	****				****			****			****	
Delay/Veh:	314.6	315	314.6	68.6	68.6	68.6	19.1	85.9	85.9	509.4	509	509.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	314.6	315	314.6	68.6	68.6	68.6	19.1	85.9	85.9	509.4	509	509.4
LOS by Move:	F	F	F	F	F	F	C	F	F	F	F	F
ApproachDel:		314.6			68.6			68.1			509.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		314.6			68.6			68.1			509.4	
LOS by Appr:		F			F			F			F	
AllWayAvgQ:	32.8	32.8	32.8	6.5	6.5	6.5	0.7	8.3	8.3	53.9	53.9	53.9

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #29: Pulgas Avenue and Runnymead Street

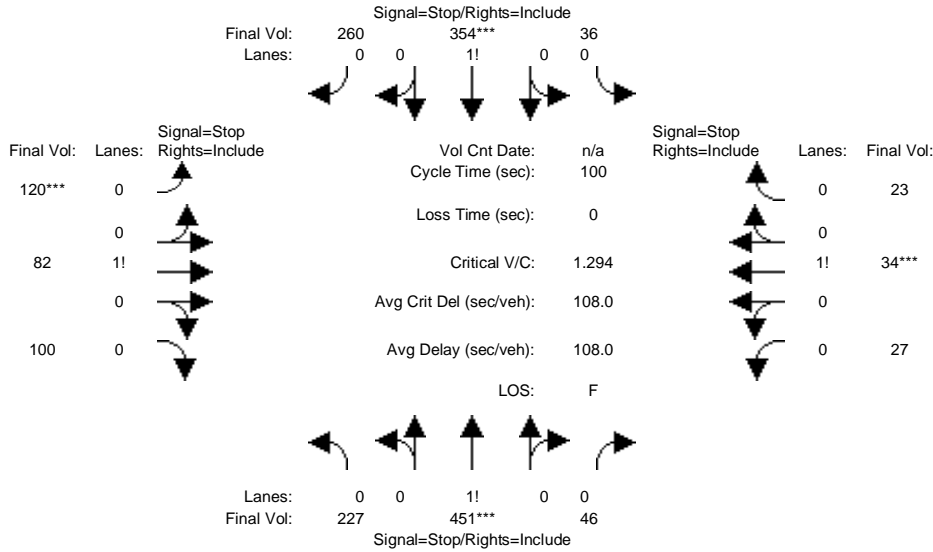


Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	185	393	105	60	226	58	366	142	118	98	105	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	393	105	60	226	58	366	142	118	98	105	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:	185	393	105	60	226	58	366	142	118	98	105	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:	185	393	105	60	226	58	366	142	118	98	105	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	393	105	60	226	58	366	142	118	98	105	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:	185	393	105	60	226	58	366	142	118	98	105	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.58	0.15	0.17	0.66	0.17	0.58	0.23	0.19	0.37	0.39	0.24
Final Sat.:	124	264	70	76	285	73	266	103	86	151	162	99
Capacity Analysis Module:												
Vol/Sat:	1.49	1.49	1.49	0.79	0.79	0.79	1.37	1.37	1.37	0.65	0.65	0.65
Crit Moves:	****			****			****			****		
Delay/Veh:	253.6	254	253.6	35.4	35.4	35.4	204.5	204	204.5	25.3	25.3	25.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	253.6	254	253.6	35.4	35.4	35.4	204.5	204	204.5	25.3	25.3	25.3
LOS by Move:	F	F	F	E	E	E	F	F	F	D	D	D
ApproachDel:	253.6			35.4			204.5			25.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	253.6			35.4			204.5			25.3		
LOS by Appr:	F			E			F			D		
AllWayAvgQ:	30.9	30.9	30.9	2.9	2.9	2.9	24.5	24.5	24.5	1.6	1.6	1.6

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #29: Pulgas Avenue and Runnymead Street



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

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol:	227	451	46	36	354	260	120	82	100	27	34	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	451	46	36	354	260	120	82	100	27	34	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	451	46	36	354	260	120	82	100	27	34	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	451	46	36	354	260	120	82	100	27	34	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	451	46	36	354	260	120	82	100	27	34	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	451	46	36	354	260	120	82	100	27	34	23

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.63	0.06	0.06	0.54	0.40	0.40	0.27	0.33	0.32	0.41	0.27
Final Sat.:	175	349	36	32	317	233	199	136	165	137	172	116

Capacity Analysis Module:

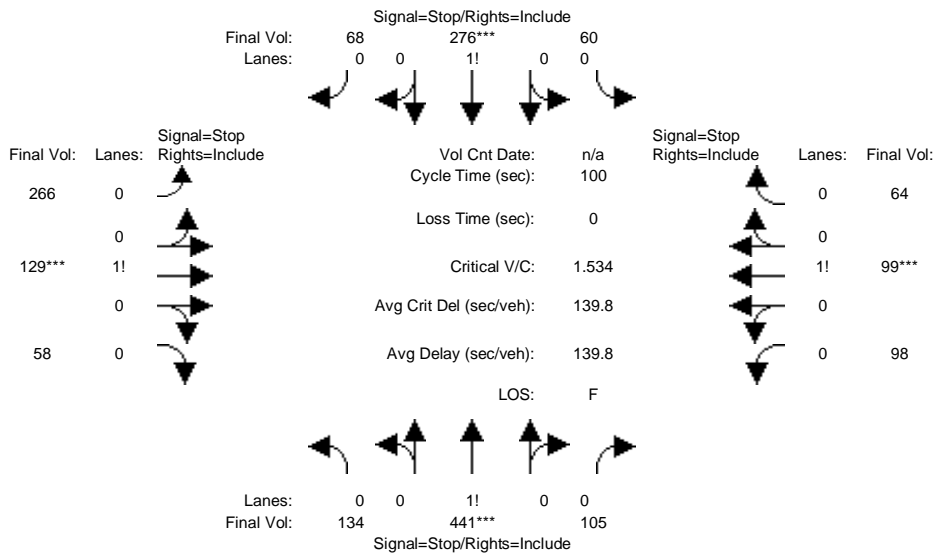
Vol/Sat:	1.29	1.29	1.29	1.12	1.12	1.12	0.60	0.60	0.60	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	165.6	166	165.6	96.7	96.7	96.7	20.4	20.4	20.4	13.0	13.0	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.6	166	165.6	96.7	96.7	96.7	20.4	20.4	20.4	13.0	13.0	13.0
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B
ApproachDel:	165.6			96.7			20.4			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	165.6			96.7			20.4			13.0		
LOS by Appr:	F			F			C			B		
AllWayAvgQ:	24.3	24.3	24.3	14.2	14.2	14.2	1.4	1.4	1.4	0.2	0.2	0.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #29: Pulgas Avenue and Runnymead Street

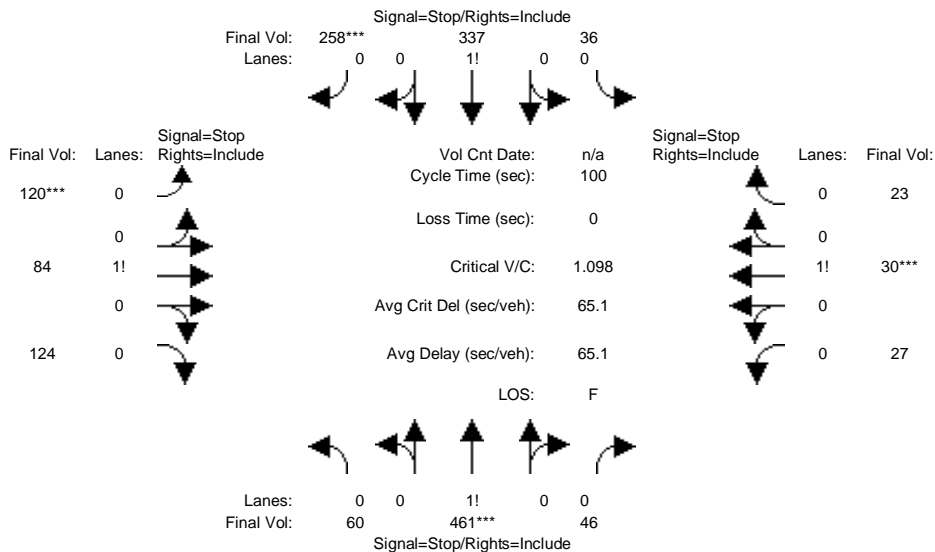


Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	134	441	105	60	276	68	266	129	58	98	99	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	441	105	60	276	68	266	129	58	98	99	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:	134	441	105	60	276	68	266	129	58	98	99	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:	134	441	105	60	276	68	266	129	58	98	99	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	441	105	60	276	68	266	129	58	98	99	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:	134	441	105	60	276	68	266	129	58	98	99	64
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.65	0.15	0.15	0.68	0.17	0.59	0.28	0.13	0.38	0.38	0.24
Final Sat.:	87	288	68	65	297	73	257	125	56	149	151	97
Capacity Analysis Module:												
Vol/Sat:	1.53	1.53	1.53	0.93	0.93	0.93	1.03	1.03	1.03	0.66	0.66	0.66
Crit Moves:	****				****			****			****	
Delay/Veh:	272.6	273	272.6	55.3	55.3	55.3	81.0	81.0	81.0	26.6	26.6	26.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	272.6	273	272.6	55.3	55.3	55.3	81.0	81.0	81.0	26.6	26.6	26.6
LOS by Move:	F	F	F	F	F	F	F	F	F	D	D	D
ApproachDel:	272.6			55.3			81.0			26.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	272.6			55.3			81.0			26.6		
LOS by Appr:	F			F			F			D		
AllWayAvgQ:	32.2	32.2	32.2	5.3	5.3	5.3	8.5	8.5	8.5	1.6	1.6	1.6

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #29: Pulgas Avenue and Runnymead Street



Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	60	461	46	36	337	258	120	84	124	27	30	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	461	46	36	337	258	120	84	124	27	30	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	461	46	36	337	258	120	84	124	27	30	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	461	46	36	337	258	120	84	124	27	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	461	46	36	337	258	120	84	124	27	30	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	461	46	36	337	258	120	84	124	27	30	23

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	0.11	0.81	0.08	0.06	0.53	0.41	0.36	0.26	0.38	0.34	0.37	0.29
Final Sat.:	59	452	45	33	307	235	184	129	190	141	157	120

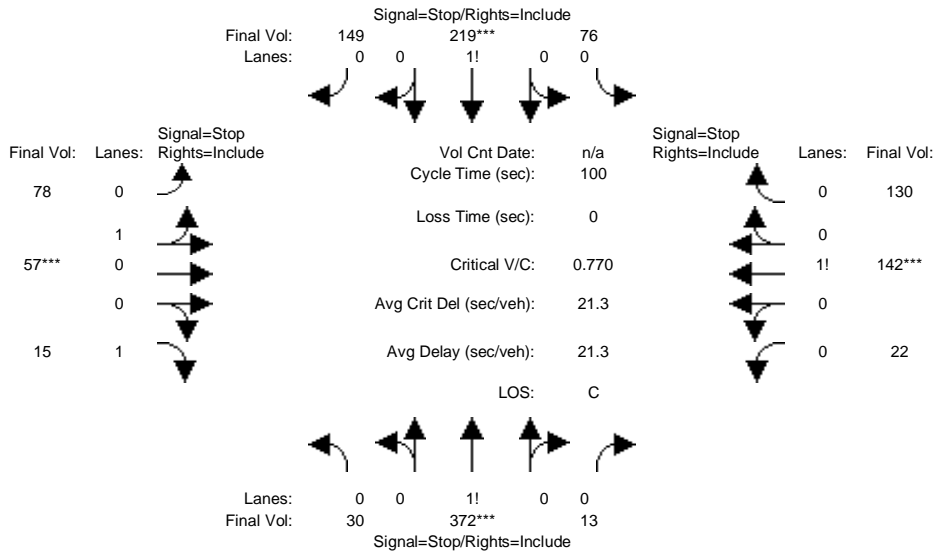
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	1.02	1.02	1.02	1.10	1.10	1.10	0.65	0.65	0.65	0.19	0.19	0.19
Crit Moves:	****					****	****				****	
Delay/Veh:	68.3	68.3	68.3	91.0	91.0	91.0	22.3	22.3	22.3	13.0	13.0	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	68.3	68.3	91.0	91.0	91.0	22.3	22.3	22.3	13.0	13.0	13.0
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B
ApproachDel:	68.3			91.0			22.3			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	68.3			91.0			22.3			13.0		
LOS by Appr:	F			F			C			B		
AllWayAvgQ:	9.1	9.1	9.1	13.1	13.1	13.1	1.7	1.7	1.7	0.2	0.2	0.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #30: Pulgas Avenue and O'Connor Street



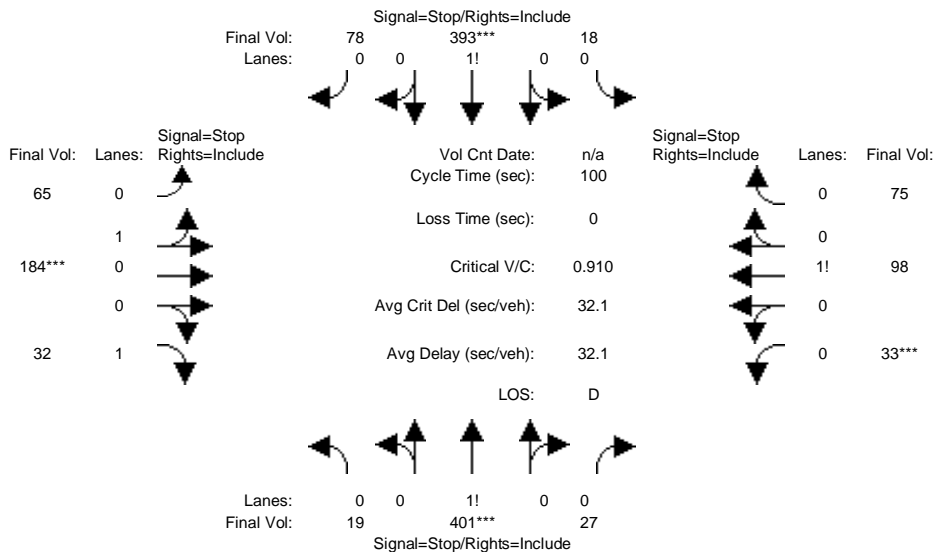
Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	372	13	76	219	149	78	57	15	22	142	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	372	13	76	219	149	78	57	15	22	142	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	372	13	76	219	149	78	57	15	22	142	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	372	13	76	219	149	78	57	15	22	142	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	372	13	76	219	149	78	57	15	22	142	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	372	13	76	219	149	78	57	15	22	142	130
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.90	0.03	0.17	0.49	0.34	0.58	0.42	1.00	0.07	0.49	0.44
Final Sat.:	40	499	17	99	284	193	231	168	448	38	243	222
Capacity Analysis Module:												
Vol/Sat:	0.75	0.75	0.75	0.77	0.77	0.77	0.34	0.34	0.03	0.58	0.58	0.58
Crit Moves:	****			****			****			****		
Delay/Veh:	23.6	23.6	23.6	24.7	24.7	24.7	13.8	13.8	9.8	17.0	17.0	17.0
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:	23.6	23.6	23.6	24.7	24.7	24.7	13.8	13.8	9.8	17.0	17.0	17.0
LOS by Move:	C	C	C	C	C	C	B	B	A	C	C	C
ApproachDel:		23.6			24.7			13.4			17.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.6			24.7			13.4			17.0	
LOS by Appr:		C			C			B			C	
AllWayAvgQ:	2.2	2.2	2.2	2.5	2.5	2.5	0.4	0.4	0.0	1.0	1.0	1.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #30: Pulgas Avenue and O'Connor Street



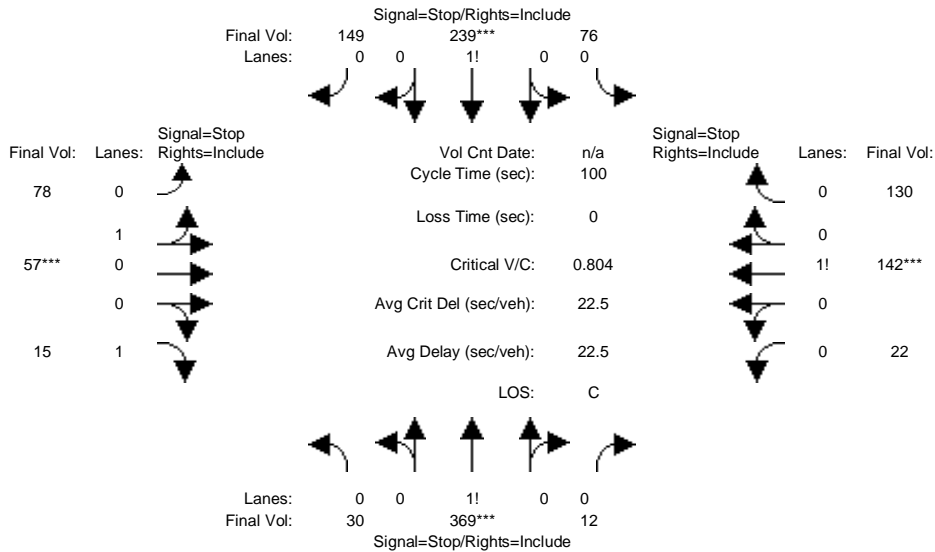
Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	19	401	27	18	393	78	65	184	32	33	98	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	401	27	18	393	78	65	184	32	33	98	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:	19	401	27	18	393	78	65	184	32	33	98	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:	19	401	27	18	393	78	65	184	32	33	98	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	401	27	18	393	78	65	184	32	33	98	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:	19	401	27	18	393	78	65	184	32	33	98	75
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.04	0.80	0.16	0.26	0.74	1.00	0.16	0.48	0.36
Final Sat.:	22	468	31	20	432	86	111	313	470	69	206	158
Capacity Analysis Module:												
Vol/Sat:	0.86	0.86	0.86	0.91	0.91	0.91	0.59	0.59	0.07	0.47	0.47	0.47
Crit Moves:	****			****			****			****		
Delay/Veh:	35.5	35.5	35.5	43.1	43.1	43.1	20.1	20.1	10.3	16.3	16.3	16.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	35.5	35.5	43.1	43.1	43.1	20.1	20.1	10.3	16.3	16.3	16.3
LOS by Move:	E	E	E	E	E	E	C	C	B	C	C	C
ApproachDel:		35.5			43.1			19.0			16.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		35.5			43.1			19.0			16.3	
LOS by Appr:		E			E			C			C	
AllWayAvgQ:	3.7	3.7	3.7	5.0	5.0	5.0	1.1	1.1	0.1	0.7	0.7	0.7

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #30: Pulgas Avenue and O'Connor Street

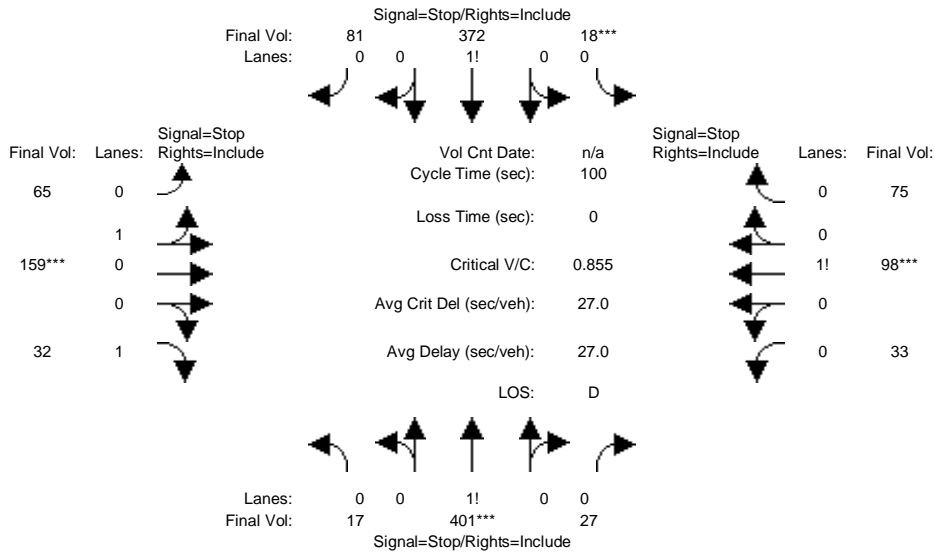


Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	369	12	76	239	149	78	57	15	22	142	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	369	12	76	239	149	78	57	15	22	142	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	369	12	76	239	149	78	57	15	22	142	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	369	12	76	239	149	78	57	15	22	142	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	369	12	76	239	149	78	57	15	22	142	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	369	12	76	239	149	78	57	15	22	142	130
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.90	0.03	0.16	0.52	0.32	0.58	0.42	1.00	0.07	0.49	0.44
Final Sat.:	40	495	16	94	297	185	231	169	449	37	240	220
Capacity Analysis Module:												
Vol/Sat:	0.75	0.75	0.75	0.80	0.80	0.80	0.34	0.34	0.03	0.59	0.59	0.59
Crit Moves:	****				****			****			****	
Delay/Veh:	23.8	23.8	23.8	27.5	27.5	27.5	14.0	14.0	9.9	17.3	17.3	17.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	23.8	23.8	27.5	27.5	27.5	14.0	14.0	9.9	17.3	17.3	17.3
LOS by Move:	C	C	C	D	D	D	B	B	A	C	C	C
ApproachDel:		23.8			27.5			13.6			17.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		23.8			27.5			13.6			17.3	
LOS by Appr:		C			D			B			C	
AllWayAvgQ:	2.2	2.2	2.2	2.9	2.9	2.9	0.4	0.4	0.0	1.1	1.1	1.1

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #30: Pulgas Avenue and O'Connor Street



Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module:												
Base Vol:	17	401	27	18	372	81	65	159	32	33	98	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:	17	401	27	18	372	81	65	159	32	33	98	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:	17	401	27	18	372	81	65	159	32	33	98	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:	17	401	27	18	372	81	65	159	32	33	98	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	401	27	18	372	81	65	159	32	33	98	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:	17	401	27	18	372	81	65	159	32	33	98	75

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.04	0.79	0.17	0.29	0.71	1.00	0.16	0.48	0.36
Final Sat.:	21	486	33	21	435	95	123	301	470	71	210	161

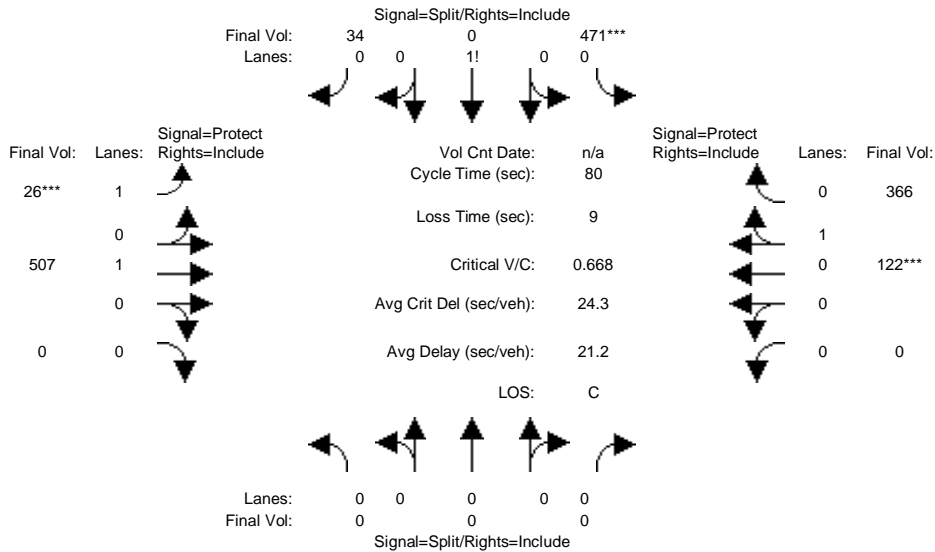
Capacity Analysis Module:												
Vol/Sat:	0.82	0.82	0.82	0.85	0.85	0.85	0.53	0.53	0.07	0.47	0.47	0.47
Crit Moves:	****			****			****			****		
Delay/Veh:	30.9	30.9	30.9	33.9	33.9	33.9	17.7	17.7	10.1	15.5	15.5	15.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	30.9	30.9	33.9	33.9	33.9	17.7	17.7	10.1	15.5	15.5	15.5
LOS by Move:	D	D	D	D	D	D	C	C	B	C	C	C
ApproachDel:		30.9			33.9			16.8			15.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		30.9			33.9			16.8			15.5	
LOS by Appr:		D			D			C			C	
AllWayAvgQ:	3.2	3.2	3.2	3.7	3.7	3.7	0.8	0.8	0.1	0.6	0.6	0.6

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	471	0	34	26	507	0	0	122	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	471	0	34	26	507	0	0	122	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	471	0	34	26	507	0	0	122	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	471	0	34	26	507	0	0	122	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	471	0	34	26	507	0	0	122	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	471	0	34	26	507	0	0	122	366

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.93	0.93	0.98	1.00	1.00	0.88	0.88
Lanes:	0.00	0.00	0.00	0.93	0.00	0.07	1.00	1.00	0.00	0.00	0.25	0.75
Final Sat.:	0	0	0	1644	0	119	1769	1862	0	0	418	1255

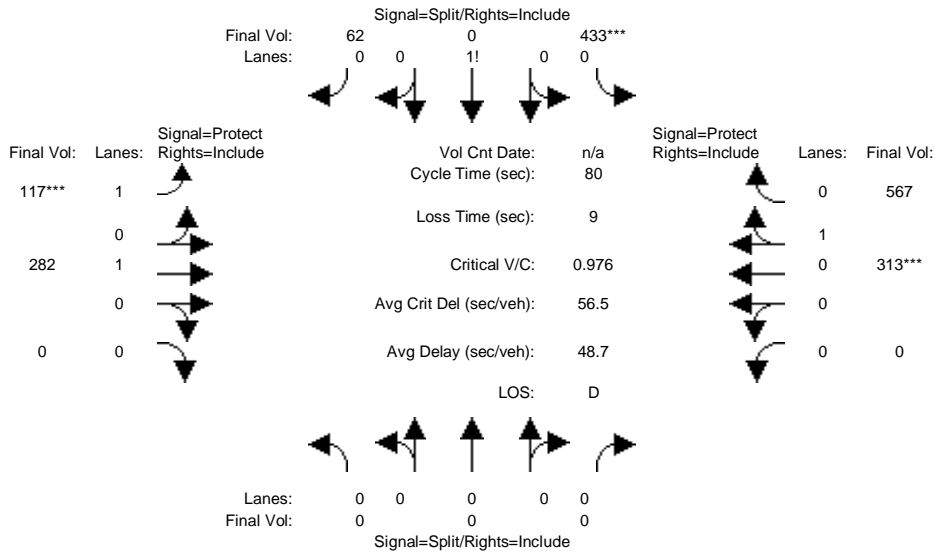
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.29	0.01	0.27	0.00	0.00	0.29	0.29
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.09	0.49	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.72	0.17	0.55	0.00	0.00	0.72	0.72
Delay/Veh:	0.0	0.0	0.0	24.1	0.0	24.1	34.3	15.0	0.0	0.0	23.9	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	0.0	0.0	24.1	0.0	24.1	34.3	15.0	0.0	0.0	23.9	23.9
LOS by Move:	A	A	A	C	A	C	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	12	0	12	1	9	0	0	11	11

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

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	433	0	62	117	282	0	0	313	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	433	0	62	117	282	0	0	313	567
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	433	0	62	117	282	0	0	313	567
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	433	0	62	117	282	0	0	313	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	433	0	62	117	282	0	0	313	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	433	0	62	117	282	0	0	313	567

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	0.93	0.98	1.00	1.00	0.89	0.89
Lanes:	0.00	0.00	0.00	0.87	0.00	0.13	1.00	1.00	0.00	0.00	0.36	0.64
Final Sat.:	0	0	0	1534	0	220	1769	1862	0	0	605	1095

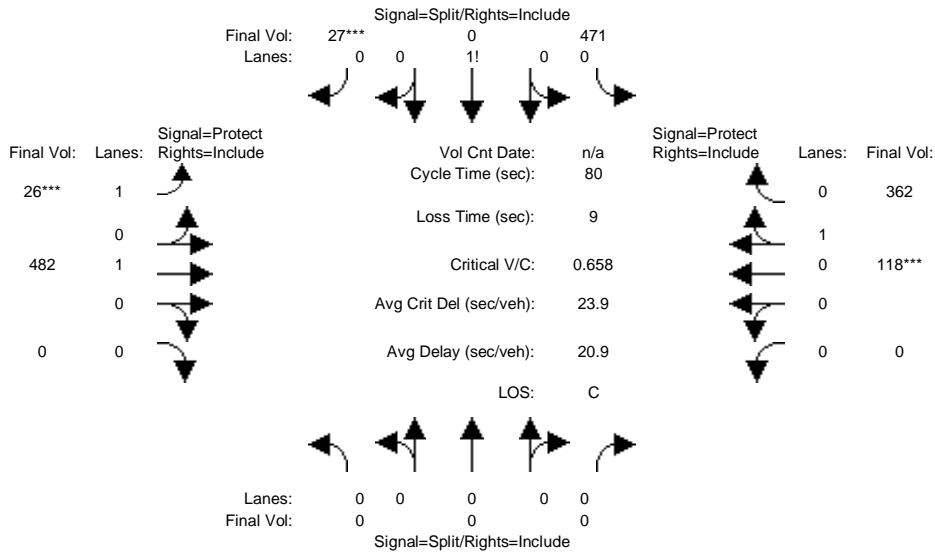
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.07	0.15	0.00	0.00	0.52	0.52
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.09	0.61	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	1.00	0.00	1.00	0.76	0.25	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	69.1	0.0	69.1	54.7	7.5	0.0	0.0	49.6	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	69.1	0.0	69.1	54.7	7.5	0.0	0.0	49.6	49.6
LOS by Move:	A	A	A	E	A	E	D	A	A	A	D	D
HCM2kAvgQ:	0	0	0	19	0	19	3	3	0	0	30	30

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	471	0	27	26	482	0	0	118	362
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	471	0	27	26	482	0	0	118	362
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	471	0	27	26	482	0	0	118	362
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	471	0	27	26	482	0	0	118	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	471	0	27	26	482	0	0	118	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	471	0	27	26	482	0	0	118	362

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.93	0.93	0.98	1.00	1.00	0.88	0.88
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	1.00	1.00	0.00	0.00	0.25	0.75
Final Sat.:	0	0	0	1670	0	96	1769	1862	0	0	411	1261

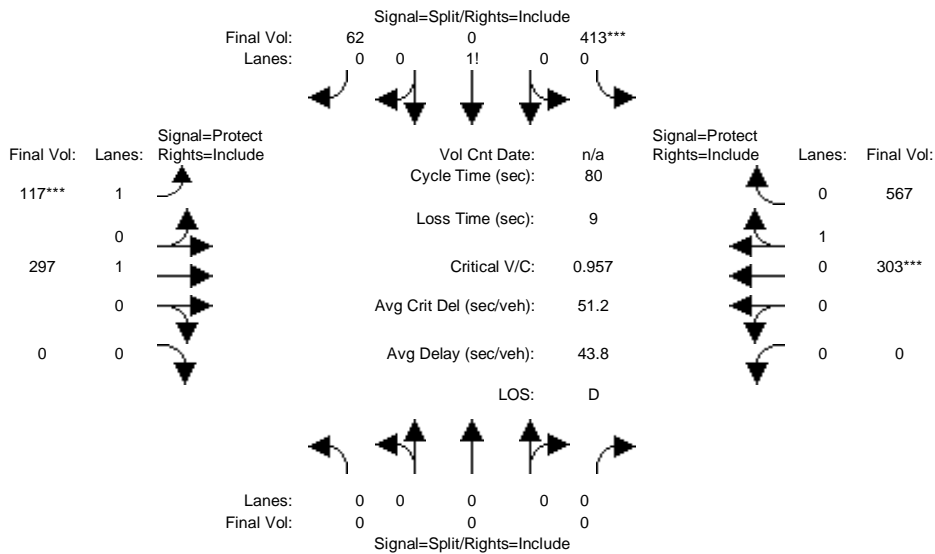
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.01	0.26	0.00	0.00	0.29	0.29
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.40	0.09	0.49	0.00	0.00	0.40	0.40
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.71	0.17	0.53	0.00	0.00	0.71	0.71
Delay/Veh:	0.0	0.0	0.0	23.7	0.0	23.7	34.3	14.6	0.0	0.0	23.5	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.7	0.0	23.7	34.3	14.6	0.0	0.0	23.5	23.5
LOS by Move:	A	A	A	C	A	C	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	12	0	12	1	8	0	0	11	11

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	413	0	62	117	297	0	0	303	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	413	0	62	117	297	0	0	303	567
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	413	0	62	117	297	0	0	303	567
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	413	0	62	117	297	0	0	303	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	413	0	62	117	297	0	0	303	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	413	0	62	117	297	0	0	303	567

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	0.93	0.98	1.00	1.00	0.89	0.89
Lanes:	0.00	0.00	0.00	0.87	0.00	0.13	1.00	1.00	0.00	0.00	0.35	0.65
Final Sat.:	0	0	0	1523	0	229	1769	1862	0	0	591	1107

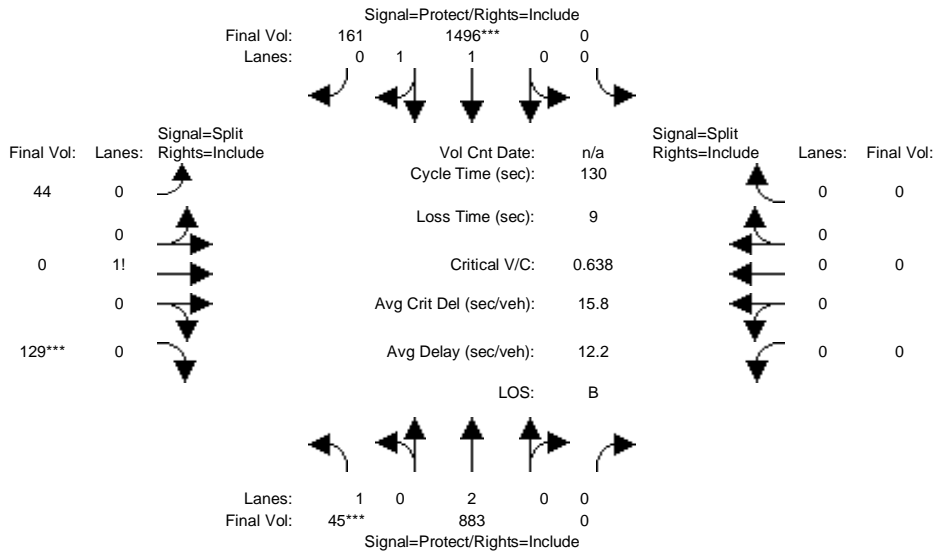
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.27	0.07	0.16	0.00	0.00	0.51	0.51
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.09	0.61	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.98	0.00	0.98	0.76	0.26	0.00	0.00	0.98	0.98
Delay/Veh:	0.0	0.0	0.0	64.1	0.0	64.1	54.7	7.3	0.0	0.0	43.8	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	64.1	0.0	64.1	54.7	7.3	0.0	0.0	43.8	43.8
LOS by Move:	A	A	A	E	A	E	D	A	A	A	D	D
HCM2kAvgQ:	0	0	0	18	0	18	3	3	0	0	28	28

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
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	0	0	10	10	10	0	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:	University Avenue NB			University Avenue SB			Kavanaugh Drive EB			Kavanaugh Drive WB		
Base Vol:	45	883	0	0	1496	161	44	0	129	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:	45	883	0	0	1496	161	44	0	129	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:	45	883	0	0	1496	161	44	0	129	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:	45	883	0	0	1496	161	44	0	129	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	883	0	0	1496	161	44	0	129	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
Final Volume:	45	883	0	0	1496	161	44	0	129	0	0	0

Saturation Flow Module:	University Avenue NB			University Avenue SB			Kavanaugh Drive EB			Kavanaugh Drive WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.81	0.19	0.25	0.00	0.75	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3210	345	429	0	1257	0	0	0

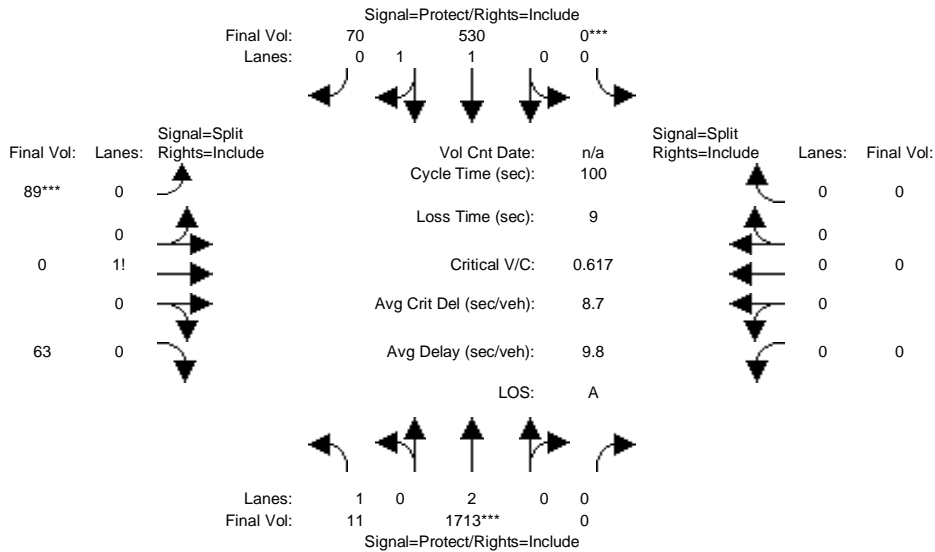
Capacity Analysis Module:	University Avenue NB			University Avenue SB			Kavanaugh Drive EB			Kavanaugh Drive WB		
Vol/Sat:	0.02	0.24	0.00	0.00	0.47	0.47	0.10	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.05	0.77	0.00	0.00	0.72	0.72	0.16	0.00	0.16	0.00	0.00	0.00
Volume/Cap:	0.46	0.32	0.00	0.00	0.65	0.65	0.65	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	63.1	4.5	0.0	0.0	10.2	10.2	56.8	0.0	56.8	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:	63.1	4.5	0.0	0.0	10.2	10.2	56.8	0.0	56.8	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	E	A	E	A	A	A
HCM2kAvgQ:	2	6	0	0	18	18	7	0	7	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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:	11	1713	0	0	530	70	89	0	63	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1713	0	0	530	70	89	0	63	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1713	0	0	530	70	89	0	63	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1713	0	0	530	70	89	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1713	0	0	530	70	89	0	63	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
Final Volume:	11	1713	0	0	530	70	89	0	63	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3131	414	1021	0	723	0	0	0

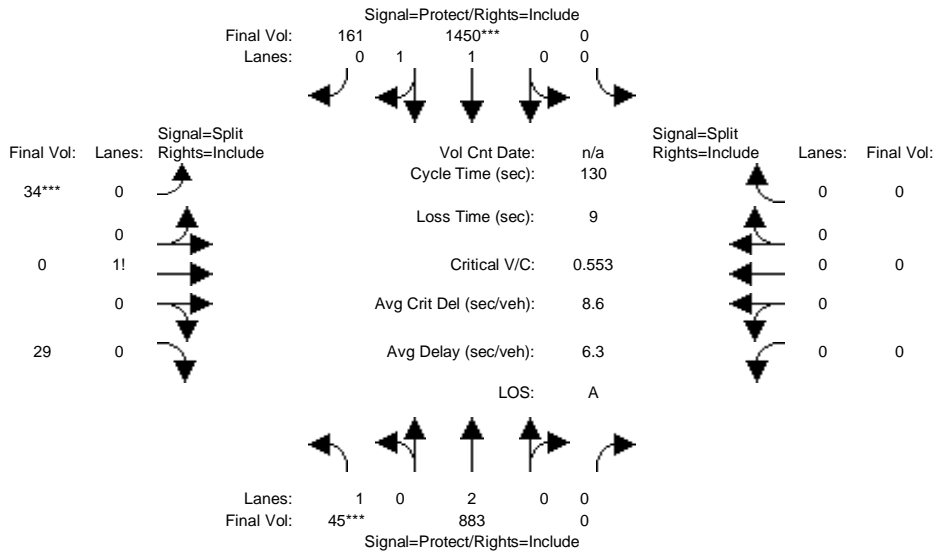
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.00	0.00	0.17	0.17	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.22	0.77	0.00	0.00	0.54	0.54	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.03	0.62	0.00	0.00	0.31	0.31	0.62	0.00	0.62	0.00	0.00	0.00
Delay/Veh:	30.2	5.5	0.0	0.0	12.6	12.6	45.1	0.0	45.1	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:	30.2	5.5	0.0	0.0	12.6	12.6	45.1	0.0	45.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	0	13	0	0	5	5	5	0	5	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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:	45	883	0	0	1450	161	34	0	29	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:	45	883	0	0	1450	161	34	0	29	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:	45	883	0	0	1450	161	34	0	29	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:	45	883	0	0	1450	161	34	0	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	883	0	0	1450	161	34	0	29	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
Final Volume:	45	883	0	0	1450	161	34	0	29	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.91	1.00	0.91	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	0.54	0.00	0.46	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3200	355	937	0	799	0	0	0

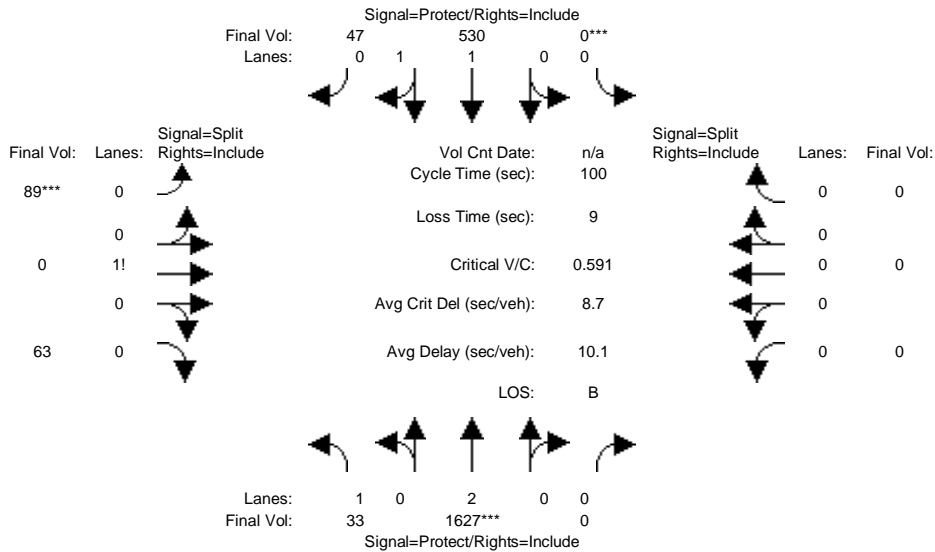
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.00	0.00	0.45	0.45	0.04	0.00	0.04	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green/Cycle:	0.05	0.85	0.00	0.00	0.80	0.80	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.46	0.29	0.00	0.00	0.57	0.57	0.47	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	63.1	1.9	0.0	0.0	5.0	5.0	60.1	0.0	60.1	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:	63.1	1.9	0.0	0.0	5.0	5.0	60.1	0.0	60.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	2	4	0	0	12	12	3	0	3	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
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	0	0	10	10	10	0	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:	University Avenue NB			University Avenue SB			Kavanaugh Drive EB			Kavanaugh Drive WB		
Base Vol:	33	1627	0	0	530	47	89	0	63	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:	33	1627	0	0	530	47	89	0	63	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:	33	1627	0	0	530	47	89	0	63	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:	33	1627	0	0	530	47	89	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1627	0	0	530	47	89	0	63	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
Final Volume:	33	1627	0	0	530	47	89	0	63	0	0	0

Saturation Flow Module:	University Avenue NB			University Avenue SB			Kavanaugh Drive EB			Kavanaugh Drive WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.84	0.16	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3276	291	1021	0	723	0	0	0

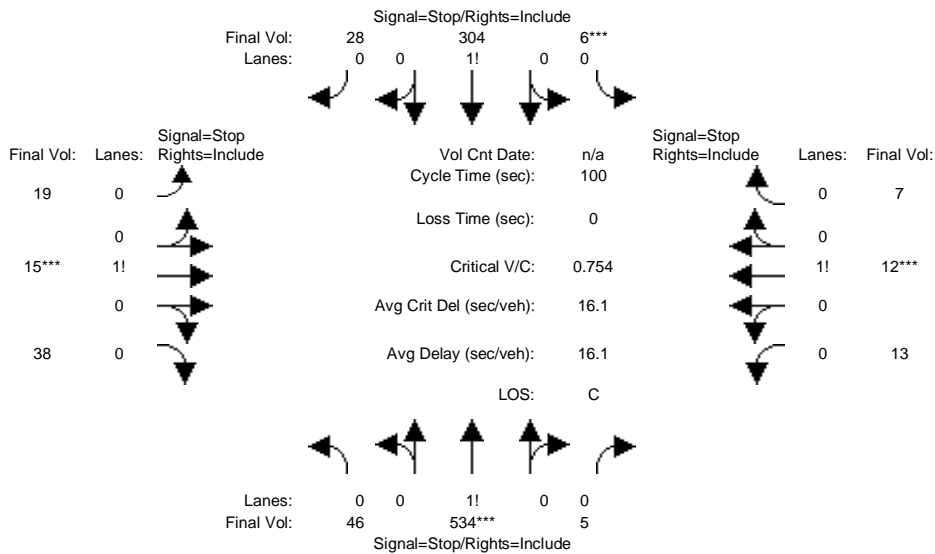
Capacity Analysis Module:	University Avenue NB			University Avenue SB			Kavanaugh Drive EB			Kavanaugh Drive WB		
Vol/Sat:	0.02	0.45	0.00	0.00	0.16	0.16	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.23	0.76	0.00	0.00	0.53	0.53	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.08	0.59	0.00	0.00	0.30	0.30	0.59	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	30.3	5.5	0.0	0.0	13.1	13.1	43.4	0.0	43.4	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:	30.3	5.5	0.0	0.0	13.1	13.1	43.4	0.0	43.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	1	12	0	0	5	5	5	0	5	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #201: Pulgas Ave & Beech St



Street Name:	Pulgas Ave						Beech 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:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:												
Base Vol:	46	534	5	6	304	28	19	15	38	13	12	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	534	5	6	304	28	19	15	38	13	12	7
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:	46	534	5	6	304	28	19	15	38	13	12	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	534	5	6	304	28	19	15	38	13	12	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	534	5	6	304	28	19	15	38	13	12	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	534	5	6	304	28	19	15	38	13	12	7

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.91	0.01	0.02	0.90	0.08	0.26	0.21	0.53	0.41	0.37	0.22
Final Sat.:	61	708	7	13	658	61	150	118	299	217	200	117

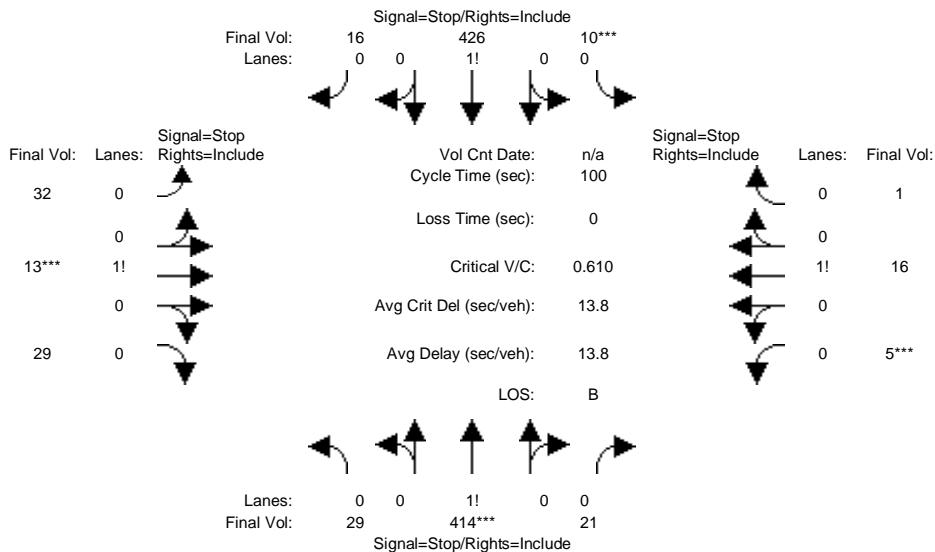
Capacity Analysis Module:												
Vol/Sat:	0.75	0.75	0.75	0.46	0.46	0.46	0.13	0.13	0.13	0.06	0.06	0.06
Crit Moves:	****			****			****			****		
Delay/Veh:	19.8	19.8	19.8	11.6	11.6	11.6	9.4	9.4	9.4	9.3	9.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.8	19.8	19.8	11.6	11.6	11.6	9.4	9.4	9.4	9.3	9.3	9.3
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:	19.8			11.6			9.4			9.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.8			11.6			9.4			9.3		
LOS by Appr:	C			B			A			A		
AllWayAvgQ:	2.6	2.6	2.6	0.8	0.8	0.8	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #201: Pulgas Ave & Beech St



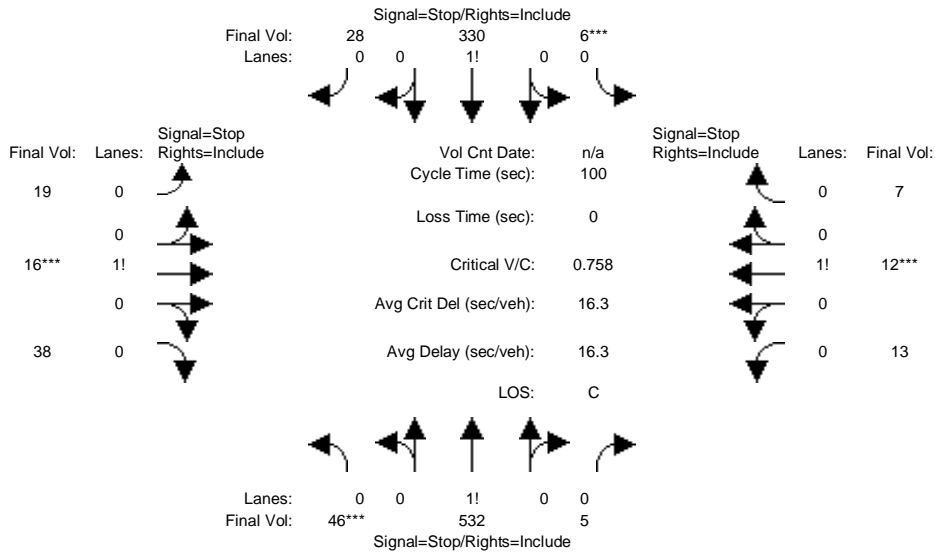
Street Name:	Pulgas Ave						Beech St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	414	21	10	426	16	32	13	29	5	16	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	414	21	10	426	16	32	13	29	5	16	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	414	21	10	426	16	32	13	29	5	16	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	414	21	10	426	16	32	13	29	5	16	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	414	21	10	426	16	32	13	29	5	16	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	414	21	10	426	16	32	13	29	5	16	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.89	0.05	0.02	0.94	0.04	0.43	0.18	0.39	0.23	0.73	0.04
Final Sat.:	48	678	34	17	714	27	240	98	218	117	373	23
Capacity Analysis Module:												
Vol/Sat:	0.61	0.61	0.61	0.60	0.60	0.60	0.13	0.13	0.13	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	14.4	14.4	14.4	14.1	14.1	14.1	9.5	9.5	9.5	9.3	9.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	14.4	14.4	14.1	14.1	14.1	9.5	9.5	9.5	9.3	9.3	9.3
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:	14.4			14.1			9.5			9.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.4			14.1			9.5			9.3		
LOS by Appr:	B			B			A			A		
AllWayAvgQ:	1.4	1.4	1.4	1.3	1.3	1.3	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #201: Pulgas Ave & Beech St



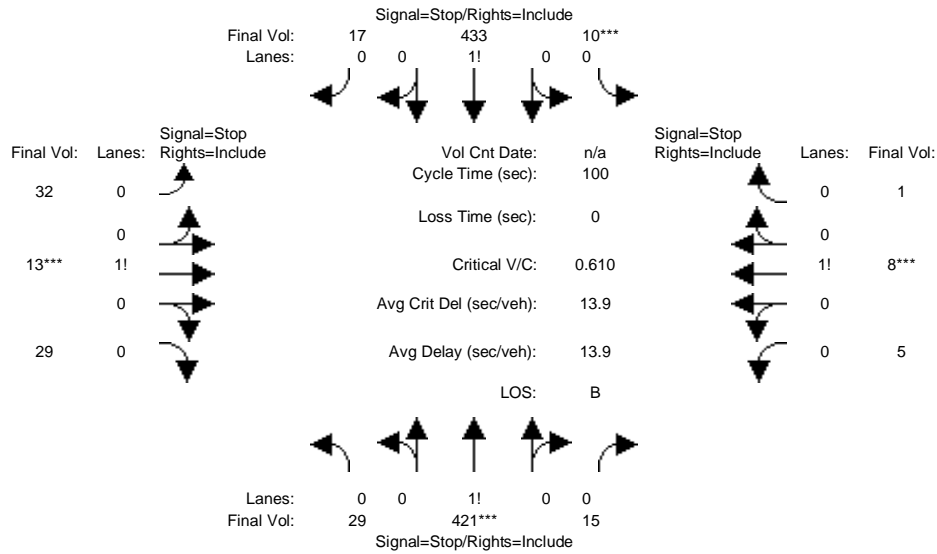
Street Name:	Pulgas Ave						Beech St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	46	532	5	6	330	28	19	16	38	13	12	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	532	5	6	330	28	19	16	38	13	12	7
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:	46	532	5	6	330	28	19	16	38	13	12	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	532	5	6	330	28	19	16	38	13	12	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	532	5	6	330	28	19	16	38	13	12	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	532	5	6	330	28	19	16	38	13	12	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.91	0.01	0.01	0.91	0.08	0.26	0.22	0.52	0.41	0.37	0.22
Final Sat.:	61	702	7	12	663	56	146	123	293	214	198	115
Capacity Analysis Module:												
Vol/Sat:	0.76	0.76	0.76	0.50	0.50	0.50	0.13	0.13	0.13	0.06	0.06	0.06
Crit Moves:	****			****			****			****		
Delay/Veh:	20.1	20.1	20.1	12.3	12.3	12.3	9.5	9.5	9.5	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.1	20.1	20.1	12.3	12.3	12.3	9.5	9.5	9.5	9.4	9.4	9.4
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:	20.1			12.3			9.5			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	20.1			12.3			9.5			9.4		
LOS by Appr:	C			B			A			A		
AllWayAvgQ:	2.7	2.7	2.7	0.9	0.9	0.9	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #201: Pulgas Ave & Beech St

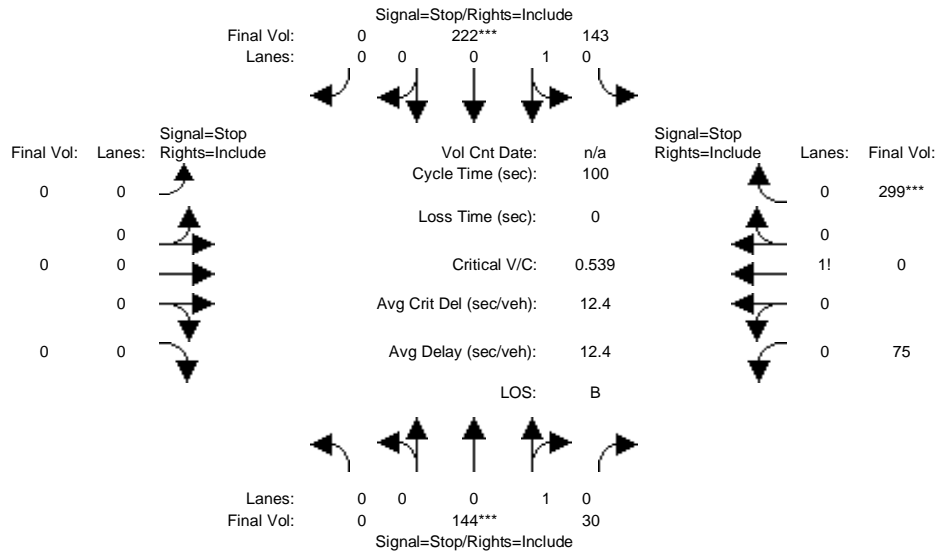


Street Name:	Pulgas Ave						Beech St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	421	15	10	433	17	32	13	29	5	8	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	421	15	10	433	17	32	13	29	5	8	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	421	15	10	433	17	32	13	29	5	8	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	421	15	10	433	17	32	13	29	5	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	421	15	10	433	17	32	13	29	5	8	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	421	15	10	433	17	32	13	29	5	8	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.02	0.94	0.04	0.43	0.18	0.39	0.36	0.57	0.07
Final Sat.:	48	690	25	17	718	28	241	98	218	182	292	36
Capacity Analysis Module:												
Vol/Sat:	0.61	0.61	0.61	0.60	0.60	0.60	0.13	0.13	0.13	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	14.4	14.4	14.4	14.2	14.2	14.2	9.5	9.5	9.5	9.2	9.2	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.4	14.4	14.4	14.2	14.2	14.2	9.5	9.5	9.5	9.2	9.2	9.2
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:	14.4			14.2			9.5			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.4			14.2			9.5			9.2		
LOS by Appr:	B			B			A			A		
AllWayAvgQ:	1.4	1.4	1.4	1.4	1.4	1.4	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing + 3.35 Proj No Loop Rd AM

Intersection #203: Clarke Ave & O'Connor St



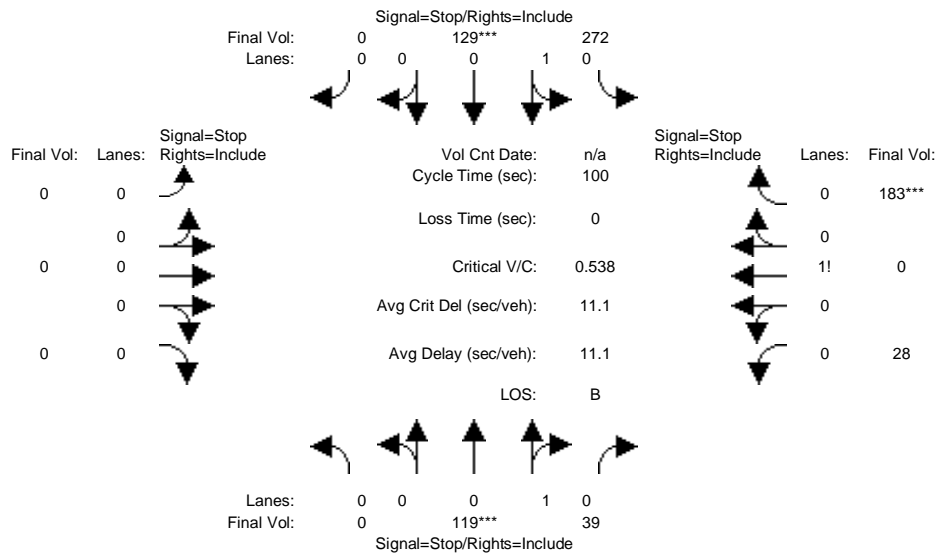
Street Name:	Clarke Ave						O'Connor St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	144	30	143	222	0	0	0	0	75	0	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	144	30	143	222	0	0	0	0	75	0	299
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	144	30	143	222	0	0	0	0	75	0	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	144	30	143	222	0	0	0	0	75	0	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	144	30	143	222	0	0	0	0	75	0	299
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	144	30	143	222	0	0	0	0	75	0	299
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.83	0.17	0.39	0.61	0.00	0.00	0.00	0.00	0.20	0.00	0.80
Final Sat.:	0	538	112	265	412	0	0	0	0	144	0	576
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.27	0.27	0.54	0.54	xxxx	xxxx	xxxx	xxxx	0.52	xxxx	0.52
Crit Moves:	****				****							****
Delay/Veh:	0.0	9.9	9.9	13.5	13.5	0.0	0.0	0.0	0.0	12.3	0.0	12.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	9.9	13.5	13.5	0.0	0.0	0.0	0.0	12.3	0.0	12.3
LOS by Move:	*	A	A	B	B	*	*	*	*	B	*	B
ApproachDel:		9.9			13.5		xxxxxxx				12.3	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		9.9			13.5		xxxxxxx				12.3	
LOS by Appr:		A			B			*			B	
AllWayAvgQ:	0.3	0.3	0.3	1.0	1.0	1.0	0.0	0.0	0.0	0.9	0.9	0.9

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #203: Clarke Ave & O'Connor St

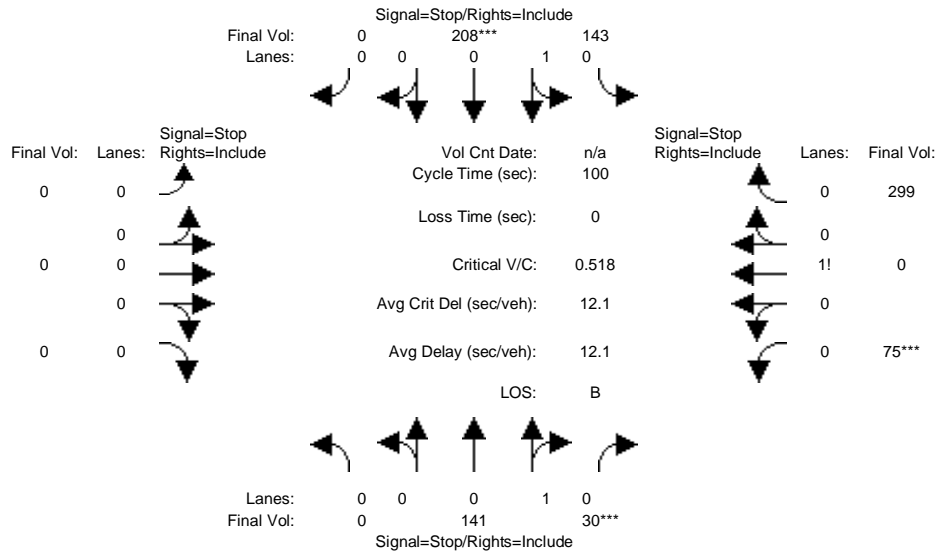


Street Name:	Clarke Ave						O'Connor St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	119	39	272	129	0	0	0	0	28	0	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	119	39	272	129	0	0	0	0	28	0	183
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	119	39	272	129	0	0	0	0	28	0	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	119	39	272	129	0	0	0	0	28	0	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	119	39	272	129	0	0	0	0	28	0	183
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	119	39	272	129	0	0	0	0	28	0	183
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.75	0.25	0.68	0.32	0.00	0.00	0.00	0.00	0.13	0.00	0.87
Final Sat.:	0	548	180	506	240	0	0	0	0	95	0	623
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.22	0.22	0.54	0.54	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	0.29
Crit Moves:	****				****							****
Delay/Veh:	0.0	8.9	8.9	12.8	12.8	0.0	0.0	0.0	0.0	9.4	0.0	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	8.9	12.8	12.8	0.0	0.0	0.0	0.0	9.4	0.0	9.4
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		8.9			12.8		xxxxxxx				9.4	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		8.9			12.8		xxxxxxx				9.4	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.2	0.2	0.2	1.1	1.1	1.1	0.0	0.0	0.0	0.3	0.3	0.3

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

Ravenswood Specific Plan Update
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing + 3.35 Proj with Loop Rd AM

Intersection #203: Clarke Ave & O'Connor St

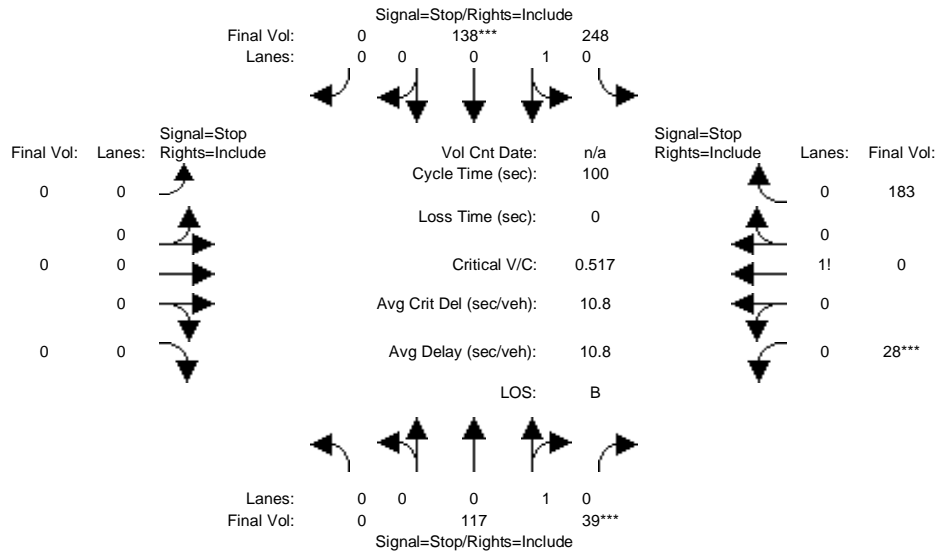


Street Name:	Clarke Ave						O'Connor St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	141	30	143	208	0	0	0	0	75	0	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	141	30	143	208	0	0	0	0	75	0	299
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	141	30	143	208	0	0	0	0	75	0	299
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	141	30	143	208	0	0	0	0	75	0	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	141	30	143	208	0	0	0	0	75	0	299
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	141	30	143	208	0	0	0	0	75	0	299
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.82	0.18	0.41	0.59	0.00	0.00	0.00	0.00	0.20	0.00	0.80
Final Sat.:	0	539	115	276	401	0	0	0	0	146	0	581
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.26	0.26	0.52	0.52	xxxx	xxxx	xxxx	xxxx	0.51	xxxx	0.51
Crit Moves:			****		****					****		
Delay/Veh:	0.0	9.8	9.8	13.1	13.1	0.0	0.0	0.0	0.0	12.2	0.0	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	9.8	13.1	13.1	0.0	0.0	0.0	0.0	12.2	0.0	12.2
LOS by Move:	*	A	A	B	B	*	*	*	*	B	*	B
ApproachDel:		9.8			13.1		xxxxxxx				12.2	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		9.8			13.1		xxxxxxx				12.2	
LOS by Appr:		A			B			*			B	
AllWayAvgQ:	0.3	0.3	0.3	0.9	0.9	0.9	0.0	0.0	0.0	0.9	0.9	0.9

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

Ravenswood Specific Plan Update
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Existing + 3.35 Proj with Loop Rd PM

Intersection #203: Clarke Ave & O'Connor St



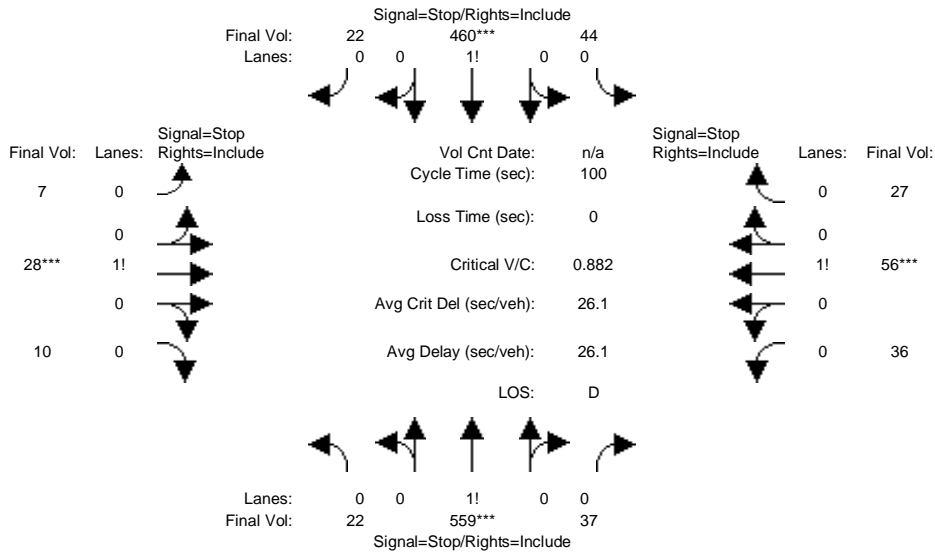
Street Name:	Clarke Ave						O'Connor St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	117	39	248	138	0	0	0	0	28	0	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	117	39	248	138	0	0	0	0	28	0	183
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	117	39	248	138	0	0	0	0	28	0	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	117	39	248	138	0	0	0	0	28	0	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	117	39	248	138	0	0	0	0	28	0	183
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	117	39	248	138	0	0	0	0	28	0	183
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.75	0.25	0.64	0.36	0.00	0.00	0.00	0.00	0.13	0.00	0.87
Final Sat.:	0	549	183	480	267	0	0	0	0	96	0	629
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.21	0.21	0.52	0.52	xxxx	xxxx	xxxx	xxxx	0.29	xxxx	0.29
Crit Moves:			****		****					****		
Delay/Veh:	0.0	8.9	8.9	12.4	12.4	0.0	0.0	0.0	0.0	9.3	0.0	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	8.9	12.4	12.4	0.0	0.0	0.0	0.0	9.3	0.0	9.3
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		8.9			12.4		xxxxxxx				9.3	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		8.9			12.4		xxxxxxx				9.3	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.2	0.2	0.2	1.0	1.0	1.0	0.0	0.0	0.0	0.3	0.3	0.3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #206: Clarke/Garden



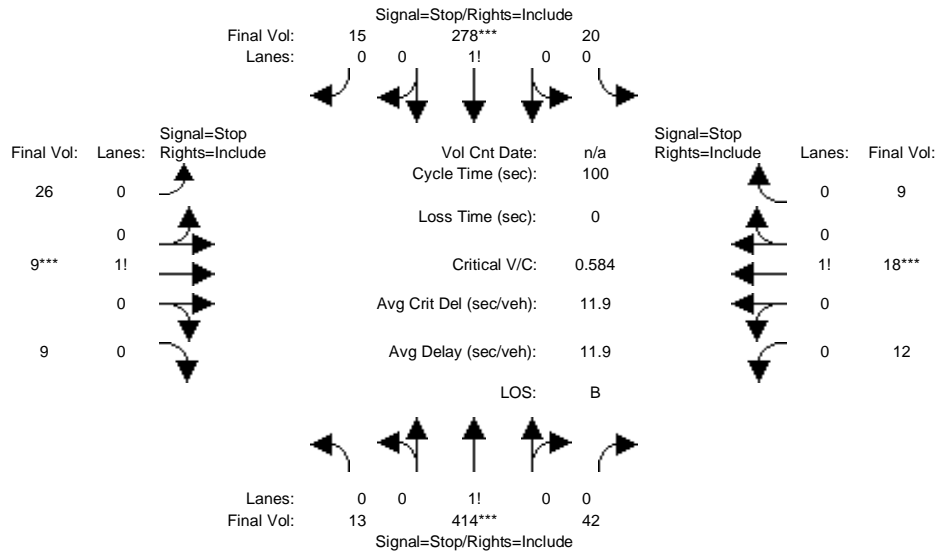
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	559	37	44	460	22	7	28	10	36	56	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	559	37	44	460	22	7	28	10	36	56	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	559	37	44	460	22	7	28	10	36	56	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	559	37	44	460	22	7	28	10	36	56	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	559	37	44	460	22	7	28	10	36	56	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	559	37	44	460	22	7	28	10	36	56	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.08	0.88	0.04	0.16	0.62	0.22	0.30	0.47	0.23
Final Sat.:	25	634	42	57	594	28	75	301	108	155	241	116
Capacity Analysis Module:												
Vol/Sat:	0.88	0.88	0.88	0.77	0.77	0.77	0.09	0.09	0.09	0.23	0.23	0.23
Crit Moves:	****			****			****			****		
Delay/Veh:	32.8	32.8	32.8	22.9	22.9	22.9	10.3	10.3	10.3	11.3	11.3	11.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	32.8	32.8	22.9	22.9	22.9	10.3	10.3	10.3	11.3	11.3	11.3
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B
ApproachDel:		32.8			22.9			10.3			11.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		32.8			22.9			10.3			11.3	
LOS by Appr:		D			C			B			B	
AllWayAvgQ:	4.8	4.8	4.8	2.8	2.8	2.8	0.1	0.1	0.1	0.3	0.3	0.3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #206: Clarke/Garden



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	13	414	42	20	278	15	26	9	9	12	18	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:	13	414	42	20	278	15	26	9	9	12	18	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:	13	414	42	20	278	15	26	9	9	12	18	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:	13	414	42	20	278	15	26	9	9	12	18	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	414	42	20	278	15	26	9	9	12	18	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:	13	414	42	20	278	15	26	9	9	12	18	9

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.88	0.09	0.06	0.89	0.05	0.60	0.20	0.20	0.31	0.46	0.23
Final Sat.:	22	709	72	49	680	37	336	116	116	176	264	132

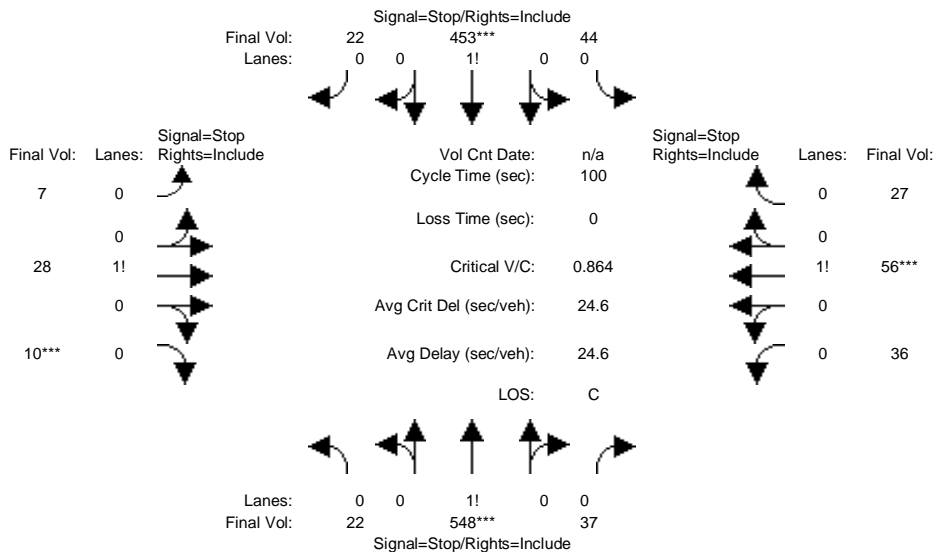
Capacity Analysis Module:												
Vol/Sat:	0.58	0.58	0.58	0.41	0.41	0.41	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:	****			****			****			****		
Delay/Veh:	13.2	13.2	13.2	10.6	10.6	10.6	9.0	9.0	9.0	8.9	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	13.2	13.2	10.6	10.6	10.6	9.0	9.0	9.0	8.9	8.9	8.9
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:		13.2			10.6			9.0			8.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		13.2			10.6			9.0			8.9	
LOS by Appr:		B			B			A			A	
AllWayAvgQ:	1.3	1.3	1.3	0.6	0.6	0.6	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #206: Clarke/Garden



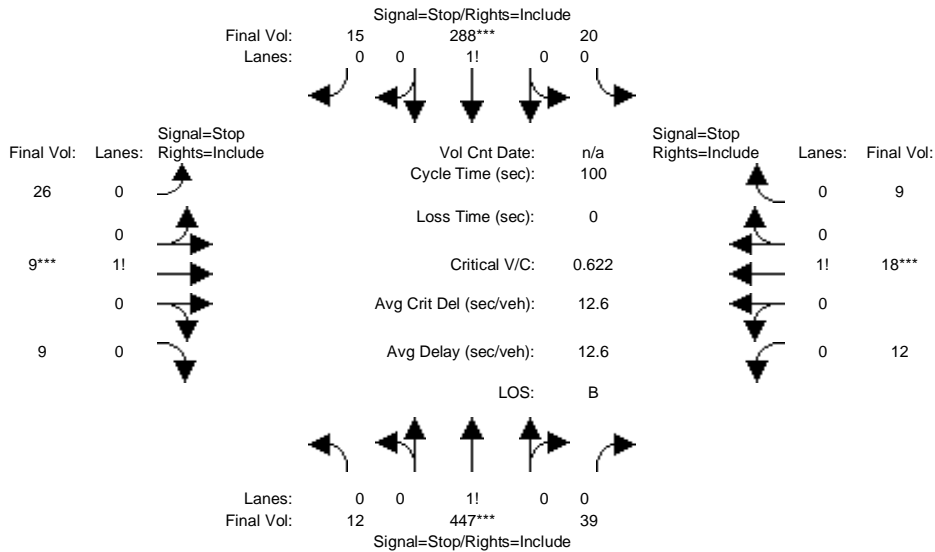
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	548	37	44	453	22	7	28	10	36	56	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	548	37	44	453	22	7	28	10	36	56	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	548	37	44	453	22	7	28	10	36	56	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	548	37	44	453	22	7	28	10	36	56	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	548	37	44	453	22	7	28	10	36	56	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	548	37	44	453	22	7	28	10	36	56	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.08	0.88	0.04	0.16	0.62	0.22	0.30	0.47	0.23
Final Sat.:	25	634	43	58	595	29	75	302	108	155	241	116
Capacity Analysis Module:												
Vol/Sat:	0.86	0.86	0.86	0.76	0.76	0.76	0.09	0.09	0.09	0.23	0.23	0.23
Crit Moves:	****			****			****			****		
Delay/Veh:	30.6	30.6	30.6	22.0	22.0	22.0	10.3	10.3	10.3	11.2	11.2	11.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	30.6	30.6	22.0	22.0	22.0	10.3	10.3	10.3	11.2	11.2	11.2
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B
ApproachDel:	30.6			22.0			10.3			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	30.6			22.0			10.3			11.2		
LOS by Appr:	D			C			B			B		
AllWayAvgQ:	4.4	4.4	4.4	2.6	2.6	2.6	0.1	0.1	0.1	0.2	0.2	0.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #206: Clarke/Garden



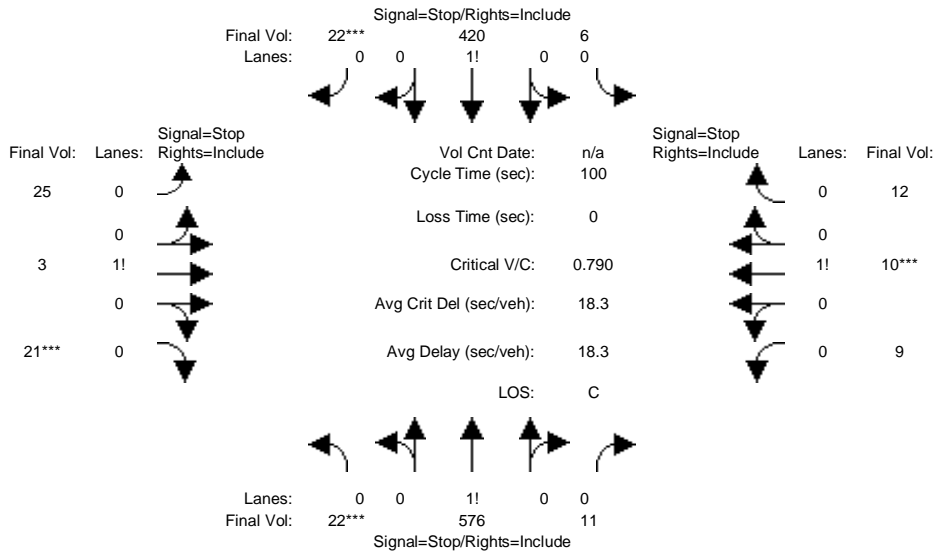
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	12	447	39	20	288	15	26	9	9	12	18	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	447	39	20	288	15	26	9	9	12	18	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:	12	447	39	20	288	15	26	9	9	12	18	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:	12	447	39	20	288	15	26	9	9	12	18	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	447	39	20	288	15	26	9	9	12	18	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:	12	447	39	20	288	15	26	9	9	12	18	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.90	0.08	0.06	0.89	0.05	0.60	0.20	0.20	0.31	0.46	0.23
Final Sat.:	19	718	63	47	677	35	330	114	114	173	259	130
Capacity Analysis Module:												
Vol/Sat:	0.62	0.62	0.62	0.43	0.43	0.43	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:	****			****			****			****		
Delay/Veh:	14.3	14.3	14.3	10.9	10.9	10.9	9.1	9.1	9.1	9.0	9.0	9.0
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:	14.3	14.3	14.3	10.9	10.9	10.9	9.1	9.1	9.1	9.0	9.0	9.0
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
ApproachDel:	14.3			10.9			9.1			9.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.3			10.9			9.1			9.0		
LOS by Appr:	B			B			A			A		
AllWayAvgQ:	1.5	1.5	1.5	0.7	0.7	0.7	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #210: Pulgas Ave & Garden 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:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	22	576	11	6	420	22	25	3	21	9	10	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:	22	576	11	6	420	22	25	3	21	9	10	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:	22	576	11	6	420	22	25	3	21	9	10	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:	22	576	11	6	420	22	25	3	21	9	10	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	576	11	6	420	22	25	3	21	9	10	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:	22	576	11	6	420	22	25	3	21	9	10	12

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.94	0.02	0.01	0.94	0.05	0.51	0.06	0.43	0.29	0.32	0.39
Final Sat.:	28	729	14	10	695	36	274	33	230	154	171	205

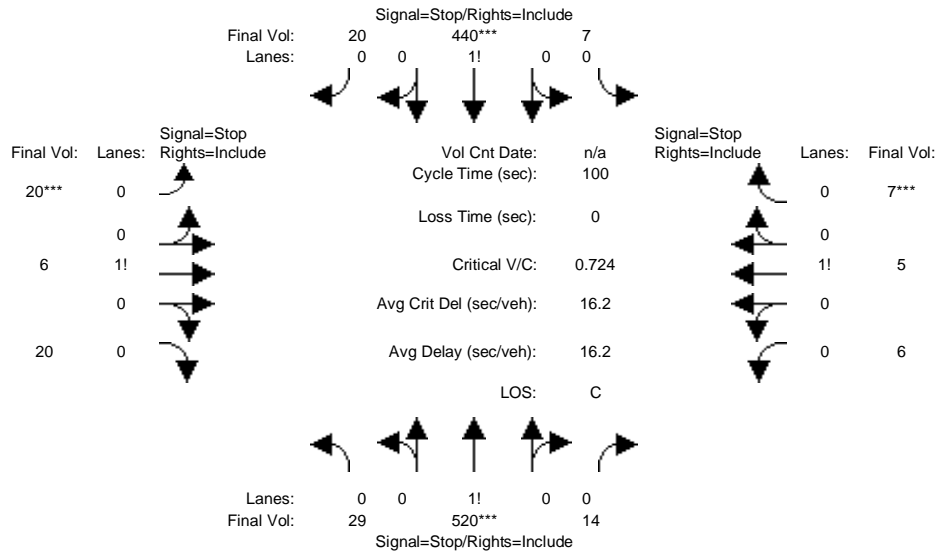
Capacity Analysis Module:												
Vol/Sat:	0.79	0.79	0.79	0.60	0.60	0.60	0.09	0.09	0.09	0.06	0.06	0.06
Crit Moves:	****					****			****		****	
Delay/Veh:	22.3	22.3	22.3	14.5	14.5	14.5	9.6	9.6	9.6	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	22.3	22.3	14.5	14.5	14.5	9.6	9.6	9.6	9.4	9.4	9.4
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:		22.3			14.5			9.6			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.3			14.5			9.6			9.4	
LOS by Appr:		C			B			A			A	
AllWayAvgQ:	3.1	3.1	3.1	1.4	1.4	1.4	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #210: Pulgas Ave & Garden St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29	520	14	7	440	20	20	6	20	6	5	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	520	14	7	440	20	20	6	20	6	5	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	520	14	7	440	20	20	6	20	6	5	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	520	14	7	440	20	20	6	20	6	5	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	520	14	7	440	20	20	6	20	6	5	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	520	14	7	440	20	20	6	20	6	5	7

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.93	0.02	0.01	0.95	0.04	0.44	0.13	0.43	0.33	0.28	0.39
Final Sat.:	40	718	19	11	717	33	235	71	235	175	146	205

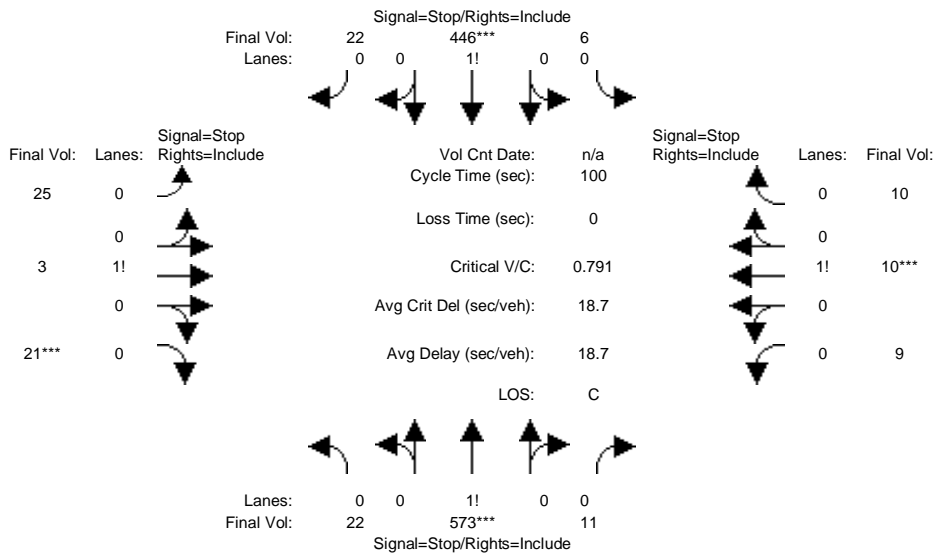
Capacity Analysis Module:												
Vol/Sat:	0.72	0.72	0.72	0.61	0.61	0.61	0.09	0.09	0.09	0.03	0.03	0.03
Crit Moves:	****			****			****					****
Delay/Veh:	18.3	18.3	18.3	14.5	14.5	14.5	9.4	9.4	9.4	9.2	9.2	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	18.3	18.3	14.5	14.5	14.5	9.4	9.4	9.4	9.2	9.2	9.2
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:	18.3			14.5			9.4			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.3			14.5			9.4			9.2		
LOS by Appr:	C			B			A			A		
AllWayAvgQ:	2.3	2.3	2.3	1.5	1.5	1.5	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #210: Pulgas Ave & Garden St



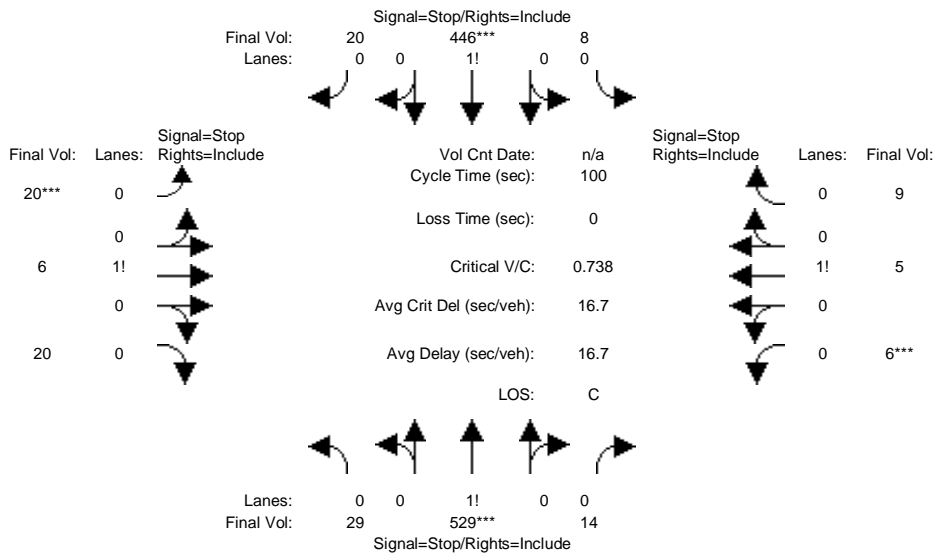
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	573	11	6	446	22	25	3	21	9	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	573	11	6	446	22	25	3	21	9	10	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:	22	573	11	6	446	22	25	3	21	9	10	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:	22	573	11	6	446	22	25	3	21	9	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	573	11	6	446	22	25	3	21	9	10	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	573	11	6	446	22	25	3	21	9	10	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.94	0.02	0.01	0.94	0.05	0.51	0.06	0.43	0.31	0.35	0.34
Final Sat.:	28	724	14	9	700	35	272	33	228	162	180	180
Capacity Analysis Module:												
Vol/Sat:	0.79	0.79	0.79	0.64	0.64	0.64	0.09	0.09	0.09	0.06	0.06	0.06
Crit Moves:	****			****			****			****		
Delay/Veh:	22.4	22.4	22.4	15.5	15.5	15.5	9.6	9.6	9.6	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	15.5	15.5	15.5	9.6	9.6	9.6	9.5	9.5	9.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:	22.4			15.5			9.6			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.4			15.5			9.6			9.5		
LOS by Appr:	C			C			A			A		
AllWayAvgQ:	3.1	3.1	3.1	1.6	1.6	1.6	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #210: Pulgas Ave & Garden St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29	529	14	8	446	20	20	6	20	6	5	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:	29	529	14	8	446	20	20	6	20	6	5	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:	29	529	14	8	446	20	20	6	20	6	5	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:	29	529	14	8	446	20	20	6	20	6	5	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	529	14	8	446	20	20	6	20	6	5	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:	29	529	14	8	446	20	20	6	20	6	5	9

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.93	0.02	0.02	0.94	0.04	0.44	0.13	0.43	0.30	0.25	0.45
Final Sat.:	39	717	19	13	712	32	234	70	234	158	132	238

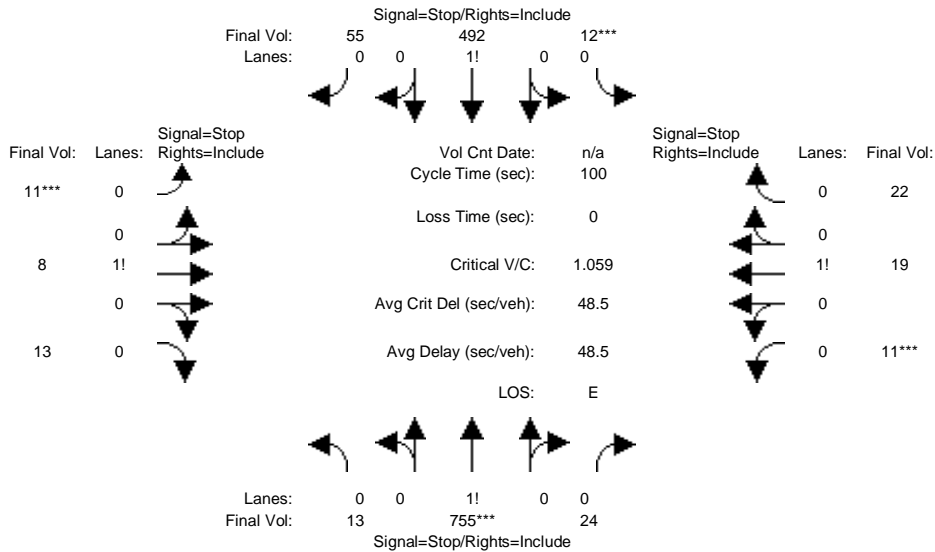
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	0.74	0.63	0.63	0.63	0.09	0.09	0.09	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	19.1	19.1	19.1	14.9	14.9	14.9	9.4	9.4	9.4	9.2	9.2	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.1	19.1	19.1	14.9	14.9	14.9	9.4	9.4	9.4	9.2	9.2	9.2
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:	19.1			14.9			9.4			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.1			14.9			9.4			9.2		
LOS by Appr:	C			B			A			A		
AllWayAvgQ:	2.5	2.5	2.5	1.5	1.5	1.5	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #220: Clarke Ave & Weeks St



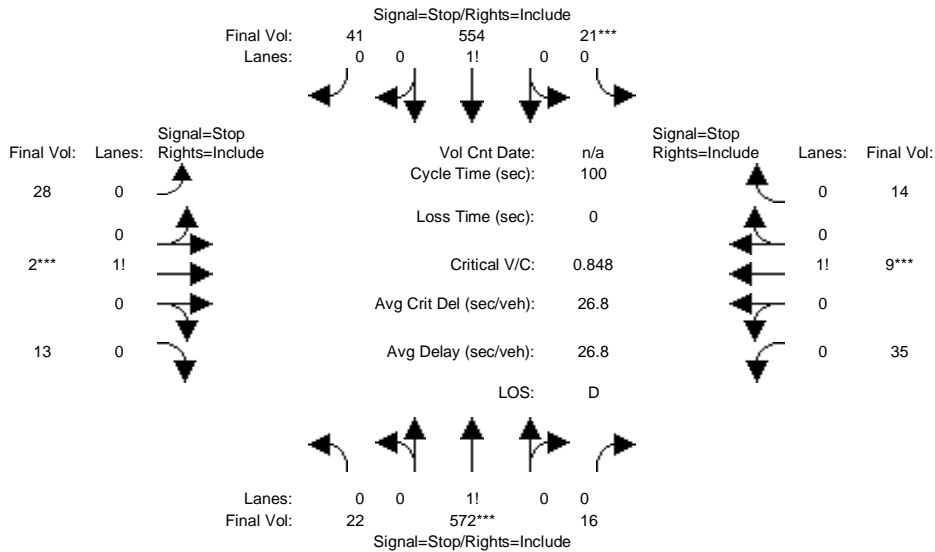
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	13	755	24	12	492	55	11	8	13	11	19	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	755	24	12	492	55	11	8	13	11	19	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	755	24	12	492	55	11	8	13	11	19	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	755	24	12	492	55	11	8	13	11	19	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	755	24	12	492	55	11	8	13	11	19	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	755	24	12	492	55	11	8	13	11	19	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.95	0.03	0.02	0.88	0.10	0.34	0.25	0.41	0.21	0.37	0.42
Final Sat.:	12	713	23	16	636	71	178	129	210	112	193	223
Capacity Analysis Module:												
Vol/Sat:	1.06	1.06	1.06	0.77	0.77	0.77	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	70.8	70.8	70.8	22.6	22.6	22.6	10.0	10.0	10.0	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	70.8	70.8	22.6	22.6	22.6	10.0	10.0	10.0	10.2	10.2	10.2
LOS by Move:	F	F	F	C	C	C	B	B	B	B	B	B
ApproachDel:	70.8			22.6			10.0			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	70.8			22.6			10.0			10.2		
LOS by Appr:	F			C			B			B		
AllWayAvgQ:	13.1	13.1	13.1	2.9	2.9	2.9	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #220: Clarke Ave & Weeks St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	22	572	16	21	554	41	28	2	13	35	9	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	572	16	21	554	41	28	2	13	35	9	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	572	16	21	554	41	28	2	13	35	9	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	572	16	21	554	41	28	2	13	35	9	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	572	16	21	554	41	28	2	13	35	9	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	572	16	21	554	41	28	2	13	35	9	14

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.94	0.03	0.03	0.90	0.07	0.65	0.05	0.30	0.60	0.16	0.24
Final Sat.:	26	677	19	25	653	48	329	23	153	307	79	123

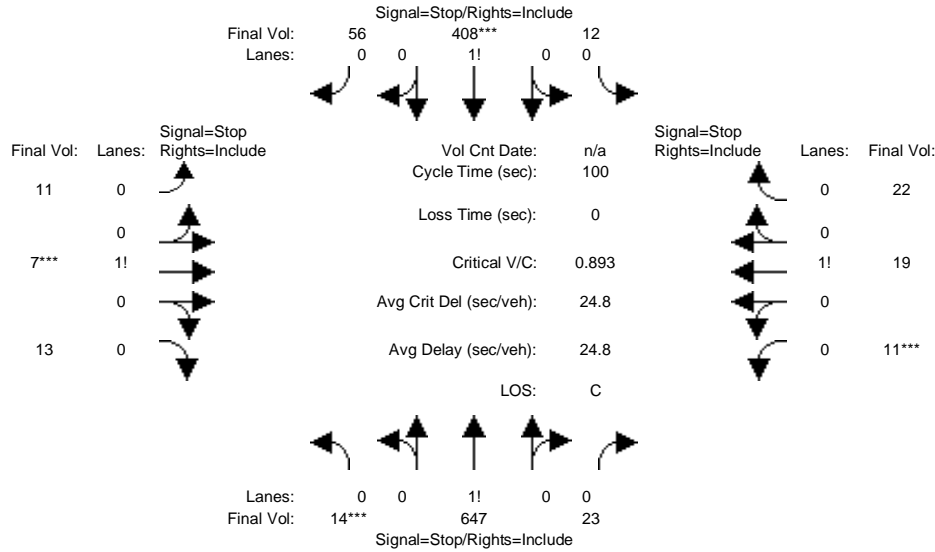
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.85	0.85	0.85	0.85	0.09	0.09	0.09	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Delay/Veh:	28.1	28.1	28.1	28.3	28.3	28.3	10.2	10.2	10.2	10.4	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	28.1	28.1	28.3	28.3	28.3	10.2	10.2	10.2	10.4	10.4	10.4
LOS by Move:	D	D	D	D	D	D	B	B	B	B	B	B
ApproachDel:	28.1			28.3			10.2			10.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	28.1			28.3			10.2			10.4		
LOS by Appr:	D			D			B			B		
AllWayAvgQ:	4.0	4.0	4.0	4.1	4.1	4.1	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #220: Clarke Ave & Weeks St



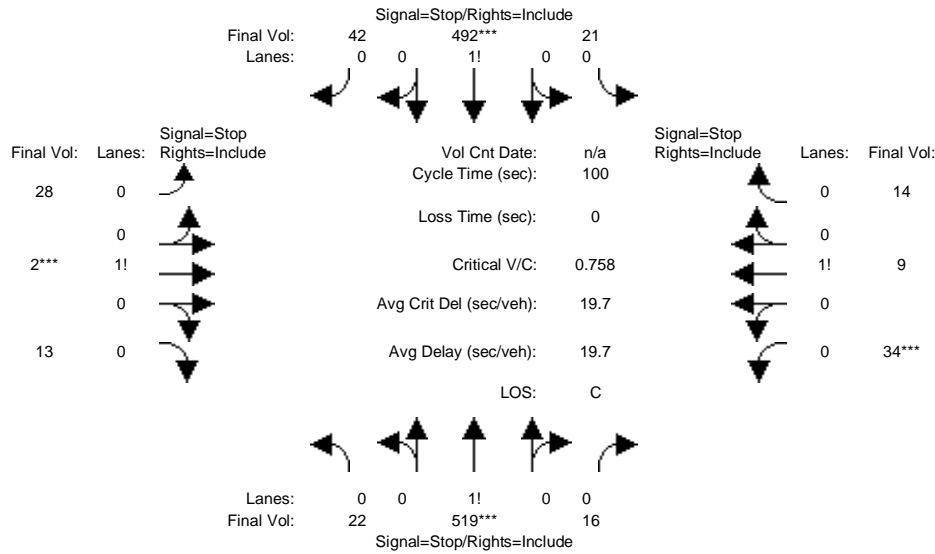
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	14	647	23	12	408	56	11	7	13	11	19	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	647	23	12	408	56	11	7	13	11	19	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	647	23	12	408	56	11	7	13	11	19	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	647	23	12	408	56	11	7	13	11	19	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	647	23	12	408	56	11	7	13	11	19	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	647	23	12	408	56	11	7	13	11	19	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.95	0.03	0.02	0.86	0.12	0.35	0.23	0.42	0.21	0.37	0.42
Final Sat.:	16	725	26	18	626	86	186	118	220	113	196	227
Capacity Analysis Module:												
Vol/Sat:	0.89	0.89	0.89	0.65	0.65	0.65	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	32.8	32.8	32.8	16.0	16.0	16.0	9.6	9.6	9.6	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	32.8	32.8	16.0	16.0	16.0	9.6	9.6	9.6	9.8	9.8	9.8
LOS by Move:	D	D	D	C	C	C	A	A	A	A	A	A
ApproachDel:		32.8			16.0			9.6			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		32.8			16.0			9.6			9.8	
LOS by Appr:		D			C			A			A	
AllWayAvgQ:	5.3	5.3	5.3	1.7	1.7	1.7	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #220: Clarke Ave & Weeks St



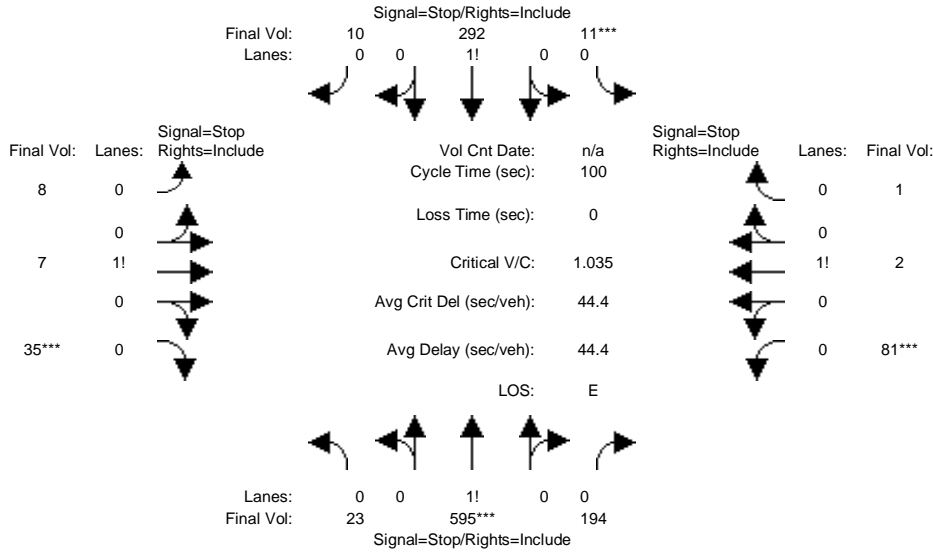
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	519	16	21	492	42	28	2	13	34	9	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	519	16	21	492	42	28	2	13	34	9	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	519	16	21	492	42	28	2	13	34	9	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	519	16	21	492	42	28	2	13	34	9	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	519	16	21	492	42	28	2	13	34	9	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	519	16	21	492	42	28	2	13	34	9	14
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.93	0.03	0.04	0.89	0.07	0.65	0.05	0.30	0.60	0.16	0.24
Final Sat.:	29	684	21	28	654	56	329	24	153	304	80	125
Capacity Analysis Module:												
Vol/Sat:	0.76	0.76	0.76	0.75	0.75	0.75	0.09	0.09	0.09	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Delay/Veh:	20.8	20.8	20.8	20.4	20.4	20.4	9.9	9.9	9.9	10.1	10.1	10.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	20.8	20.8	20.4	20.4	20.4	9.9	9.9	9.9	10.1	10.1	10.1
LOS by Move:	C	C	C	C	C	C	A	A	A	B	B	B
ApproachDel:	20.8			20.4			9.9			10.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	20.8			20.4			9.9			10.1		
LOS by Appr:	C			C			A			B		
AllWayAvgQ:	2.7	2.7	2.7	2.6	2.6	2.6	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #280: Pulgas Ave/Weeks St



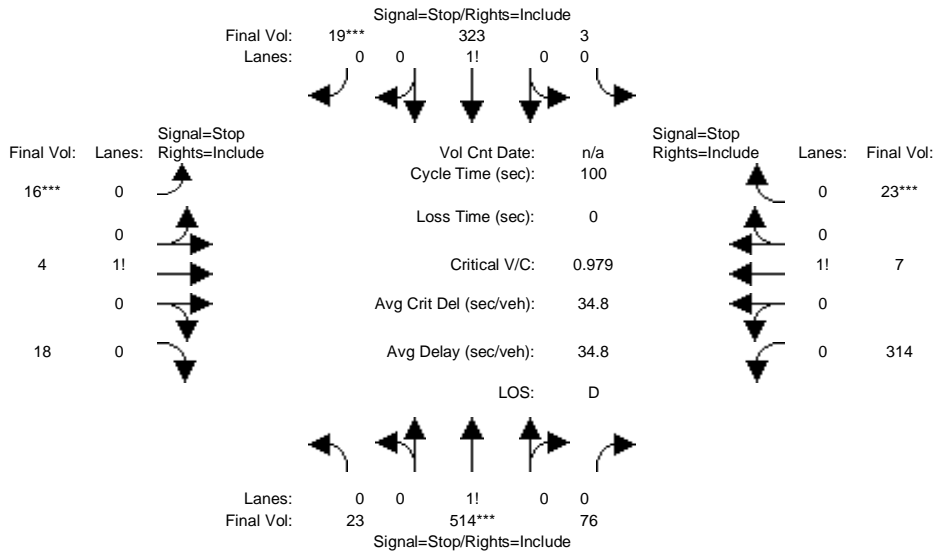
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	23	595	194	11	292	10	8	7	35	81	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	595	194	11	292	10	8	7	35	81	2	1
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	595	194	11	292	10	8	7	35	81	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	595	194	11	292	10	8	7	35	81	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	595	194	11	292	10	8	7	35	81	2	1
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	595	194	11	292	10	8	7	35	81	2	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.73	0.24	0.04	0.93	0.03	0.16	0.14	0.70	0.97	0.02	0.01
Final Sat.:	22	575	187	24	640	22	90	79	393	510	13	6
Capacity Analysis Module:												
Vol/Sat:	1.04	1.04	1.04	0.46	0.46	0.46	0.09	0.09	0.09	0.16	0.16	0.16
Crit Moves:	****			****			****			****		
Delay/Veh:	62.4	62.4	62.4	12.4	12.4	12.4	9.7	9.7	9.7	10.8	10.8	10.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	62.4	62.4	12.4	12.4	12.4	9.7	9.7	9.7	10.8	10.8	10.8
LOS by Move:	F	F	F	B	B	B	A	A	A	B	B	B
ApproachDel:		62.4			12.4			9.7			10.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		62.4			12.4			9.7			10.8	
LOS by Appr:		F			B			A			B	
AllWayAvgQ:	11.9	11.9	11.9	0.8	0.8	0.8	0.1	0.1	0.1	0.2	0.2	0.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #280: Pulgas Ave/Weeks St



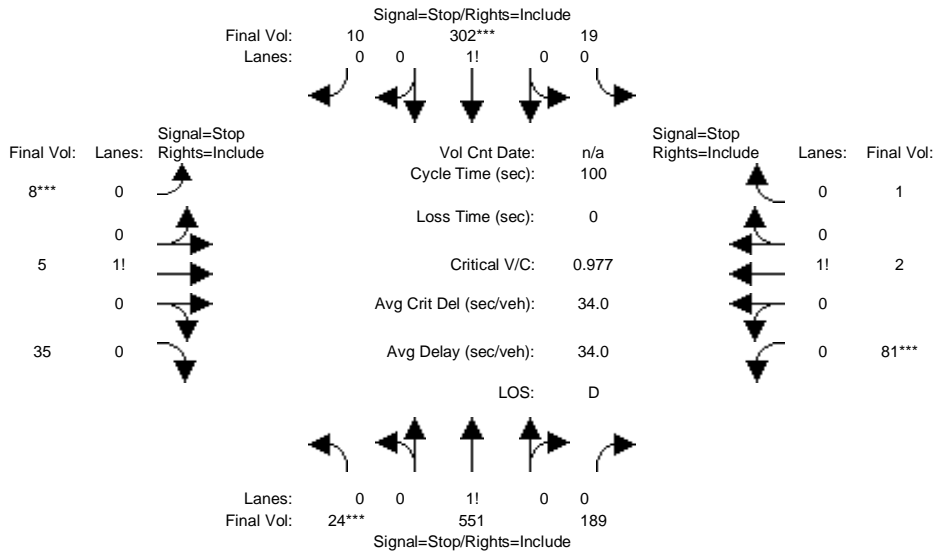
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	23	514	76	3	323	19	16	4	18	314	7	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	514	76	3	323	19	16	4	18	314	7	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	514	76	3	323	19	16	4	18	314	7	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	514	76	3	323	19	16	4	18	314	7	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	514	76	3	323	19	16	4	18	314	7	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	514	76	3	323	19	16	4	18	314	7	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.84	0.12	0.01	0.94	0.05	0.42	0.11	0.47	0.91	0.02	0.07
Final Sat.:	23	525	78	5	532	31	184	46	207	483	11	35
Capacity Analysis Module:												
Vol/Sat:	0.98	0.98	0.98	0.61	0.61	0.61	0.09	0.09	0.09	0.65	0.65	0.65
Crit Moves:	****						****	****				****
Delay/Veh:	53.9	53.9	53.9	17.7	17.7	17.7	10.9	10.9	10.9	20.5	20.5	20.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	53.9	53.9	17.7	17.7	17.7	10.9	10.9	10.9	20.5	20.5	20.5
LOS by Move:	F	F	F	C	C	C	B	B	B	C	C	C
ApproachDel:	53.9			17.7			10.9			20.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	53.9			17.7			10.9			20.5		
LOS by Appr:	F			C			B			C		
AllWayAvgQ:	7.9	7.9	7.9	1.3	1.3	1.3	0.1	0.1	0.1	1.6	1.6	1.6

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #280: Pulgas Ave/Weeks St



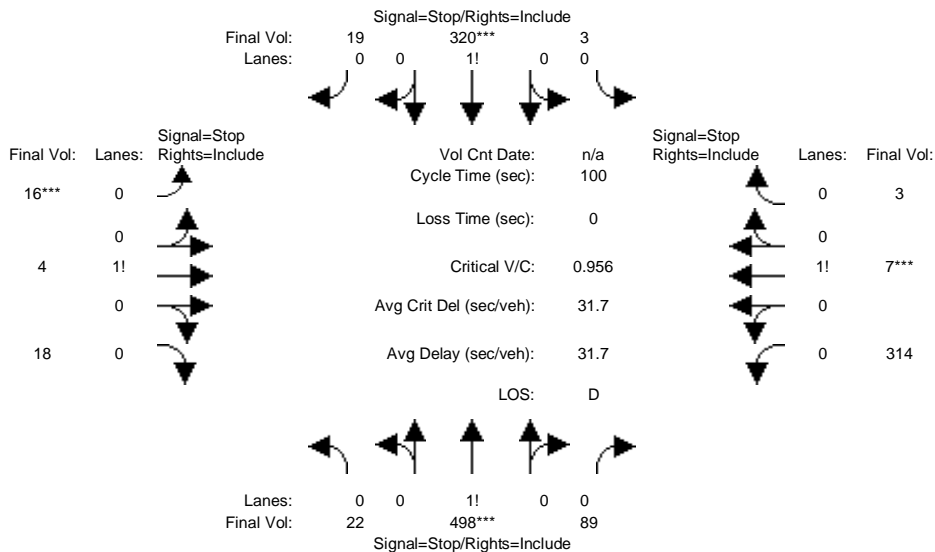
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	24	551	189	19	302	10	8	5	35	81	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	551	189	19	302	10	8	5	35	81	2	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	24	551	189	19	302	10	8	5	35	81	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	551	189	19	302	10	8	5	35	81	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	551	189	19	302	10	8	5	35	81	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	551	189	19	302	10	8	5	35	81	2	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.72	0.25	0.06	0.91	0.03	0.17	0.10	0.73	0.97	0.02	0.01
Final Sat.:	25	564	193	39	626	21	93	58	406	507	13	6
Capacity Analysis Module:												
Vol/Sat:	0.98	0.98	0.98	0.48	0.48	0.48	0.09	0.09	0.09	0.16	0.16	0.16
Crit Moves:	****			****			****			****		
Delay/Veh:	47.4	47.4	47.4	12.8	12.8	12.8	9.6	9.6	9.6	10.7	10.7	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	47.4	47.4	12.8	12.8	12.8	9.6	9.6	9.6	10.7	10.7	10.7
LOS by Move:	E	E	E	B	B	B	A	A	A	B	B	B
ApproachDel:	47.4			12.8			9.6			10.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	47.4			12.8			9.6			10.7		
LOS by Appr:	E			B			A			B		
AllWayAvgQ:	8.6	8.6	8.6	0.9	0.9	0.9	0.1	0.1	0.1	0.2	0.2	0.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #280: Pulgas Ave/Weeks St



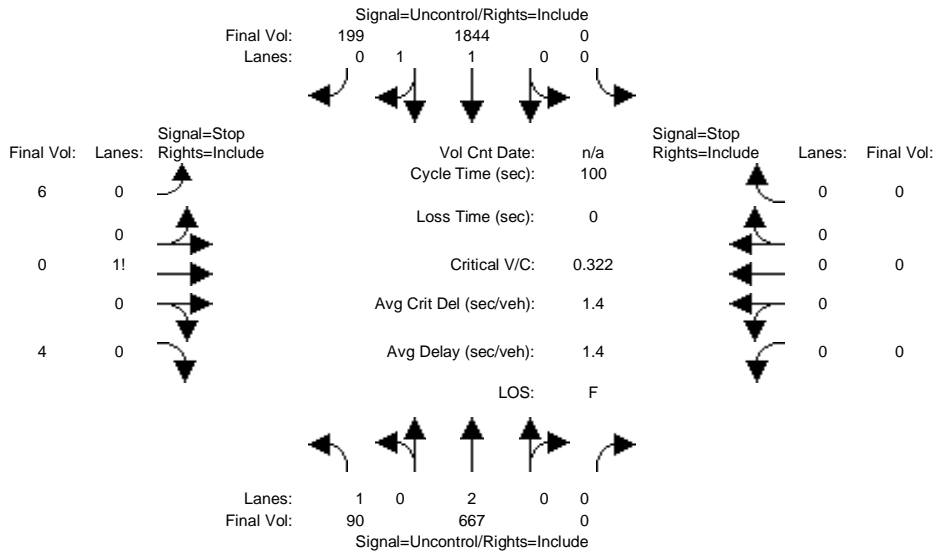
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	498	89	3	320	19	16	4	18	314	7	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	498	89	3	320	19	16	4	18	314	7	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	498	89	3	320	19	16	4	18	314	7	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	498	89	3	320	19	16	4	18	314	7	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	498	89	3	320	19	16	4	18	314	7	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	498	89	3	320	19	16	4	18	314	7	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.82	0.15	0.01	0.94	0.05	0.42	0.11	0.47	0.97	0.02	0.01
Final Sat.:	23	521	93	5	539	32	187	47	211	511	11	5
Capacity Analysis Module:												
Vol/Sat:	0.96	0.96	0.96	0.59	0.59	0.59	0.09	0.09	0.09	0.61	0.61	0.61
Crit Moves:	****			****			****			****		
Delay/Veh:	48.0	48.0	48.0	17.0	17.0	17.0	10.7	10.7	10.7	19.0	19.0	19.0
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:	48.0	48.0	48.0	17.0	17.0	17.0	10.7	10.7	10.7	19.0	19.0	19.0
LOS by Move:	E	E	E	C	C	C	B	B	B	C	C	C
ApproachDel:	48.0			17.0			10.7			19.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	48.0			17.0			10.7			19.0		
LOS by Appr:	E			C			B			C		
AllWayAvgQ:	7.0	7.0	7.0	1.3	1.3	1.3	0.1	0.1	0.1	1.4	1.4	1.4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #300: University Ave & Adams Dr



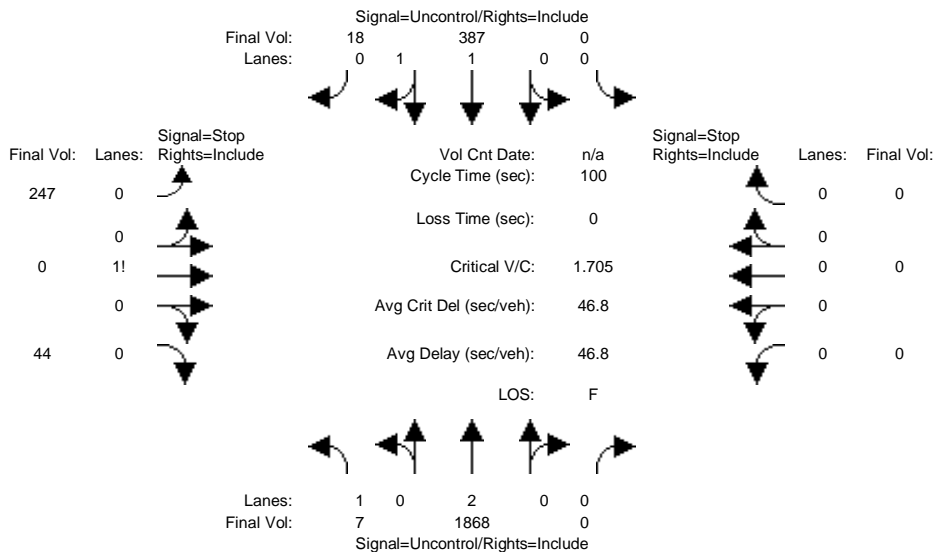
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	90	667	0	0	1844	199	6	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	667	0	0	1844	199	6	0	4	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	667	0	0	1844	199	6	0	4	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:	90	667	0	0	1844	199	6	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	667	0	0	1844	199	6	0	4	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	2043	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2457	2791	1022	xxxx	xxxx	xxxxxx
Potent Cap.:	280	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	26	19	237	xxxx	xxxx	xxxxxx
Move Cap.:	280	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	20	13	237	xxxx	xxxx	xxxxxx
Volume/Cap:	0.32	xxxx	xxxx	xxxx	xxxx	xxxx	0.31	0.00	0.02	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	23.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	31	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	169	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			169.3			xxxxxx		
ApproachLOS:	*			*			F			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #300: University Ave & Adams Dr



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:	7	1868	0	0	387	18	247	0	44	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:	7	1868	0	0	387	18	247	0	44	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:	7	1868	0	0	387	18	247	0	44	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:	7	1868	0	0	387	18	247	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	7	1868	0	0	387	18	247	0	44	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	405	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1344	2278	203	xxxx	xxxx	xxxxxx
Potent Cap.:	1165	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	146	40	811	xxxx	xxxx	xxxxxx
Move Cap.:	1165	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	145	40	811	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	1.70	0.00	0.05	xxxx	xxxx	xxxx

Level Of Service Module:

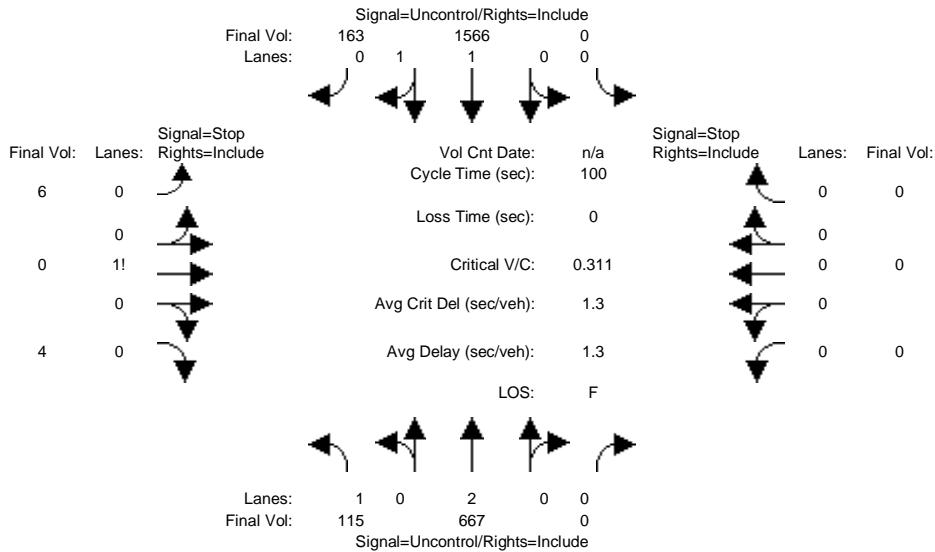
2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	165	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	20.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	413	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			413.0			xxxxxx		
ApproachLOS:	*			*			F			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #300: University Ave & Adams Dr



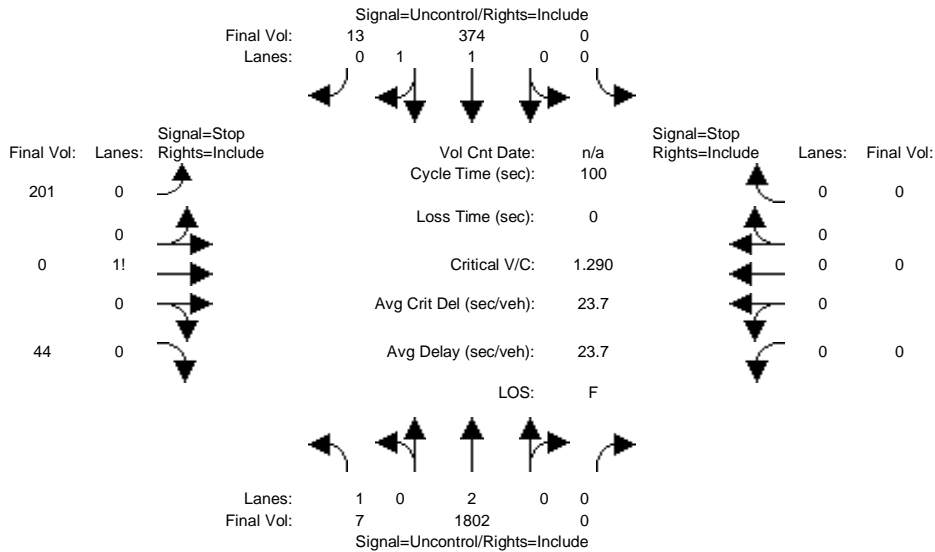
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	115	667	0	0	1566	163	6	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	667	0	0	1566	163	6	0	4	0	0	0
Added Vol:	0	0	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:	115	667	0	0	1566	163	6	0	4	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:	115	667	0	0	1566	163	6	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	115	667	0	0	1566	163	6	0	4	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1729	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2211	2545	865	xxxx	xxxx	xxxxxx
Potent Cap.:	370	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	38	27	301	xxxx	xxxx	xxxxxx
Move Cap.:	370	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	29	19	301	xxxx	xxxx	xxxxxx
Volume/Cap:	0.31	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	0.00	0.01	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	19.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	46	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	105	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			104.7			xxxxxx		
ApproachLOS:	*			*			F			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #300: University Ave & Adams Dr



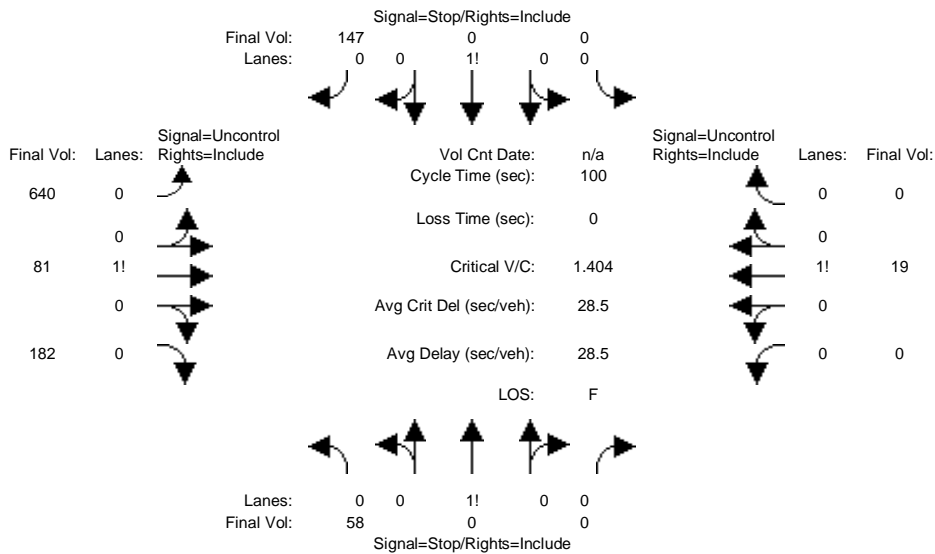
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	1802	0	0	374	13	201	0	44	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1802	0	0	374	13	201	0	44	0	0	0
Added Vol:	0	0	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:	7	1802	0	0	374	13	201	0	44	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:	7	1802	0	0	374	13	201	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	7	1802	0	0	374	13	201	0	44	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	387	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1296	2197	194	xxxx	xxxx	xxxxxx
Potent Cap.:	1183	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	157	46	822	xxxx	xxxx	xxxxxx
Move Cap.:	1183	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	156	45	822	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	1.29	0.00	0.05	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	182	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	14.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	236	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			235.8			xxxxxx		
ApproachLOS:	*			*			F			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #1081: Tara Road and Bay Road



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

Volume Module:

Base Vol:	58	0	0	0	0	147	640	81	182	0	19	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:	58	0	0	0	0	147	640	81	182	0	19	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:	58	0	0	0	0	147	640	81	182	0	19	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:	58	0	0	0	0	147	640	81	182	0	19	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	0	0	0	0	147	640	81	182	0	19	0

Critical Gap Module:

Critical Gp:	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1545	xxxx	xxxxx	xxxx	xxxx	19	19	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	94	xxxx	xxxxx	xxxx	xxxx	1065	1611	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	41	xxxx	xxxxx	xxxx	xxxx	1065	1611	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.40	xxxx	xxxx	xxxx	xxxx	0.14	0.40	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

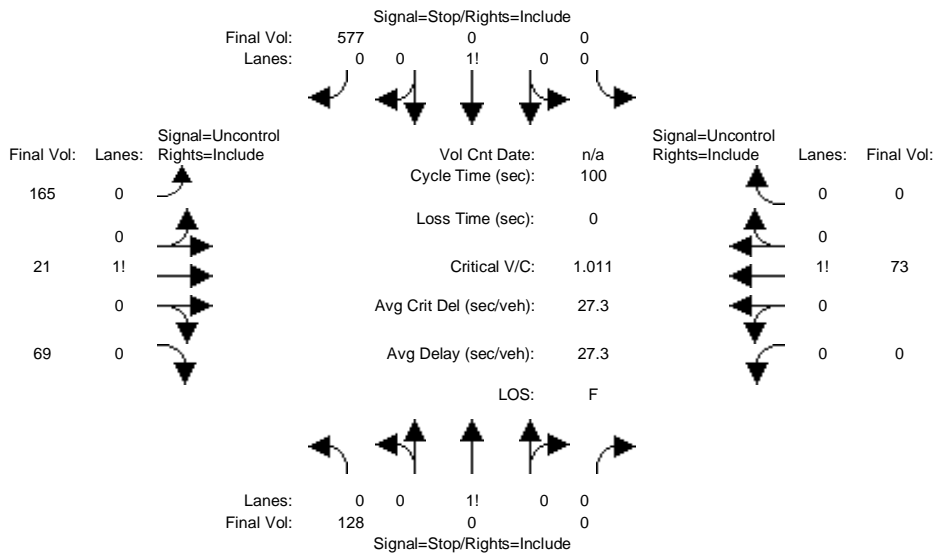
2Way95thQ:	5.8	xxxx	xxxxx	xxxx	xxxx	0.5	1.9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	434.4	xxxx	xxxxx	xxxxx	xxxx	8.9	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	434.4			8.9			xxxxxxx			xxxxxxx		
ApproachLOS:	F			A			*			*		*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #1081: Tara Road and Bay Road



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

Volume Module:

Base Vol:	128	0	0	0	0	577	165	21	69	0	73	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:	128	0	0	0	0	577	165	21	69	0	73	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:	128	0	0	0	0	577	165	21	69	0	73	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:	128	0	0	0	0	577	165	21	69	0	73	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	128	0	0	0	0	577	165	21	69	0	73	0

Critical Gap Module:

Critical Gp:	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	747	xxxx	xxxxx	xxxx	xxxx	73	73	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	332	xxxx	xxxxx	xxxx	xxxx	995	1540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	127	xxxx	xxxxx	xxxx	xxxx	995	1540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.01	xxxx	xxxx	xxxx	xxxx	0.58	0.11	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

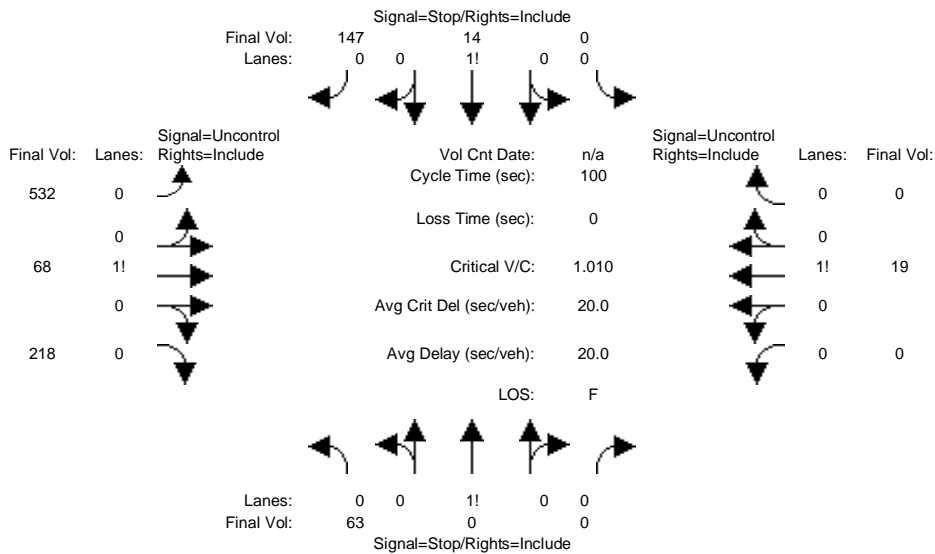
2Way95thQ:	7.0	xxxx	xxxxx	xxxx	xxxx	3.9	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	149.6	xxxx	xxxxx	xxxxx	xxxx	13.5	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	149.6			13.5			xxxxxxx			xxxxxxx		
ApproachLOS:	F			B			*			*		*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #1081: Tara Road and Bay Road



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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	63	0	0	0	14	147	532	68	218	0	19	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:	63	0	0	0	14	147	532	68	218	0	19	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:	63	0	0	0	14	147	532	68	218	0	19	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:	63	0	0	0	14	147	532	68	218	0	19	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	63	0	0	0	14	147	532	68	218	0	19	0

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

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1341	xxxx	xxxxx	xxxx	1369	19	19	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	131	xxxx	xxxxx	xxxx	148	1065	1611	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	62	xxxx	xxxxx	xxxx	79	1065	1611	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.01	xxxx	xxxx	xxxx	0.18	0.14	0.33	xxxx	xxxx	xxxx	xxxx	xxxx

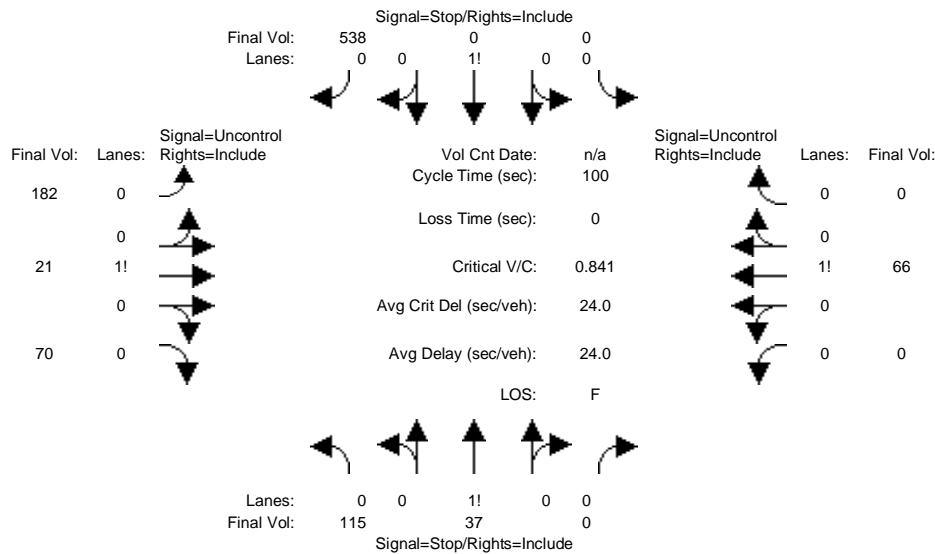
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	4.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	226.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	509	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	1.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	C	*	*	*	*	*	*
ApproachDel:	226.9			15.3			xxxxxx			xxxxxx		
ApproachLOS:	F			C			*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #1081: Tara Road and Bay Road



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

Volume Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
Base Vol:	115	37	0	0	0	538	182	21	70	0	66	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:	115	37	0	0	0	538	182	21	70	0	66	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:	115	37	0	0	0	538	182	21	70	0	66	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:	115	37	0	0	0	538	182	21	70	0	66	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	115	37	0	0	0	538	182	21	70	0	66	0

Critical Gap Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
Critical Gp:	7.1	6.5	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	3.5	4.0	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
Cnflct Vol:	755	486	xxxx	xxxx	xxxx	66	66	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	328	484	xxxx	xxxx	xxxx	1003	1549	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	137	421	xxxx	xxxx	xxxx	1003	1549	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	0.84	0.09	xxxx	xxxx	xxxx	0.54	0.12	xxxx	xxxx	xxxx	xxxx	xxxx

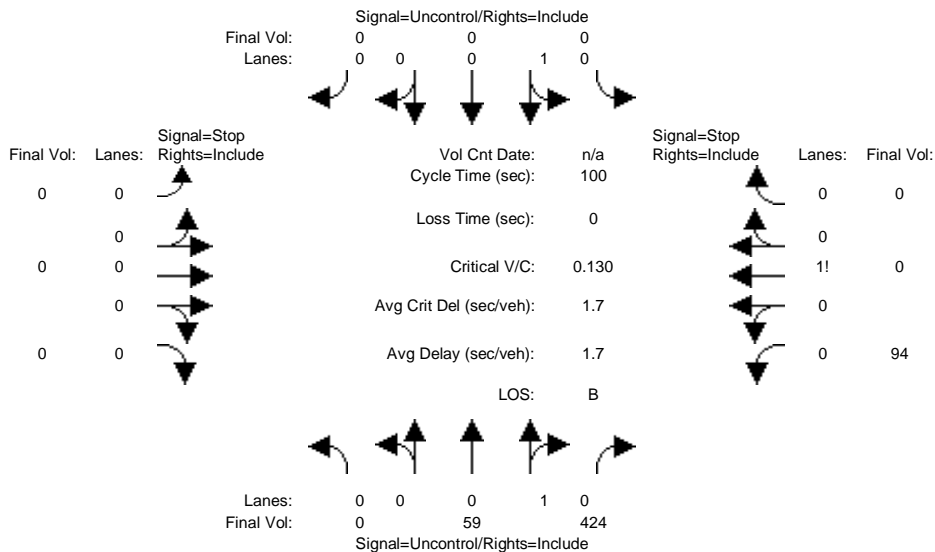
Level Of Service Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	0.4	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	12.7	7.6	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	164	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	108.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	F	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	108.3			12.7			xxxxxx			xxxxxx		
ApproachLOS:	F			B			*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #1083: Demeter Street/Emmerson Street(Future)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	59	424	0	0	0	0	0	0	94	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:	0	59	424	0	0	0	0	0	0	94	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:	0	59	424	0	0	0	0	0	0	94	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	59	424	0	0	0	0	0	0	94	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	59	424	0	0	0	0	0	0	94	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	271	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	723	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	723	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx

Level Of Service Module:

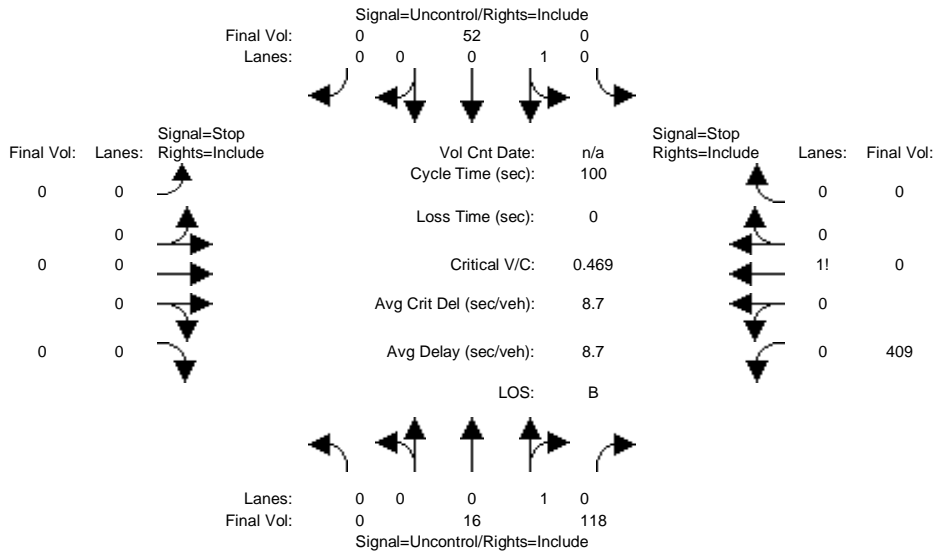
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.4	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.7	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	7.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.7		
ApproachLOS:	*			*			*			B		

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

Ravenswood Specific Plan Update
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #1083: Demeter Street/Emmerson Street(Future)



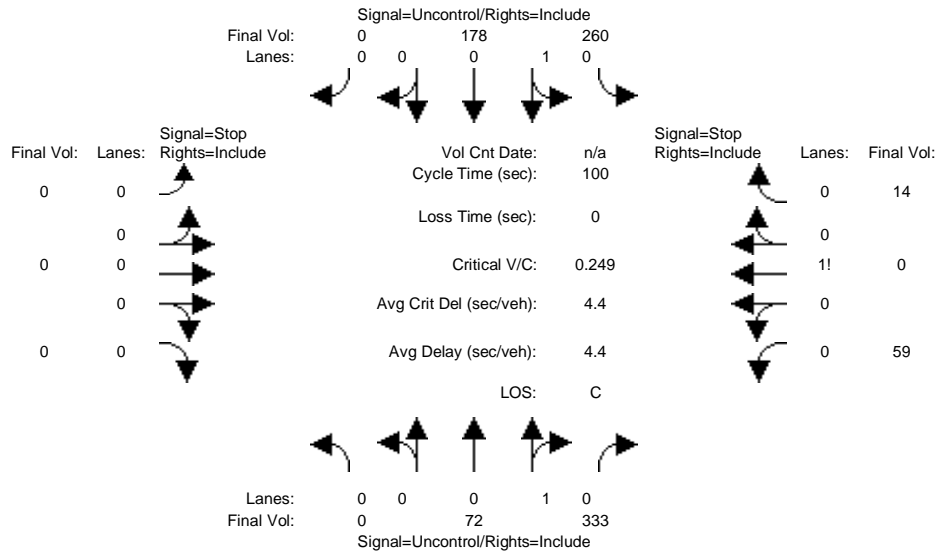
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	16	118	0	52	0	0	0	0	409	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	16	118	0	52	0	0	0	0	409	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	16	118	0	52	0	0	0	0	409	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	16	118	0	52	0	0	0	0	409	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	16	118	0	52	0	0	0	0	409	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	127	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	872	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	872	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.47	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.5	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	12.7	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		
ApproachLOS:	*			*			*			B		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #1083: Demeter Street/Emmerson Street(Future)



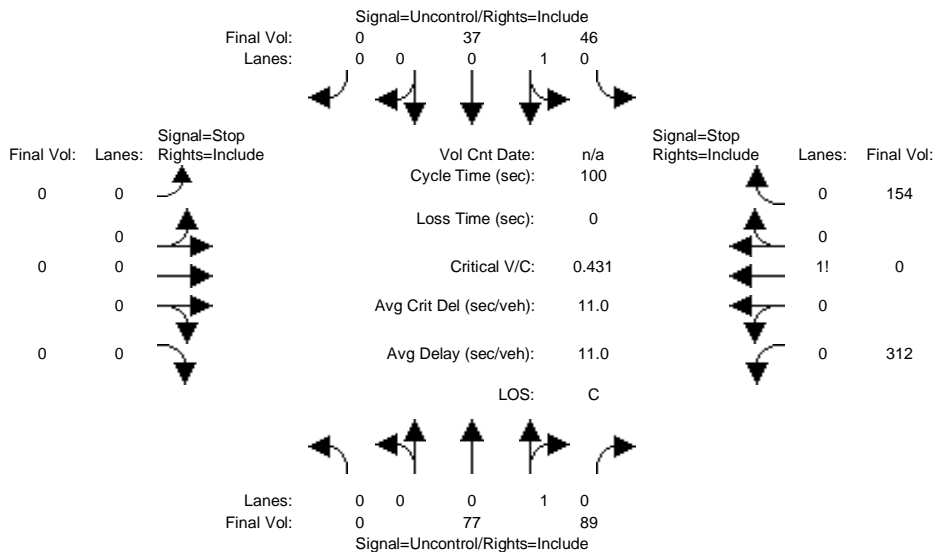
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	72	333	260	178	0	0	0	0	59	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	72	333	260	178	0	0	0	0	59	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	72	333	260	178	0	0	0	0	59	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	72	333	260	178	0	0	0	0	59	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	72	333	260	178	0	0	0	0	59	0	14
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	405	xxxx	xxxx	xxxx	xxxx	xxxx	937	937	239
Potent Cap.:	xxxx	xxxx	xxxx	1165	xxxx	xxxx	xxxx	xxxx	xxxx	296	267	805
Move Cap.:	xxxx	xxxx	xxxx	1165	xxxx	xxxx	xxxx	xxxx	xxxx	237	197	805
Volume/Cap:	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	9.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	274	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.0	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	9.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	22.9	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			22.9		
ApproachLOS:	*			*			*			C		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #1083: Demeter Street/Emmerson Street(Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	77	89	46	37	0	0	0	0	312	0	154
Growth Adj:	1.00	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	77	89	46	37	0	0	0	0	312	0	154
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	77	89	46	37	0	0	0	0	312	0	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	77	89	46	37	0	0	0	0	312	0	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	77	89	46	37	0	0	0	0	312	0	154

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	166	xxxx	xxxxx	xxxx	xxxx	xxxxx	251	251	122
Potent Cap.:	xxxx	xxxx	xxxxx	1424	xxxx	xxxxx	xxxx	xxxx	xxxxx	742	656	935
Move Cap.:	xxxx	xxxx	xxxxx	1424	xxxx	xxxxx	xxxx	xxxx	xxxxx	724	634	935
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.43	0.00	0.16

Level Of Service Module:

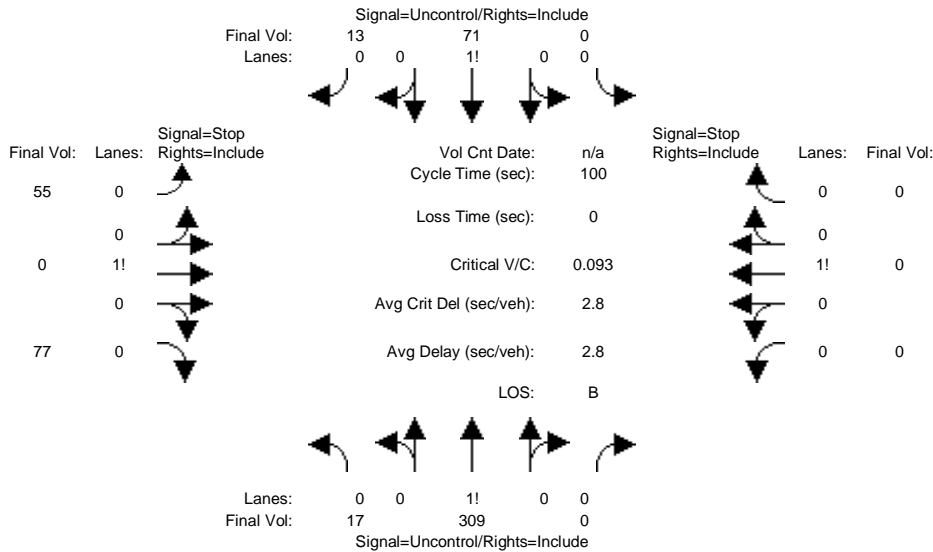
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	782	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.2	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.2		
ApproachLOS:	*			*			*			C		

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

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #1091: Tara Road/Emmerson Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	17	309	0	0	71	13	55	0	77	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	309	0	0	71	13	55	0	77	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	309	0	0	71	13	55	0	77	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	309	0	0	71	13	55	0	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	309	0	0	71	13	55	0	77	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	84	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	421	421	78	459	427	309
Potent Cap.:	1526	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	593	527	989	516	523	736
Move Cap.:	1526	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	588	521	989	471	517	736
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.08	0.00	0.00	0.00

Level Of Service Module:

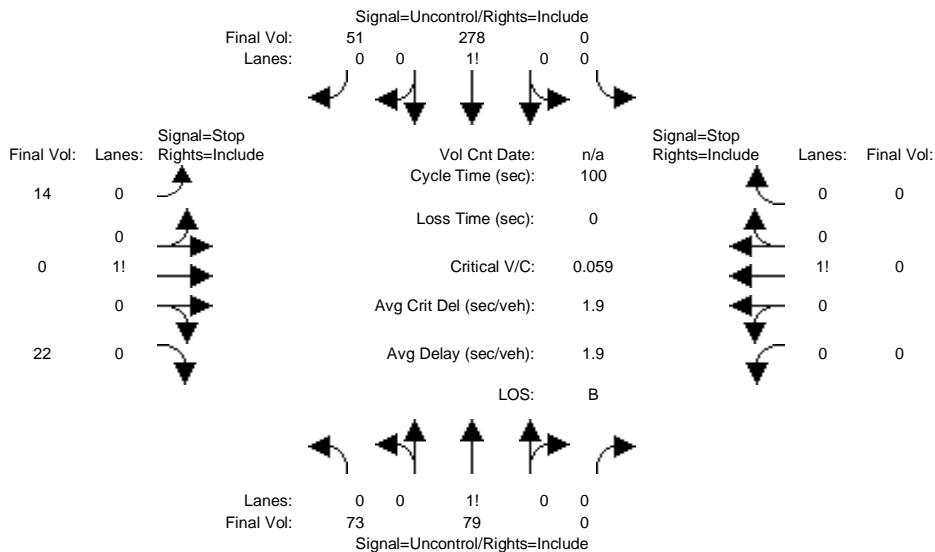
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	770	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.6		xxxxxx			
ApproachLOS:	*			*			B		*			*

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

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Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #1091: Tara Road/Emmerson Street (Future)



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:	73	79	0	0	278	51	14	0	22	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	79	0	0	278	51	14	0	22	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	79	0	0	278	51	14	0	22	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	79	0	0	278	51	14	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	73	79	0	0	278	51	14	0	22	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	329	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	529	529	304	540	554	79
Potent Cap.:	1242	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	514	458	741	456	443	987
Move Cap.:	1242	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	490	430	741	422	416	987
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.03	0.00	0.00	0.00

Level Of Service Module:

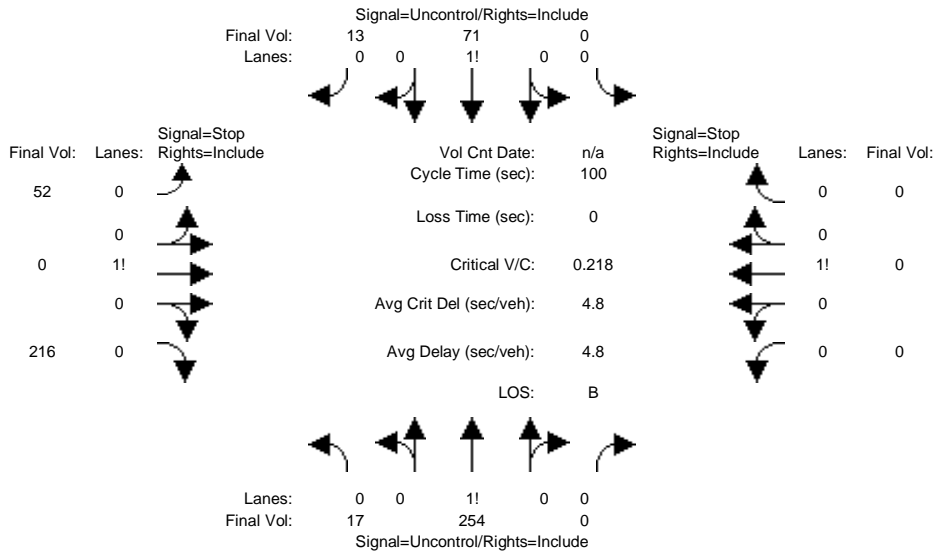
2Way95thQ:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	618	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.2	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	11.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx				11.2			xxxxxx	
ApproachLOS:	*				*				B			*	

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #1091: Tara Road/Emmerson Street (Future)



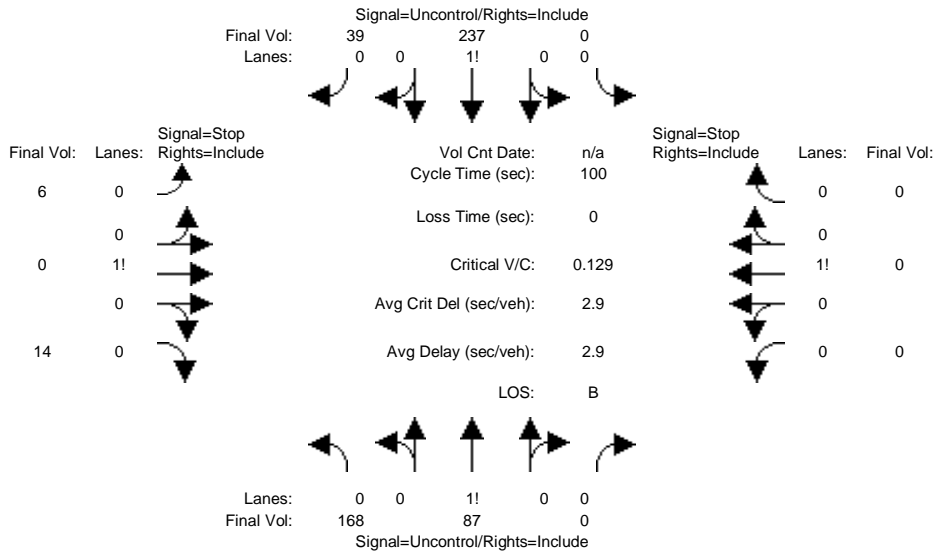
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	17	254	0	0	71	13	52	0	216	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	254	0	0	71	13	52	0	216	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	254	0	0	71	13	52	0	216	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	254	0	0	71	13	52	0	216	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	254	0	0	71	13	52	0	216	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	84	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	366	366	78	474	372	254
Potent Cap.:	1526	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	638	566	989	504	561	790
Move Cap.:	1526	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	633	560	989	391	555	790
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.22	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	892	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.8		xxxxxx			
ApproachLOS:	*			*			B		*			*

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #1091: Tara Road/Emmerson Street (Future)



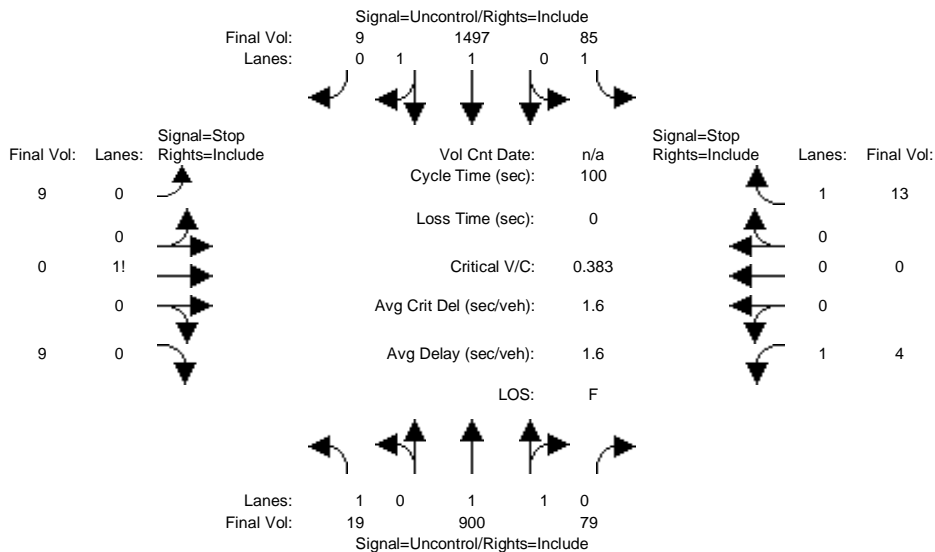
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	168	87	0	0	237	39	6	0	14	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	87	0	0	237	39	6	0	14	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	87	0	0	237	39	6	0	14	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:	168	87	0	0	237	39	6	0	14	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	168	87	0	0	237	39	6	0	14	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	276	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	680	680	257	687	699	87
Potent Cap.:	1299	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	420	376	787	364	366	977
Move Cap.:	1299	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	374	322	787	318	314	977
Volume/Cap:	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.02	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	591	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	11.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #1094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	19	900	79	85	1497	9	9	0	9	4	0	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:	19	900	79	85	1497	9	9	0	9	4	0	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:	19	900	79	85	1497	9	9	0	9	4	0	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:	19	900	79	85	1497	9	9	0	9	4	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	900	79	85	1497	9	9	0	9	4	0	13

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	1506	xxxx	xxxxx	979	xxxx	xxxxx	2160	2689	753	1896	xxxx	490
Potent Cap.:	450	xxxx	xxxxx	713	xxxx	xxxxx	27	22	357	43	xxxx	530
Move Cap.:	450	xxxx	xxxxx	713	xxxx	xxxxx	23	19	357	37	xxxx	530
Volume/Cap:	0.04	xxxx	xxxx	0.12	xxxx	xxxx	0.38	0.00	0.03	0.11	xxxx	0.02

Level Of Service Module:

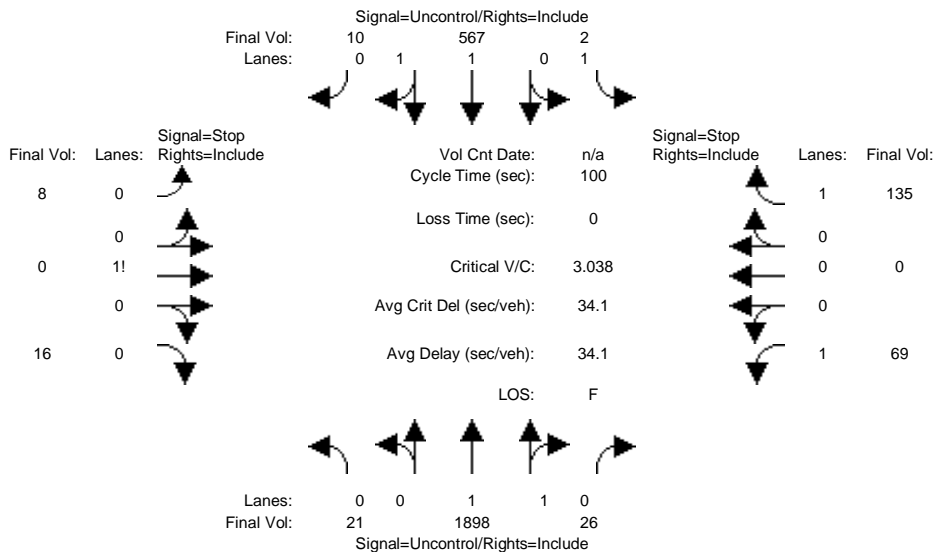
2Way95thQ:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.1
Control Del:	13.3	xxxx	xxxxx	10.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	113.1	xxxx	12.0
LOS by Move:	B	*	*	B	*	*	*	*	*	F	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	44	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	134	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			134.5			35.8		
ApproachLOS:	*			*			F			E		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #1094: University Ave & 4 Corners Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	21	1898	26	2	567	10	8	0	16	69	0	135
Growth Adj:	1.00	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	1898	26	2	567	10	8	0	16	69	0	135
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	1898	26	2	567	10	8	0	16	69	0	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1898	26	2	567	10	8	0	16	69	0	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	21	1898	26	2	567	10	8	0	16	69	0	135

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	577	xxxx	xxxxx	1924	xxxx	xxxxx	1567	2542	289	2241	xxxx	962
Potent Cap.:	1006	xxxx	xxxxx	311	xxxx	xxxxx	77	27	714	24	xxxx	260
Move Cap.:	1006	xxxx	xxxxx	311	xxxx	xxxxx	36	27	714	23	xxxx	260
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.22	0.00	0.02	3.04	xxxx	0.52

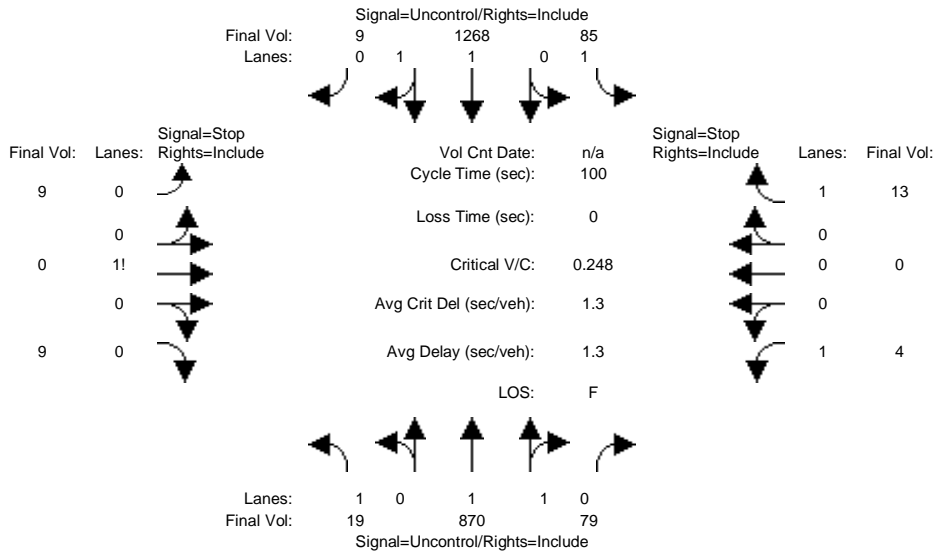
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	8.7	xxxx	2.8
Control Del:	8.7	xxxx	xxxxx	16.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	1276	xxxx	32.9
LOS by Move:	A	*	*	C	*	*	*	*	*	F	*	D
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	98	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	53.2	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			53.2			453.2		
ApproachLOS:	*			*			F			F		

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

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #1094: University Ave & 4 Corners Dwy



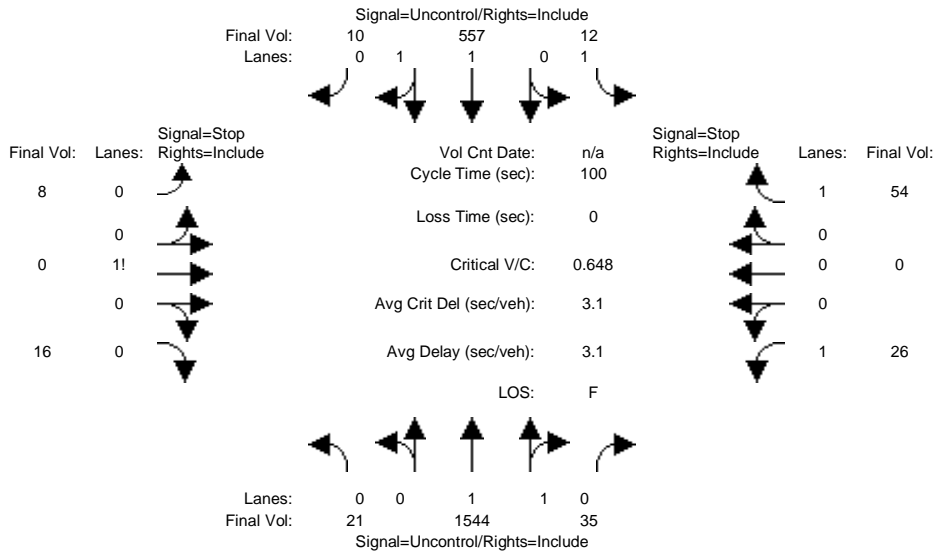
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	19	870	79	85	1268	9	9	0	9	4	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	870	79	85	1268	9	9	0	9	4	0	13
Added Vol:	0	0	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:	19	870	79	85	1268	9	9	0	9	4	0	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:	19	870	79	85	1268	9	9	0	9	4	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	870	79	85	1268	9	9	0	9	4	0	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflct Vol:	1277	xxxx	xxxxx	949	xxxx	xxxxx	1916	2430	639	1752	xxxx	475
Potent Cap.:	550	xxxx	xxxxx	732	xxxx	xxxxx	42	32	424	56	xxxx	542
Move Cap.:	550	xxxx	xxxxx	732	xxxx	xxxxx	36	28	424	48	xxxx	542
Volume/Cap:	0.03	xxxx	xxxx	0.12	xxxx	xxxx	0.25	0.00	0.02	0.08	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.1
Control Del:	11.8	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	86.0	xxxx	11.8
LOS by Move:	B	*	*	B	*	*	*	*	*	F	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	67	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	77.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				77.6			29.3	
ApproachLOS:		*			*			F			D	

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

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2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #1094: University Ave & 4 Corners Dwy



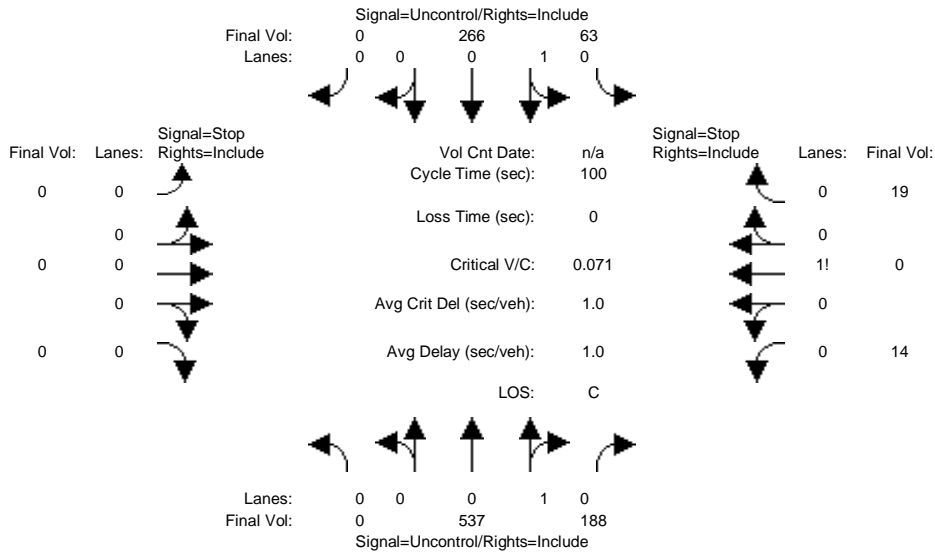
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	21	1544	35	12	557	10	8	0	16	26	0	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1544	35	12	557	10	8	0	16	26	0	54
Added Vol:	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:	21	1544	35	12	557	10	8	0	16	26	0	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:	21	1544	35	12	557	10	8	0	16	26	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	1544	35	12	557	10	8	0	16	26	0	54
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3
Capacity Module:												
Cnflct Vol:	567	xxxx	xxxxx	1579	xxxx	xxxxx	1400	2207	284	1906	xxxx	790
Potent Cap.:	1015	xxxx	xxxxx	422	xxxx	xxxxx	102	45	719	43	xxxx	338
Move Cap.:	1015	xxxx	xxxxx	422	xxxx	xxxxx	82	43	719	40	xxxx	338
Volume/Cap:	0.02	xxxx	xxxx	0.03	xxxx	xxxx	0.10	0.00	0.02	0.65	xxxx	0.16
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.4	xxxx	0.6
Control Del:	8.6	xxxx	xxxxx	13.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	195.7	xxxx	17.7
LOS by Move:	A	*	*	B	*	*	*	*	*	F	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	201	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.3	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				25.3			75.5	
ApproachLOS:	*			*				D			F	

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

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #1097: Pulgas Avenue & Montage Street (Future)



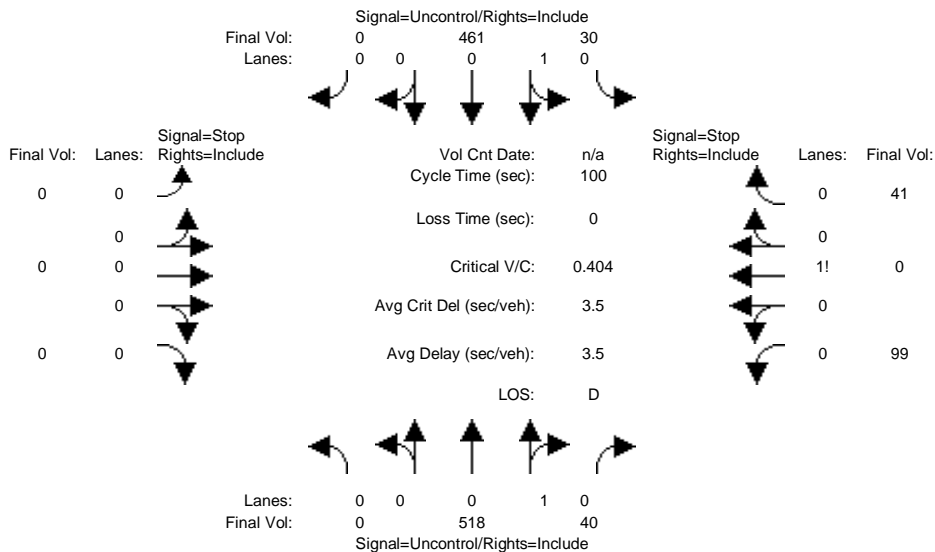
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	537	188	63	266	0	0	0	0	14	0	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	537	188	63	266	0	0	0	0	14	0	19
Added Vol:	0	0	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	537	188	63	266	0	0	0	0	14	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	537	188	63	266	0	0	0	0	14	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	537	188	63	266	0	0	0	0	14	0	19
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	725	xxxx	xxxx	xxxx	xxxx	xxxx	1023	1023	631
Potent Cap.:	xxxx	xxxx	xxxx	887	xxxx	xxxx	xxxx	xxxx	xxxx	263	238	485
Move Cap.:	xxxx	xxxx	xxxx	887	xxxx	xxxx	xxxx	xxxx	xxxx	249	220	485
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	9.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	345	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	9.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	16.5	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.5		
ApproachLOS:	*			*			*			*	C	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #1097: Pulgas Avenue & Montage Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	518	40	30	461	0	0	0	0	99	0	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:	0	518	40	30	461	0	0	0	0	99	0	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:	0	518	40	30	461	0	0	0	0	99	0	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:	0	518	40	30	461	0	0	0	0	99	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	518	40	30	461	0	0	0	0	99	0	41

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	558	xxxx	xxxx	xxxx	xxxx	xxxx	1059	1059	538
Potent Cap.:	xxxx	xxxx	xxxx	1023	xxxx	xxxx	xxxx	xxxx	xxxx	251	226	547
Move Cap.:	xxxx	xxxx	xxxx	1023	xxxx	xxxx	xxxx	xxxx	xxxx	245	219	547
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.40	0.00	0.07

Level Of Service Module:

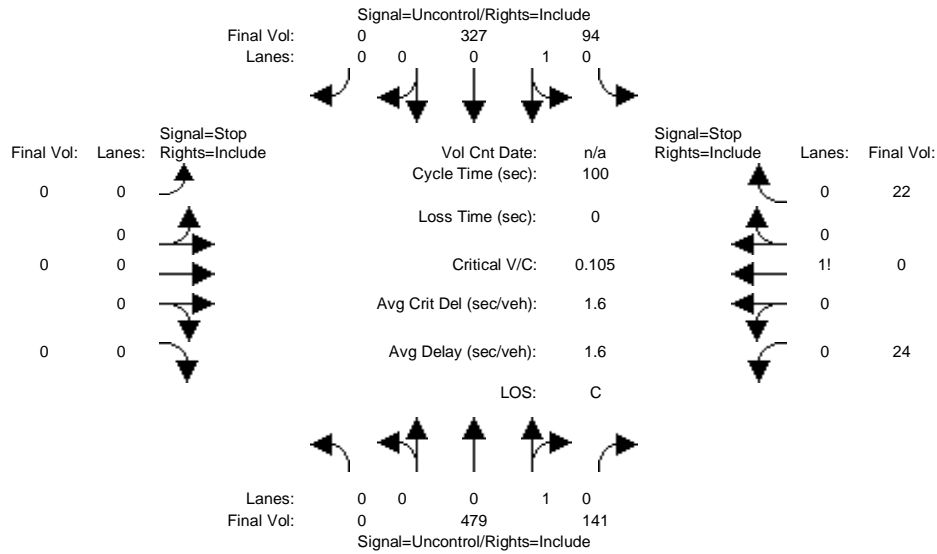
2Way95thQ:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	8.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	292	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.4	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	8.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	28.1	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	28.1		
ApproachLOS:	*	*	*	A	*	*	*	*	*	D		

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

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #1097: Pulgas Avenue & Montage Street (Future)



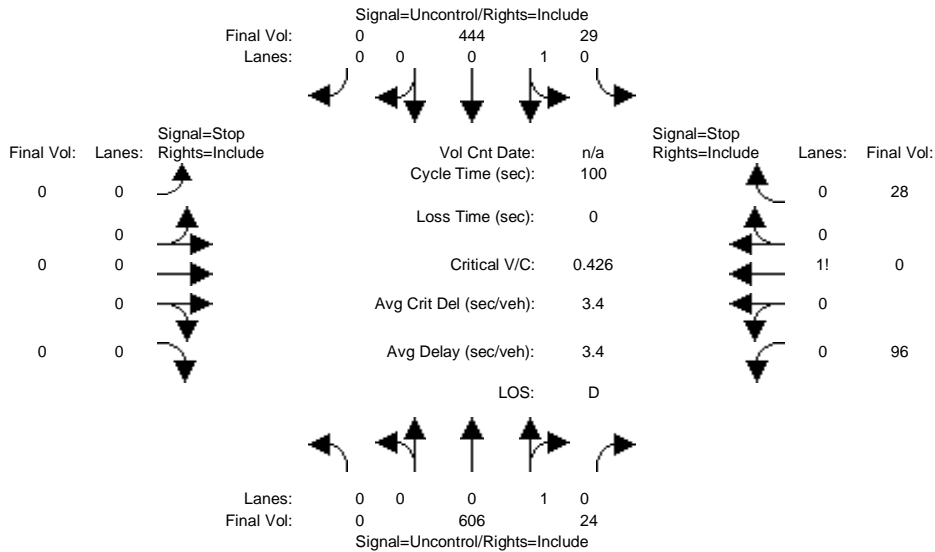
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	479	141	94	327	0	0	0	0	24	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	479	141	94	327	0	0	0	0	24	0	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	479	141	94	327	0	0	0	0	24	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	479	141	94	327	0	0	0	0	24	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	479	141	94	327	0	0	0	0	24	0	22
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	620	xxxx	xxxx	xxxx	xxxx	xxxx	1065	1065	550
Potent Cap.:	xxxx	xxxx	xxxx	970	xxxx	xxxx	xxxx	xxxx	xxxx	249	225	539
Move Cap.:	xxxx	xxxx	xxxx	970	xxxx	xxxx	xxxx	xxxx	xxxx	229	202	539
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	0.00	0.04
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	9.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	316	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.5	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	9.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	18.3	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.3		
ApproachLOS:	*			*			*			C		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #1097: Pulgas Avenue & Montage Street (Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	606	24	29	444	0	0	0	0	96	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	606	24	29	444	0	0	0	0	96	0	28
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	606	24	29	444	0	0	0	0	96	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	606	24	29	444	0	0	0	0	96	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	606	24	29	444	0	0	0	0	96	0	28

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	630	xxxx	xxxx	xxxx	xxxx	xxxx	1120	1120	618
Potent Cap.:	xxxx	xxxx	xxxx	962	xxxx	xxxx	xxxx	xxxx	xxxx	231	208	493
Move Cap.:	xxxx	xxxx	xxxx	962	xxxx	xxxx	xxxx	xxxx	xxxx	225	202	493
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.43	0.00	0.06

Level Of Service Module:

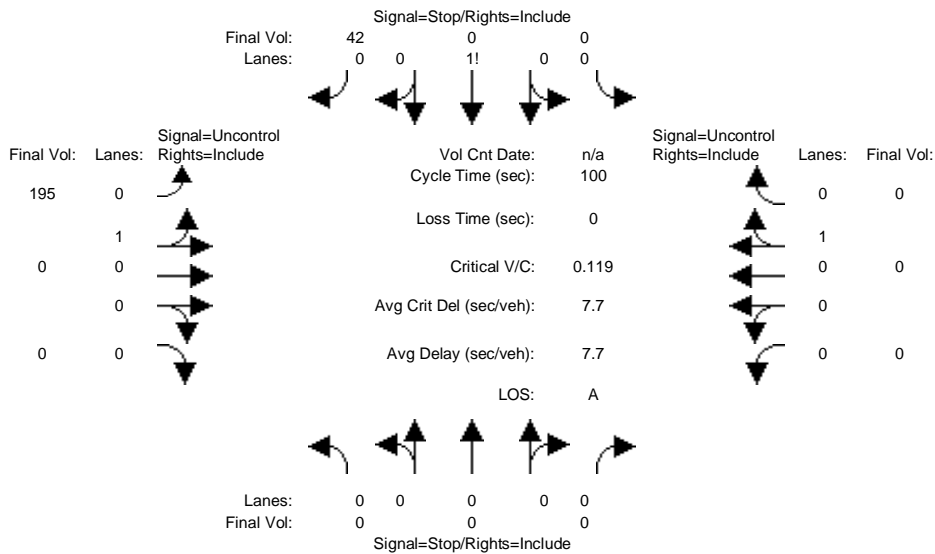
2Way95thQ:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	8.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	257	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.4	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	8.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	31.5	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			31.5		
ApproachLOS:	*			*			*			D		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #1101: Tara Road and Weeks Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	42	195	0	0	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:	0	0	0	0	0	42	195	0	0	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:	0	0	0	0	0	42	195	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	42	195	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	42	195	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.12	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

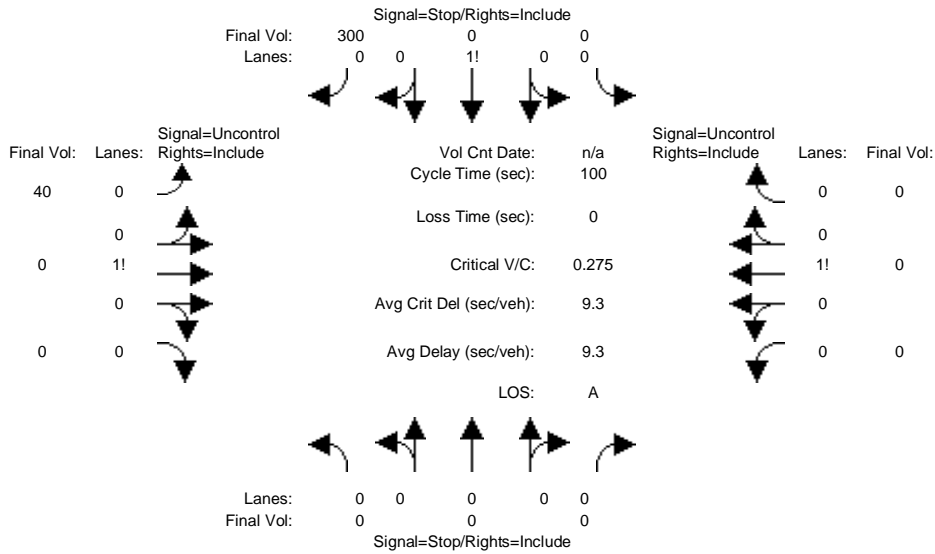
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	0.4	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.4	7.5	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.4			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #1101: Tara Road and Weeks Street (Future)



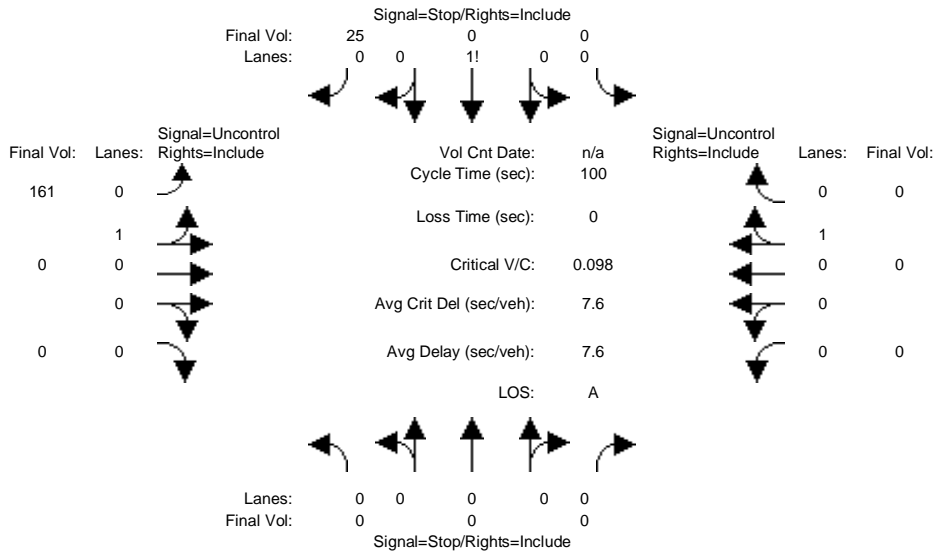
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	300	40	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	300	40	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	300	40	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	300	40	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	300	40	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	1.1	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	9.5	7.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					9.5	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #1101: Tara Road and Weeks Street (Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	0	0	25	161	0	0	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:	0	0	0	0	0	25	161	0	0	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:	0	0	0	0	0	25	161	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	25	161	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	25	161	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.10	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

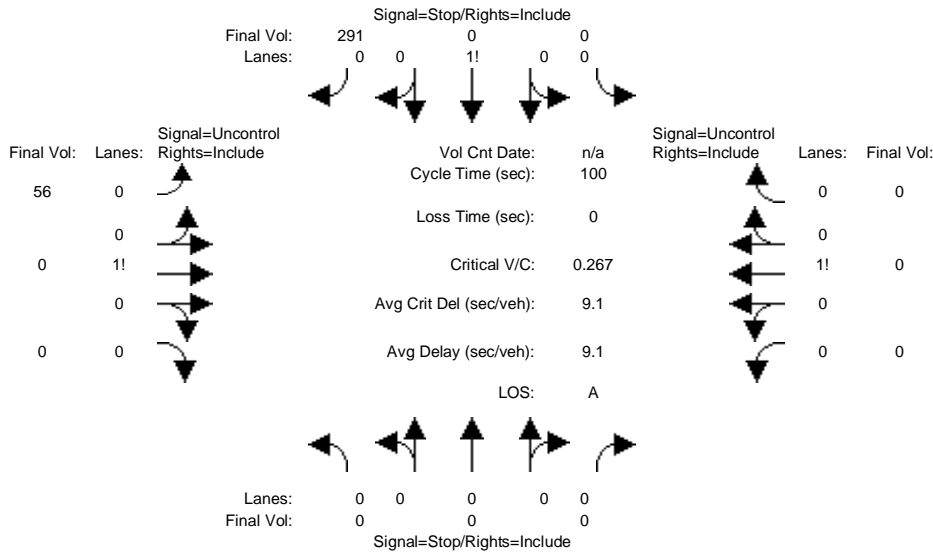
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.4	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.4	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

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

Ravenswood Specific Plan Update
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #1101: Tara Road and Weeks Street (Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	0	0	291	56	0	0	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:	0	0	0	0	0	291	56	0	0	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:	0	0	0	0	0	291	56	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	291	56	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	291	56	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.03	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

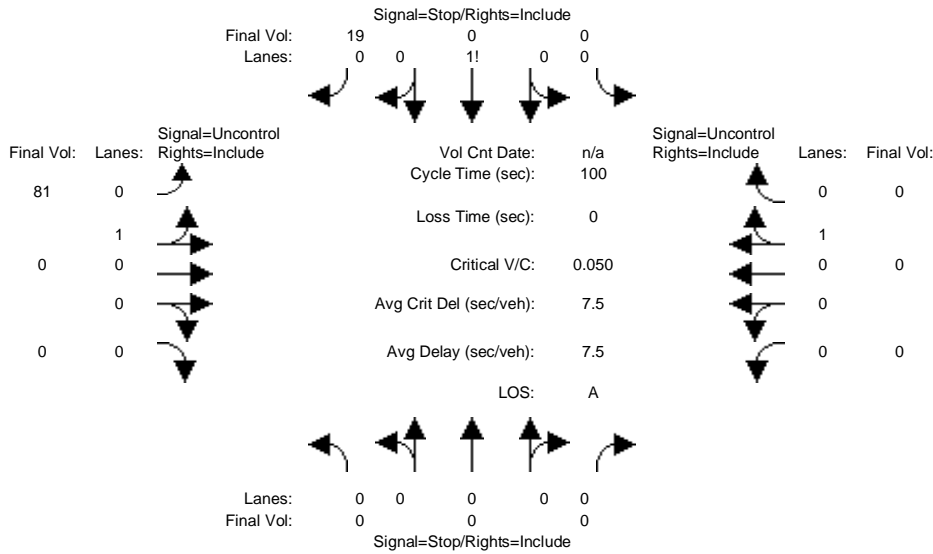
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.1	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.5	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					9.5	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



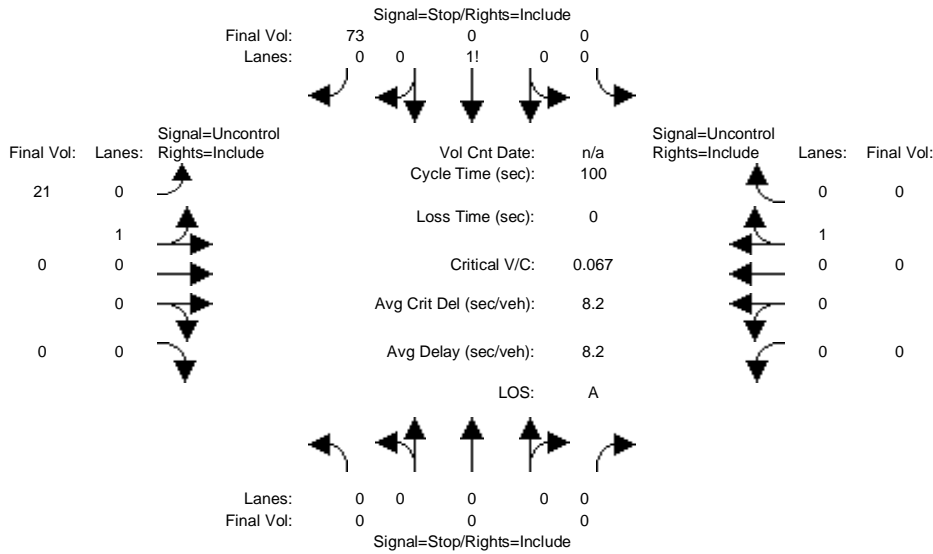
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	19	81	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	19	81	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	19	81	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	19	81	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	19	81	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.05	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	0.2	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.4	7.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.4		xxxxxx				xxxxxx
ApproachLOS:	*					A		*				*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	0	0	73	21	0	0	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:	0	0	0	0	0	73	21	0	0	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:	0	0	0	0	0	73	21	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	73	21	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	73	21	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

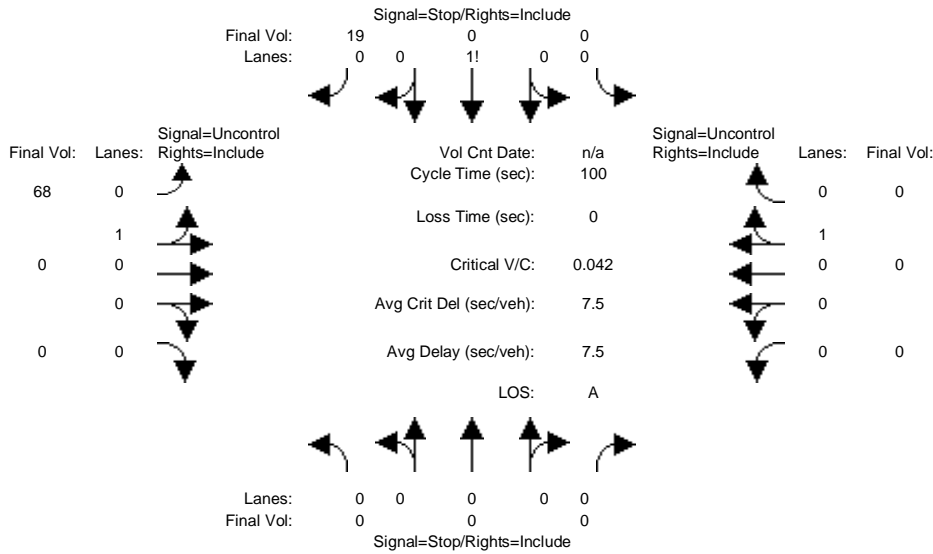
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	0.0	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.5	7.2	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



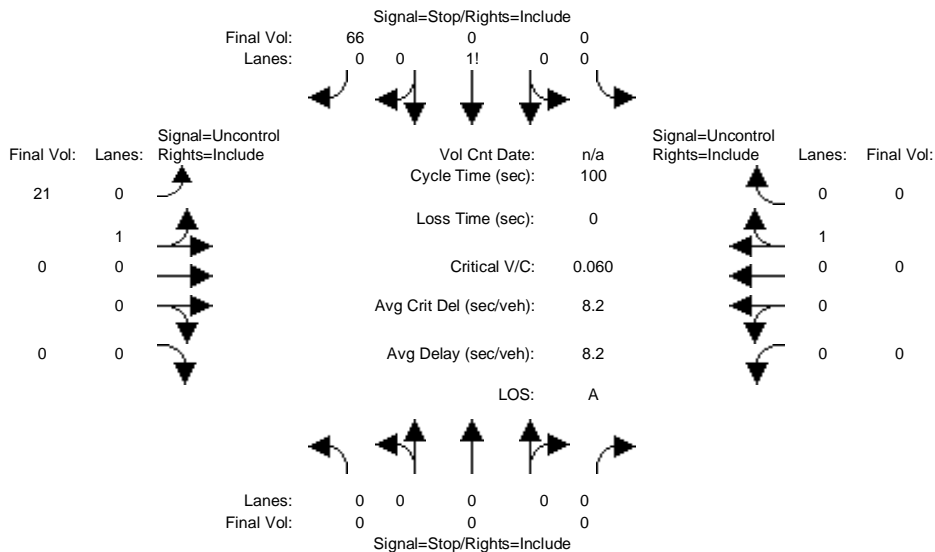
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	19	68	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	19	68	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	19	68	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	19	68	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	19	68	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.4	7.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.4	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	0	0	66	21	0	0	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:	0	0	0	0	0	66	21	0	0	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:	0	0	0	0	0	66	21	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	66	21	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	66	21	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

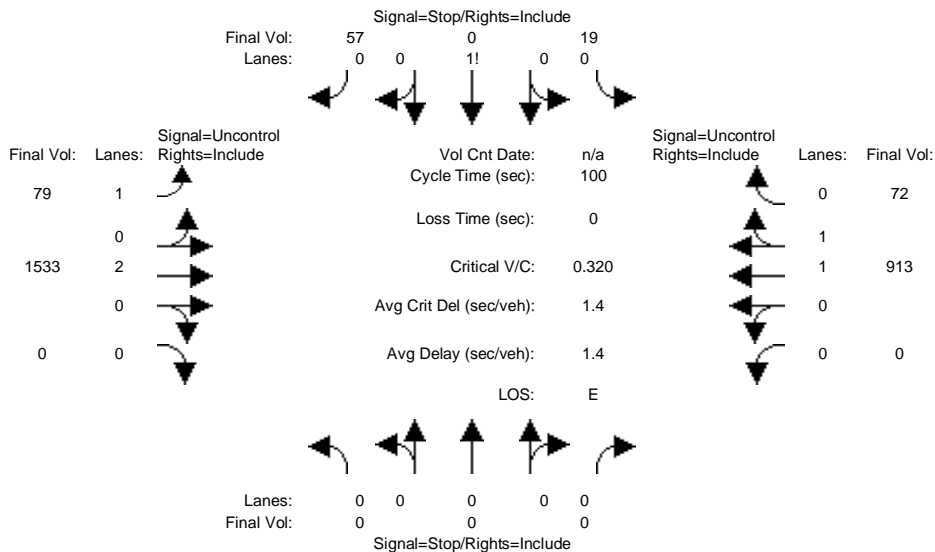
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.5	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #1159: 4 Corners Dwy & Bay Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:												
Base Vol:	0	0	0	19	0	57	79	1533	0	0	913	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	0	57	79	1533	0	0	913	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	19	0	57	79	1533	0	0	913	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	19	0	57	79	1533	0	0	913	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	19	0	57	79	1533	0	0	913	72

Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1874	2640	493	985	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	65	24	527	709	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	59	21	527	709	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.32	0.00	0.11	0.11	xxxx	xxxx	xxxx	xxxx	xxxx

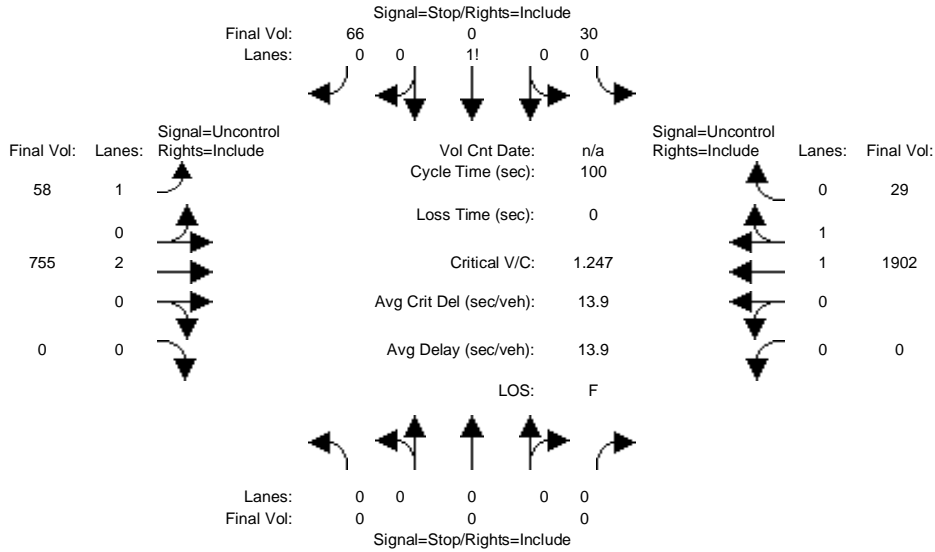
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.7	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	178	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	1.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	39.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			39.6			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #1159: 4 Corners Dwy & Bay Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	30	0	66	58	755	0	0	1902	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	66	58	755	0	0	1902	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	66	58	755	0	0	1902	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	66	58	755	0	0	1902	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	30	0	66	58	755	0	0	1902	29

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	2410	2788	966	1931	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	28	19	258	309	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	24	15	258	309	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	1.25	0.00	0.26	0.19	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

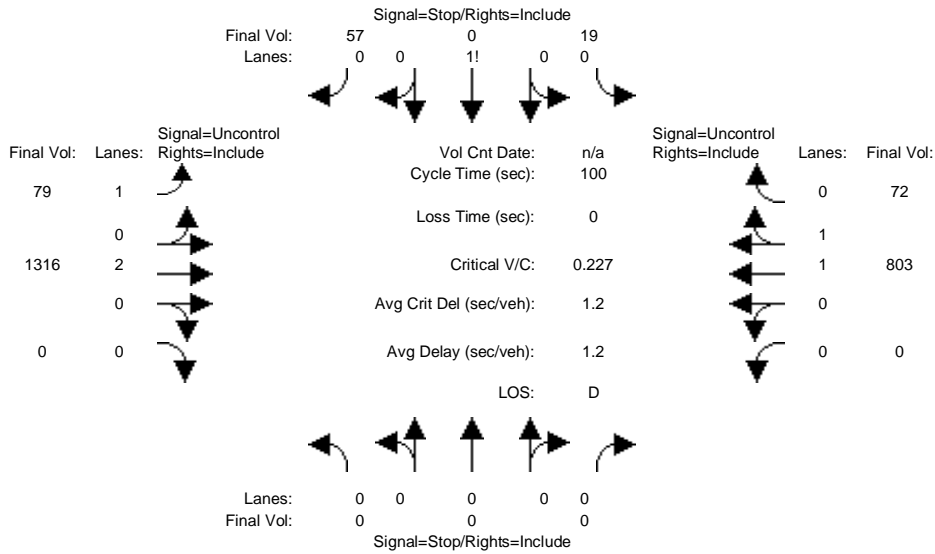
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	19.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	64	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	8.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	400	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			400.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #1159: 4 Corners Dwy & Bay Road



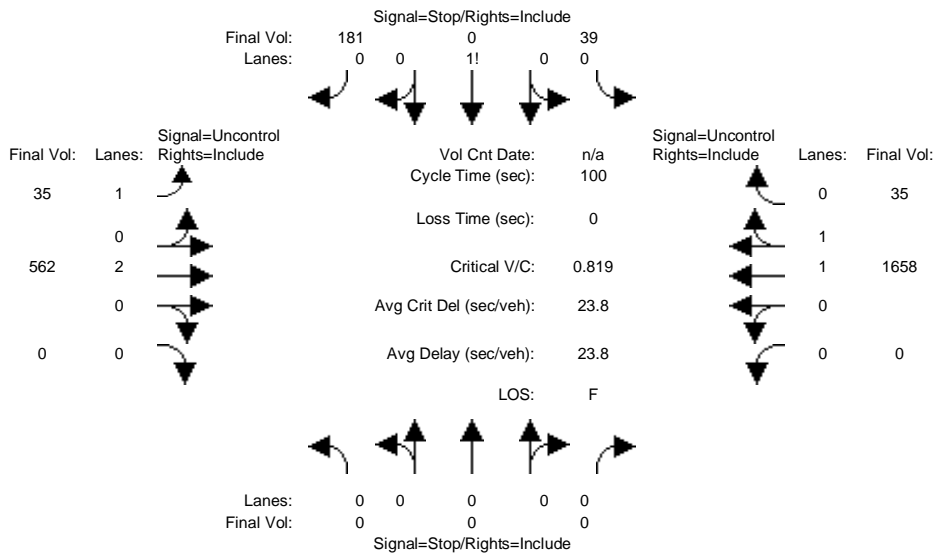
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	19	0	57	79	1316	0	0	803	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	0	57	79	1316	0	0	803	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	19	0	57	79	1316	0	0	803	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	19	0	57	79	1316	0	0	803	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	19	0	57	79	1316	0	0	803	72
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1655	2313	438	875	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	91	38	573	780	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	84	35	573	780	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.23	0.00	0.10	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.1	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	233	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	1.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	27.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			27.8			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #1159: 4 Corners Dwy & Bay Road



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	39	0	181	35	562	0	0	1658	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	39	0	181	35	562	0	0	1658	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	39	0	181	35	562	0	0	1658	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	39	0	181	35	562	0	0	1658	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	39	0	181	35	562	0	0	1658	35

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	2027	2308	847	1693	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	51	39	310	382	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	48	35	310	382	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.82	0.00	0.58	0.09	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

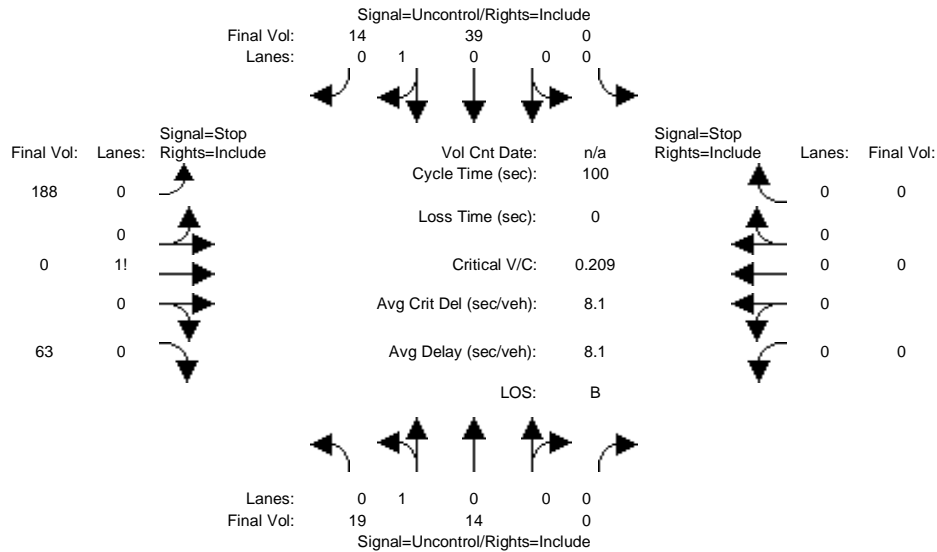
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	15.4	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	157	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	13.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	269	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			269.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #1163: Tara Road and Montage Street (Future)



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:	19	14	0	0	39	14	188	0	63	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:	19	14	0	0	39	14	188	0	63	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:	19	14	0	0	39	14	188	0	63	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:	19	14	0	0	39	14	188	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	14	0	0	39	14	188	0	63	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	53	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	98	98	46	xxxx	xxxx	xxxxxx
Potent Cap.:	1566	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	906	796	1029	xxxx	xxxx	xxxxxx
Move Cap.:	1566	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	897	786	1029	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	0.00	0.06	xxxx	xxxx	xxxx

Level Of Service Module:

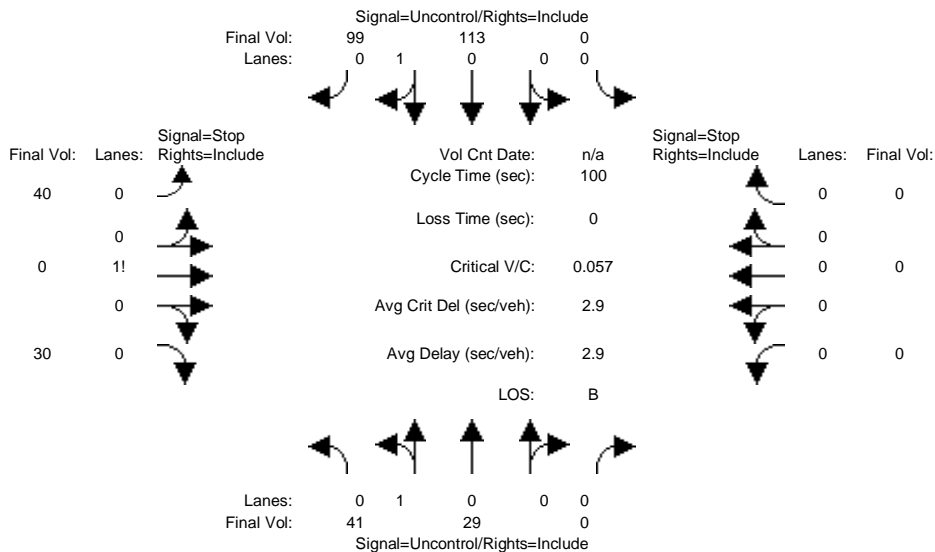
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	927	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.3			xxxxxx		
ApproachLOS:	*			*			B			*		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #1163: Tara Road and Montage Street (Future)



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:	41	29	0	0	113	99	40	0	30	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:	41	29	0	0	113	99	40	0	30	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:	41	29	0	0	113	99	40	0	30	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:	41	29	0	0	113	99	40	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	29	0	0	113	99	40	0	30	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	212	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	274	274	163	xxxx	xxxx	xxxxxx
Potent Cap.:	1370	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	720	637	888	xxxx	xxxx	xxxxxx
Move Cap.:	1370	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	703	617	888	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

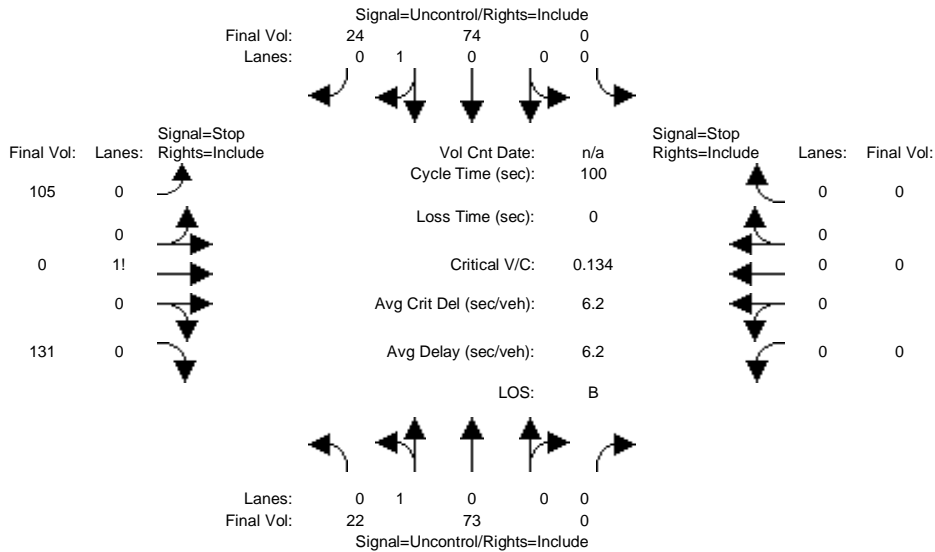
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	772	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1		xxxxxx			
ApproachLOS:	*			*			B		*			*

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #1163: Tara Road and Montage Street (Future)



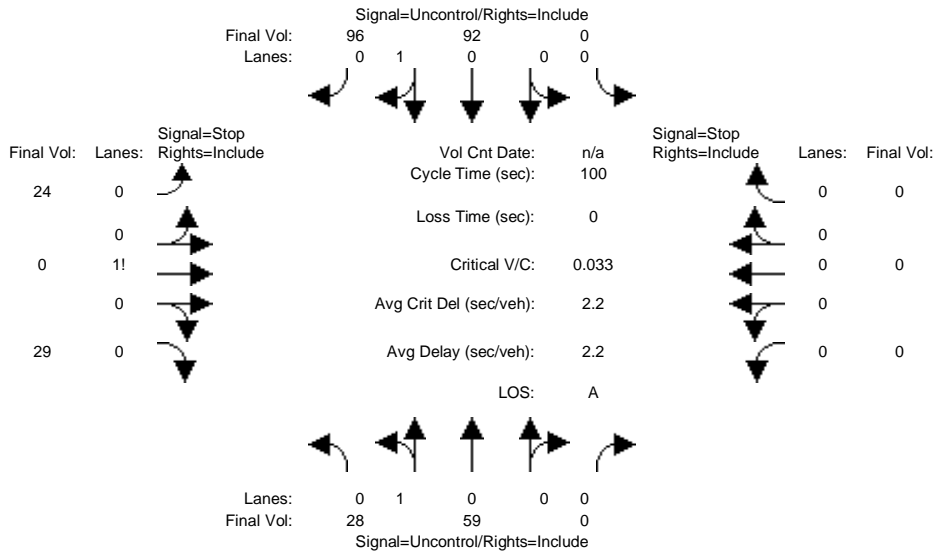
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	22	73	0	0	74	24	105	0	131	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	73	0	0	74	24	105	0	131	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	73	0	0	74	24	105	0	131	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:	22	73	0	0	74	24	105	0	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	22	73	0	0	74	24	105	0	131	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	98	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	203	203	86	xxxx	xxxx	xxxxxx
Potent Cap.:	1508	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	790	697	978	xxxx	xxxx	xxxxxx
Move Cap.:	1508	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	781	687	978	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.13	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	880	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				10.6		xxxxxx		
ApproachLOS:	*			*				B		*		*

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #1163: Tara Road and Montage Street (Future)



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:	28	59	0	0	92	96	24	0	29	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:	28	59	0	0	92	96	24	0	29	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:	28	59	0	0	92	96	24	0	29	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:	28	59	0	0	92	96	24	0	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	59	0	0	92	96	24	0	29	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	188	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	255	255	140	xxxx	xxxx	xxxxxx
Potent Cap.:	1398	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	738	652	913	xxxx	xxxx	xxxxxx
Move Cap.:	1398	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	727	639	913	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

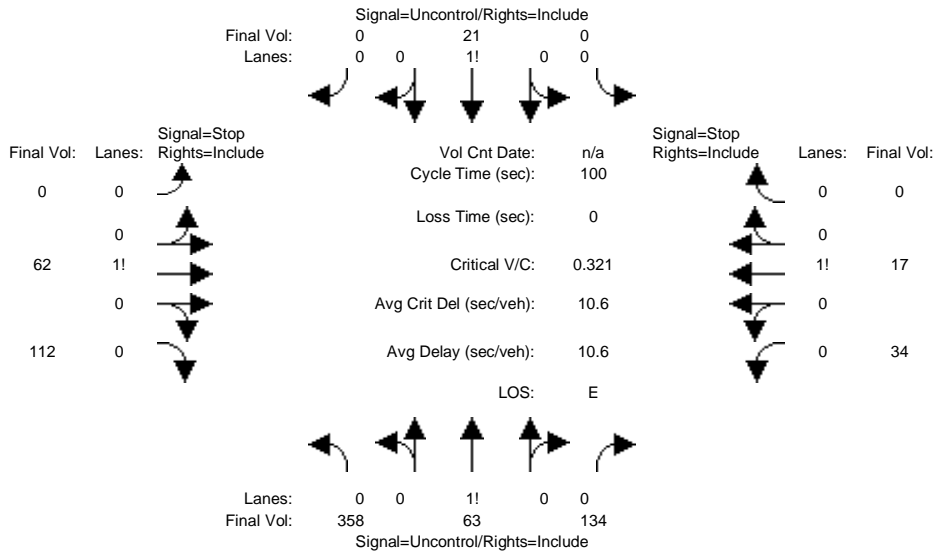
2Way95thQ:	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	818	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.7			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



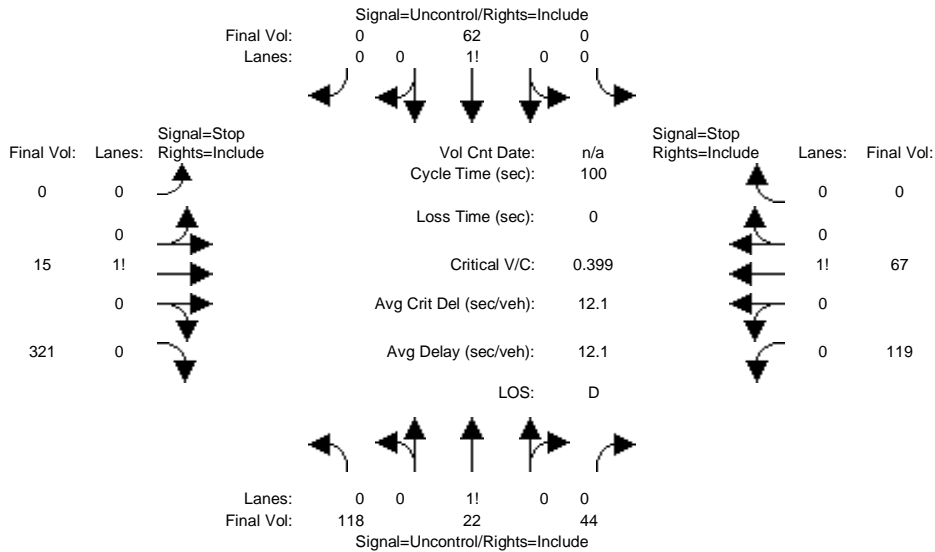
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	358	63	134	0	21	0	0	62	112	34	17	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	63	134	0	21	0	0	62	112	34	17	0
Added Vol:	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:	358	63	134	0	21	0	0	62	112	34	17	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:	358	63	134	0	21	0	0	62	112	34	17	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	358	63	134	0	21	0	0	62	112	34	17	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.5	6.2	7.1	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.0	3.3	3.5	4.0	xxxxxx
Capacity Module:												
Cnflct Vol:	21	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	934	21	954	867	xxxxxx
Potent Cap.:	1608	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	268	1062	240	293	xxxxxx
Move Cap.:	1608	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	193	1062	129	212	xxxxxx
Volume/Cap:	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	0.11	0.26	0.08	xxxx
Level Of Service Module:												
2Way95thQ:	0.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	408	xxxx	148	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	2.1	1.4	xxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	20.2	41.6	xxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	E	*	*	*
ApproachDel:	xxxxxx			xxxxxx				20.2		41.6		
ApproachLOS:	*			*				C		E		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



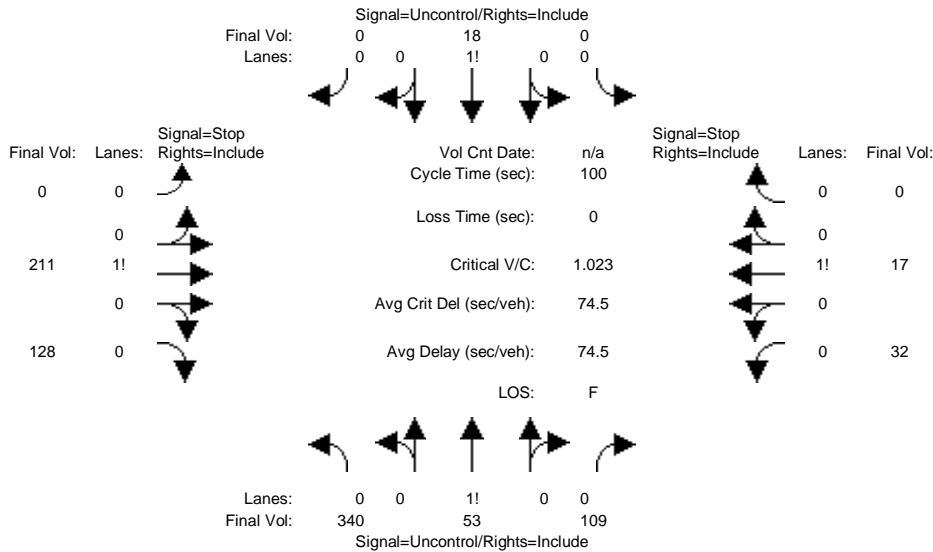
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	118	22	44	0	62	0	0	15	321	119	67	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	22	44	0	62	0	0	15	321	119	67	0
Added Vol:	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:	118	22	44	0	62	0	0	15	321	119	67	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:	118	22	44	0	62	0	0	15	321	119	67	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	118	22	44	0	62	0	0	15	321	119	67	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.5	6.2	7.1	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.0	3.3	3.5	4.0	xxxxxx
Capacity Module:												
Cnflct Vol:	62	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	364	62	510	342	xxxxxx
Potent Cap.:	1554	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	567	1009	477	583	xxxxxx
Move Cap.:	1554	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	521	1009	298	536	xxxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.32	0.40	0.13	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	968	355	xxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.6	2.9	xxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.7	25.8	xxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	D	*	*	*
ApproachDel:	xxxxxx			xxxxxx				10.7		25.8		
ApproachLOS:	*			*				B		D		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



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:	340	53	109	0	18	0	0	211	128	32	17	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:	340	53	109	0	18	0	0	211	128	32	17	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:	340	53	109	0	18	0	0	211	128	32	17	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:	340	53	109	0	18	0	0	211	128	32	17	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	340	53	109	0	18	0	0	211	128	32	17	0

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

Capacity Module:												
Cnflct Vol:	18	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	860	18	975	806	xxxxxx
Potent Cap.:	1612	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	296	1066	233	318	xxxxxx
Move Cap.:	1612	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	219	1066	22	235	xxxxxx
Volume/Cap:	0.21	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.96	0.12	1.47	0.07	xxxx

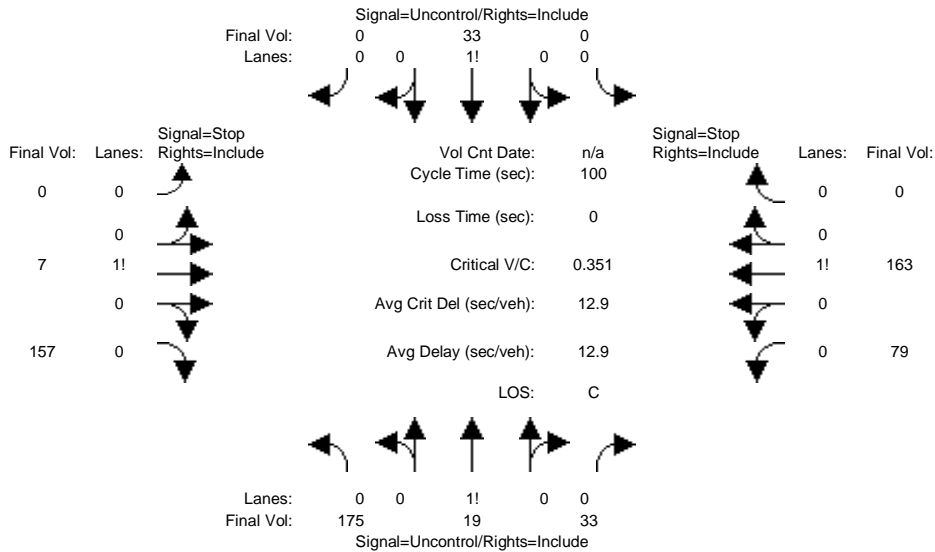
Level Of Service Module:												
2Way95thQ:	0.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Control Del:	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	313	32	xxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	13.0	5.5	xxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	112.7	545.6	xxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	F	*	*	*
ApproachDel:	xxxxxx			xxxxxx				112.7		545.6		
ApproachLOS:	*			*				F		F		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



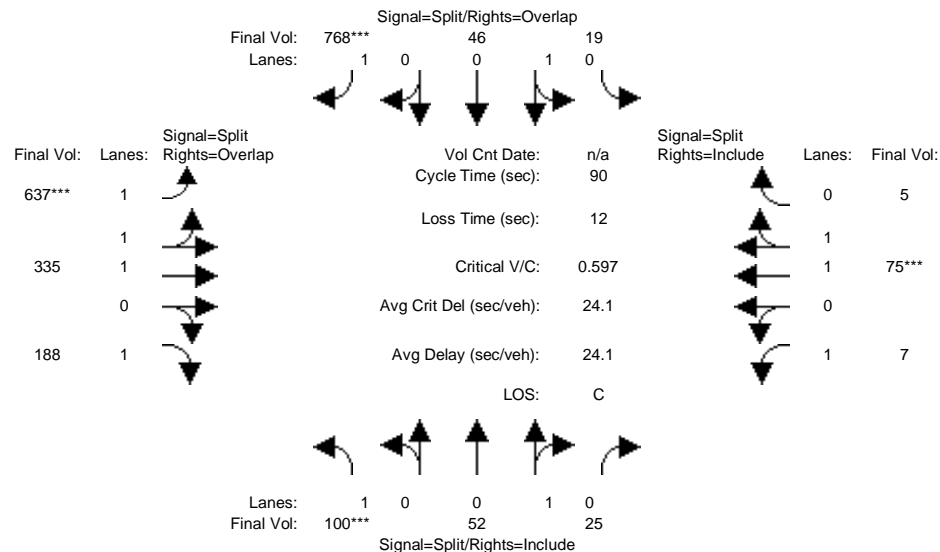
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	175	19	33	0	33	0	0	7	157	79	163	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	19	33	0	33	0	0	7	157	79	163	0
Added Vol:	0	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:	175	19	33	0	33	0	0	7	157	79	163	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:	175	19	33	0	33	0	0	7	157	79	163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	175	19	33	0	33	0	0	7	157	79	163	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.5	6.2	7.1	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.0	3.3	3.5	4.0	xxxxxx
Capacity Module:												
Cnflct Vol:	33	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	435	33	501	419	xxxxxx
Potent Cap.:	1592	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	517	1046	484	529	xxxxxx
Move Cap.:	1592	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	454	1046	369	464	xxxxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.15	0.21	0.35	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	991	991	428	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.6	0.6	3.4	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.4	9.4	23.8	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	A	C	*	*
ApproachDel:	xxxxxx			xxxxxx				9.4			23.8	
ApproachLOS:		*			*			A			C	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+3.35Prj NL AM

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	100	52	25	19	46	768	637	335	188	7	75	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:	100	52	25	19	46	768	637	335	188	7	75	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:	100	52	25	19	46	768	637	335	188	7	75	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:	100	52	25	19	46	768	637	335	188	7	75	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	52	25	19	46	768	637	335	188	7	75	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
Final Volume:	100	52	25	19	46	768	637	335	188	7	75	5

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.68	0.32	0.29	0.71	1.00	2.00	1.00	1.00	1.00	1.87	0.13
Final Sat.:	1750	1216	584	526	1274	1750	3549	1897	1750	1750	3469	231

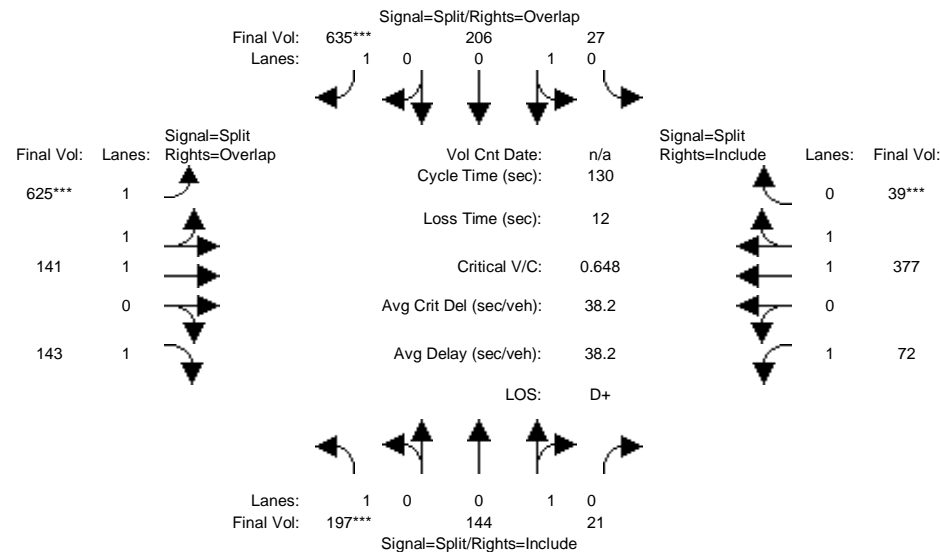
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.06	0.04	0.04	0.04	0.04	0.44	0.18	0.18	0.11	0.00	0.02	0.02
Crit Moves:	****					****	****				****	
Green Time:	10.0	10.0	10.0	34.3	34.3	58.0	23.7	23.7	33.7	10.0	10.0	10.0
Volume/Cap:	0.51	0.39	0.39	0.09	0.09	0.68	0.68	0.67	0.29	0.04	0.19	0.19
Delay/Veh:	40.1	38.4	38.4	18.0	18.0	11.9	31.1	30.9	20.0	35.8	36.6	36.6
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:	40.1	38.4	38.4	18.0	18.0	11.9	31.1	30.9	20.0	35.8	36.6	36.6
LOS by Move:	D	D+	D+	B	B	B+	C	C	B-	D+	D+	D+
HCM2kAvgQ:	4	2	2	1	1	15	10	9	4	0	1	1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+3.35Prj NL PM

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



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:	197	144	21	27	206	635	625	141	143	72	377	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	144	21	27	206	635	625	141	143	72	377	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	144	21	27	206	635	625	141	143	72	377	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	144	21	27	206	635	625	141	143	72	377	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	144	21	27	206	635	625	141	143	72	377	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	144	21	27	206	635	625	141	143	72	377	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.87	0.13	0.12	0.88	1.00	2.00	1.00	1.00	1.00	1.81	0.19
Final Sat.:	1750	1571	229	209	1591	1750	3150	1900	1750	1750	3353	347

Capacity Analysis Module:

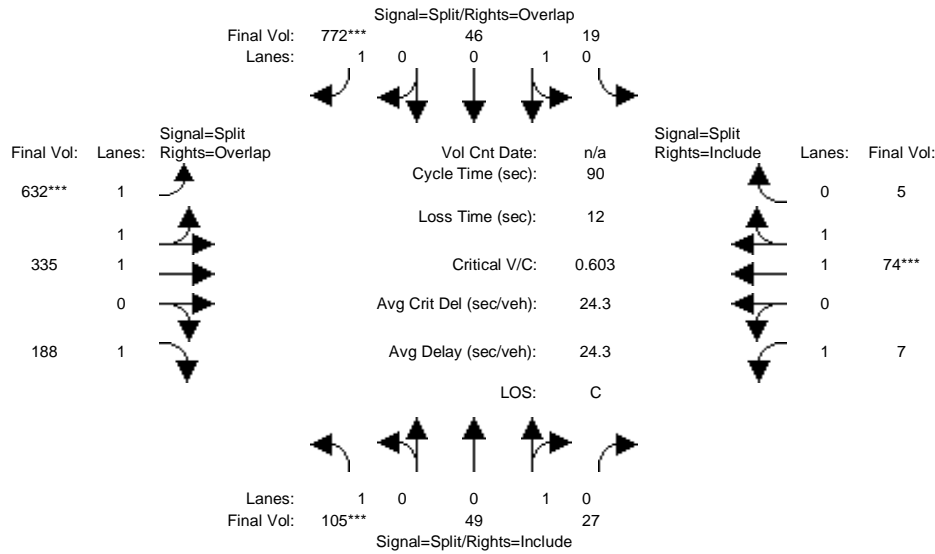
Vol/Sat:	0.11	0.09	0.09	0.13	0.13	0.36	0.20	0.07	0.08	0.04	0.11	0.11
Crit Moves:	****					****	****					****
Green Time:	22.6	22.6	22.6	33.0	33.0	72.8	39.8	39.8	62.4	22.6	22.6	22.6
Volume/Cap:	0.65	0.53	0.53	0.51	0.51	0.65	0.65	0.24	0.17	0.24	0.65	0.65
Delay/Veh:	54.8	50.5	50.5	42.5	42.5	21.3	40.3	33.8	19.2	46.7	52.3	52.3
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:	54.8	50.5	50.5	42.5	42.5	21.3	40.3	33.8	19.2	46.7	52.3	52.3
LOS by Move:	D-	D	D	D	D	C+	D	C-	B-	D	D-	D-
HCM2kAvgQ:	9	7	7	9	9	19	14	4	3	3	9	9

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+3.35Prj WL AM

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	105	49	27	19	46	772	632	335	188	7	74	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:	105	49	27	19	46	772	632	335	188	7	74	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:	105	49	27	19	46	772	632	335	188	7	74	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:	105	49	27	19	46	772	632	335	188	7	74	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	49	27	19	46	772	632	335	188	7	74	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:	105	49	27	19	46	772	632	335	188	7	74	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.64	0.36	0.29	0.71	1.00	2.00	1.00	1.00	1.00	1.87	0.13
Final Sat.:	1750	1161	639	526	1274	1750	3549	1896	1750	1750	3466	234

Capacity Analysis Module:

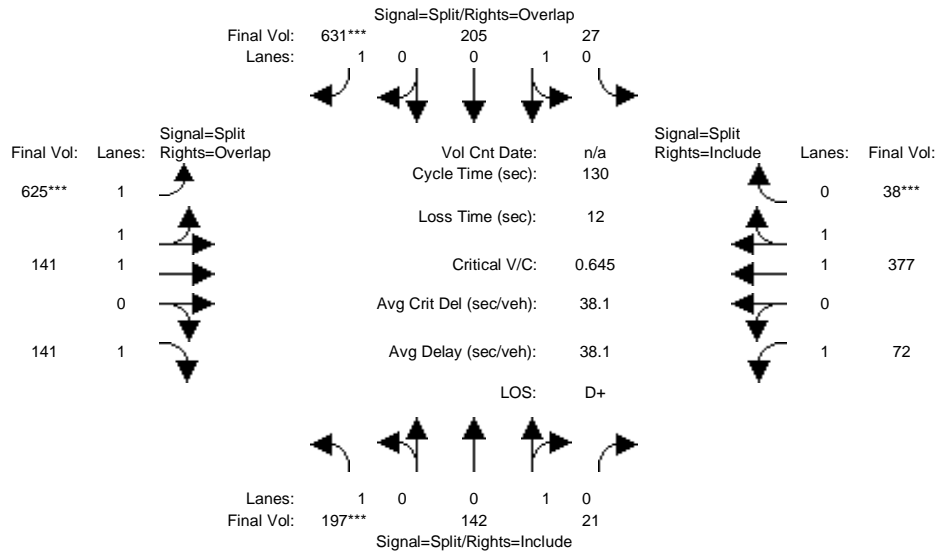
Vol/Sat:	0.06	0.04	0.04	0.04	0.04	0.44	0.18	0.18	0.11	0.00	0.02	0.02
Crit Moves:	****					****	****			****		
Green Time:	10.0	10.0	10.0	34.6	34.6	58.0	23.4	23.4	33.4	10.0	10.0	10.0
Volume/Cap:	0.54	0.38	0.38	0.09	0.09	0.68	0.68	0.68	0.29	0.04	0.19	0.19
Delay/Veh:	40.9	38.3	38.3	17.8	17.8	11.9	31.4	31.3	20.2	35.8	36.6	36.6
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:	40.9	38.3	38.3	17.8	17.8	11.9	31.4	31.3	20.2	35.8	36.6	36.6
LOS by Move:	D	D+	D+	B	B	B+	C	C	C+	D+	D+	D+
HCM2kAvgQ:	4	2	2	1	1	15	10	9	4	0	1	1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+3.35Prj WL PM

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	197	142	21	27	205	631	625	141	141	72	377	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	142	21	27	205	631	625	141	141	72	377	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	142	21	27	205	631	625	141	141	72	377	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	142	21	27	205	631	625	141	141	72	377	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	142	21	27	205	631	625	141	141	72	377	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	142	21	27	205	631	625	141	141	72	377	38

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.87	0.13	0.12	0.88	1.00	2.00	1.00	1.00	1.00	1.81	0.19
Final Sat.:	1750	1568	232	209	1591	1750	3150	1900	1750	1750	3361	339

Capacity Analysis Module:

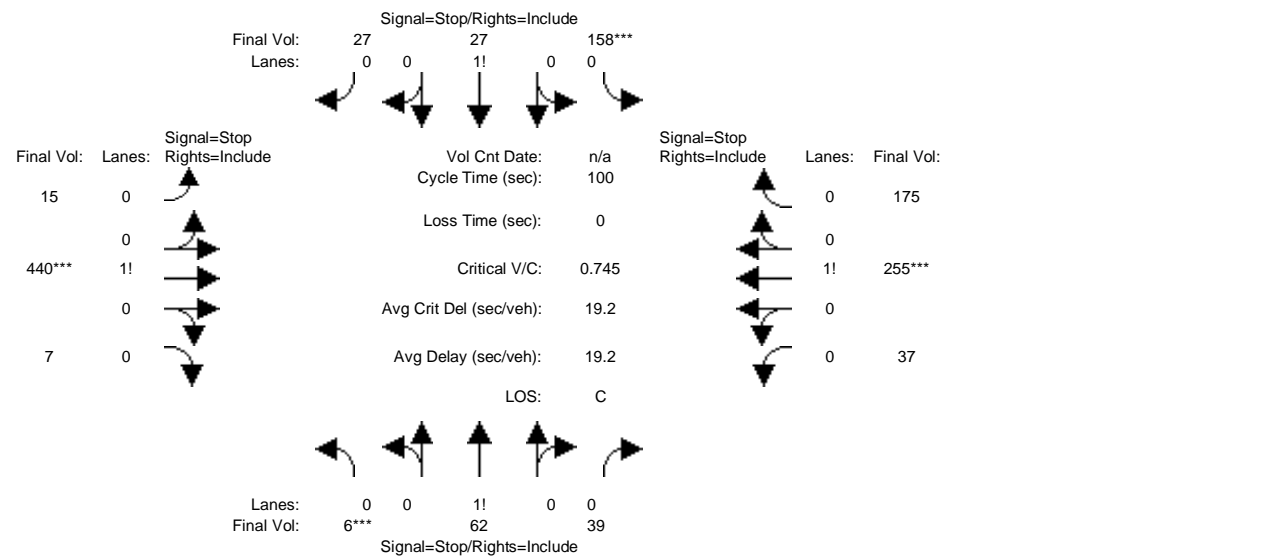
Vol/Sat:	0.11	0.09	0.09	0.13	0.13	0.36	0.20	0.07	0.08	0.04	0.11	0.11
Crit Moves:	****					****	****					****
Green Time:	22.7	22.7	22.7	32.7	32.7	72.7	40.0	40.0	62.7	22.6	22.6	22.6
Volume/Cap:	0.64	0.52	0.52	0.51	0.51	0.64	0.64	0.24	0.17	0.24	0.64	0.64
Delay/Veh:	54.6	50.2	50.2	42.8	42.8	21.2	40.1	33.7	19.0	46.7	52.2	52.2
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:	54.6	50.2	50.2	42.8	42.8	21.2	40.1	33.7	19.0	46.7	52.2	52.2
LOS by Move:	D-	D	D	D	D	C+	D	C-	B-	D	D-	D-
HCM2kAvgQ:	9	7	7	9	9	19	13	4	3	3	9	9

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



Street Name: Ralmar Ave/Bay Rd Newbridge St/Bay Rd
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:												
Base Vol:	6	62	39	158	27	27	15	440	7	37	255	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	62	39	158	27	27	15	440	7	37	255	175
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:	6	62	39	158	27	27	15	440	7	37	255	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	62	39	158	27	27	15	440	7	37	255	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	62	39	158	27	27	15	440	7	37	255	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	62	39	158	27	27	15	440	7	37	255	175

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.58	0.36	0.74	0.13	0.13	0.03	0.95	0.02	0.08	0.55	0.37
Final Sat.:	26	265	167	367	63	63	20	591	9	51	350	240

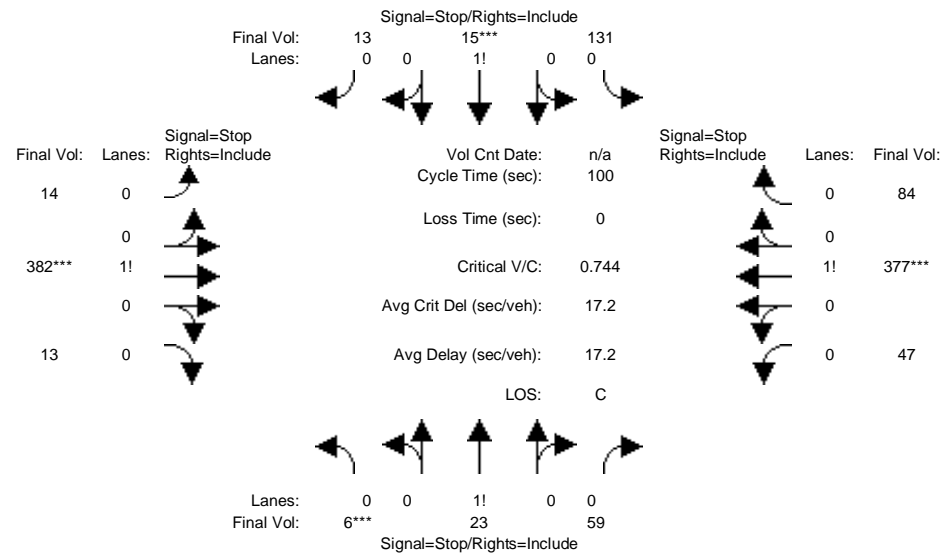
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.43	0.43	0.43	0.74	0.74	0.74	0.73	0.73	0.73
Crit Moves:	****			****			****			****		
Delay/Veh:	11.2	11.2	11.2	13.7	13.7	13.7	22.1	22.1	22.1	20.6	20.6	20.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	11.2	11.2	13.7	13.7	13.7	22.1	22.1	22.1	20.6	20.6	20.6
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
ApproachDel:		11.2			13.7			22.1			20.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.2			13.7			22.1			20.6	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.2	0.2	0.2	0.6	0.6	0.6	2.3	2.3	2.3	2.2	2.2	2.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module:	6	23	59	131	15	13	14	382	13	47	377	84
Base Vol:	6	23	59	131	15	13	14	382	13	47	377	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	23	59	131	15	13	14	382	13	47	377	84
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:	6	23	59	131	15	13	14	382	13	47	377	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	23	59	131	15	13	14	382	13	47	377	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	23	59	131	15	13	14	382	13	47	377	84
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:	6	23	59	131	15	13	14	382	13	47	377	84

Saturation Flow Module:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	0.07	0.26	0.67	0.83	0.09	0.08	0.03	0.94	0.03	0.09	0.74	0.17
Final Sat.:	34	131	337	413	47	41	22	609	21	63	506	113

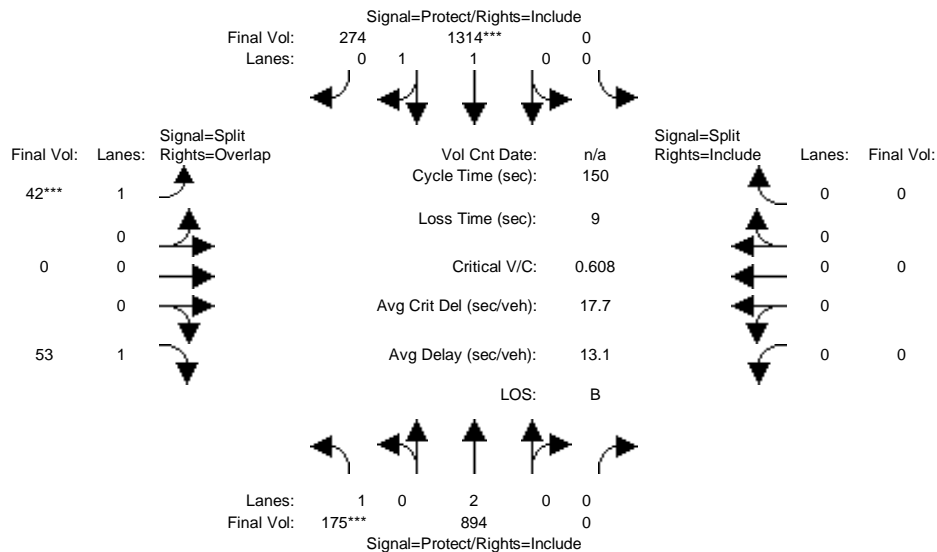
Capacity Analysis Module:	0.18	0.18	0.18	0.32	0.32	0.32	0.63	0.63	0.63	0.74	0.74	0.74
Vol/Sat:	0.18	0.18	0.18	0.32	0.32	0.32	0.63	0.63	0.63	0.74	0.74	0.74
Crit Moves:	***				***			***			***	
Delay/Veh:	10.2	10.2	10.2	11.9	11.9	11.9	16.3	16.3	16.3	20.8	20.8	20.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	10.2	11.9	11.9	11.9	16.3	16.3	16.3	20.8	20.8	20.8
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
ApproachDel:		10.2			11.9			16.3			20.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.2			11.9			16.3			20.8	
LOS by Appr:		B			B			C			C	
AllWayAvgQ:	0.1	0.1	0.1	0.3	0.3	0.3	1.4	1.4	1.4	2.4	2.4	2.4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #9: University Avenue and O'Brien Drive



Street Name: University Avenue O'Brien Drive
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	0	0	10	10	10	0	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:	175	894	0	0	1314	274	42	0	53	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:	175	894	0	0	1314	274	42	0	53	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:	175	894	0	0	1314	274	42	0	53	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:	175	894	0	0	1314	274	42	0	53	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	894	0	0	1314	274	42	0	53	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:	175	894	0	0	1314	274	42	0	53	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.65	0.35	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2909	607	1805	0	1615	0	0	0

Capacity Analysis Module:

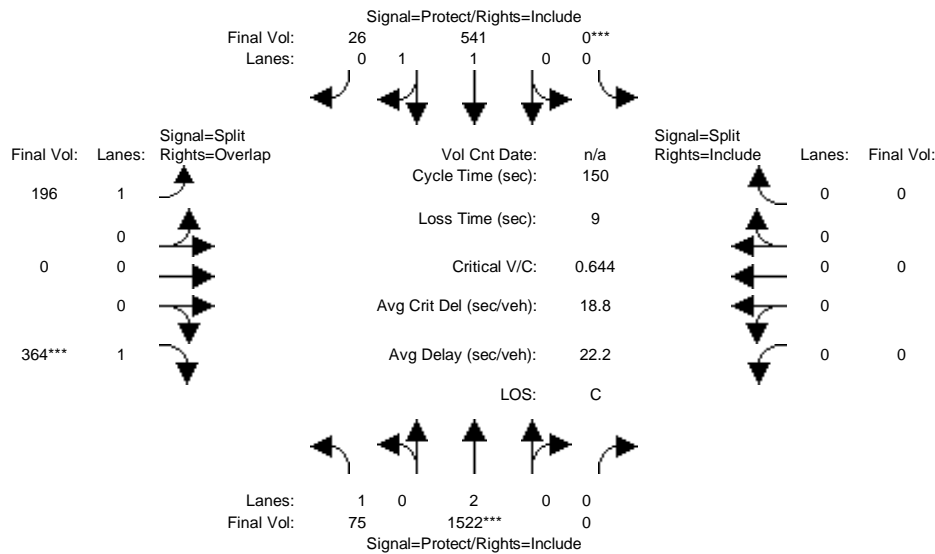
Vol/Sat:	0.10	0.25	0.00	0.00	0.45	0.45	0.02	0.00	0.03	0.00	0.00	0.00
Crit Moves:	***				***		***					
Green/Cycle:	0.15	0.87	0.00	0.00	0.72	0.72	0.07	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.63	0.28	0.00	0.00	0.63	0.63	0.35	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	63.9	1.6	0.0	0.0	11.3	11.3	68.6	0.0	47.2	0.0	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:	63.9	1.6	0.0	0.0	11.3	11.3	68.6	0.0	47.2	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	E	A	D	A	A	A
HCM2kAvgQ:	7	4	0	0	20	20	2	0	2	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #9: University Avenue and O'Brien Drive



Street Name:	University Avenue						O'Brien Drive					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	75	1522	0	0	541	26	196	0	364	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:	75	1522	0	0	541	26	196	0	364	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:	75	1522	0	0	541	26	196	0	364	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:	75	1522	0	0	541	26	196	0	364	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1522	0	0	541	26	196	0	364	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
Final Volume:	75	1522	0	0	541	26	196	0	364	0	0	0

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3420	164	1805	0	1615	0	0	0

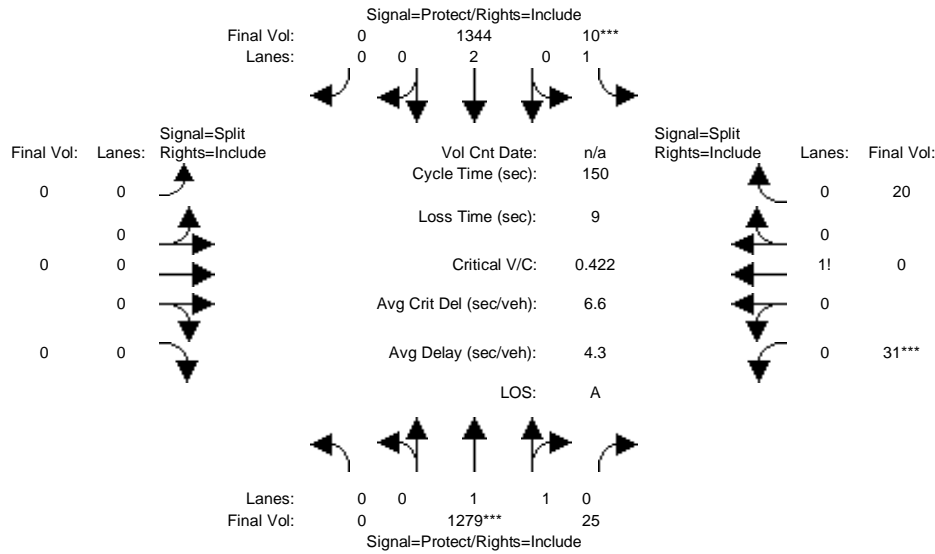
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.04	0.42	0.00	0.00	0.16	0.16	0.11	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.15	0.66	0.00	0.00	0.51	0.51	0.28	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.28	0.64	0.00	0.00	0.31	0.31	0.39	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	57.0	15.6	0.0	0.0	21.5	21.5	44.1	0.0	32.2	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:	57.0	15.6	0.0	0.0	21.5	21.5	44.1	0.0	32.2	0.0	0.0	0.0
LOS by Move:	E	B	A	A	C	C	D	A	C	A	A	A
HCM2kAvgQ:	3	21	0	0	8	8	7	0	12	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #10: University Avenue and Notre Dame Avenue



Street Name: University Avenue Notre Dame 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	10	10	7	10	0	0	0	0	10	0	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	1279	25	10	1344	0	0	0	0	31	0	20
Growth Adj:	1.00	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	1279	25	10	1344	0	0	0	0	31	0	20
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	1279	25	10	1344	0	0	0	0	31	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1279	25	10	1344	0	0	0	0	31	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1279	25	10	1344	0	0	0	0	31	0	20
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	1279	25	10	1344	0	0	0	0	31	0	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.92
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.61	0.00	0.39
Final Sat.:	0	3530	69	1805	3610	0	0	0	0	1061	0	684

Capacity Analysis Module:

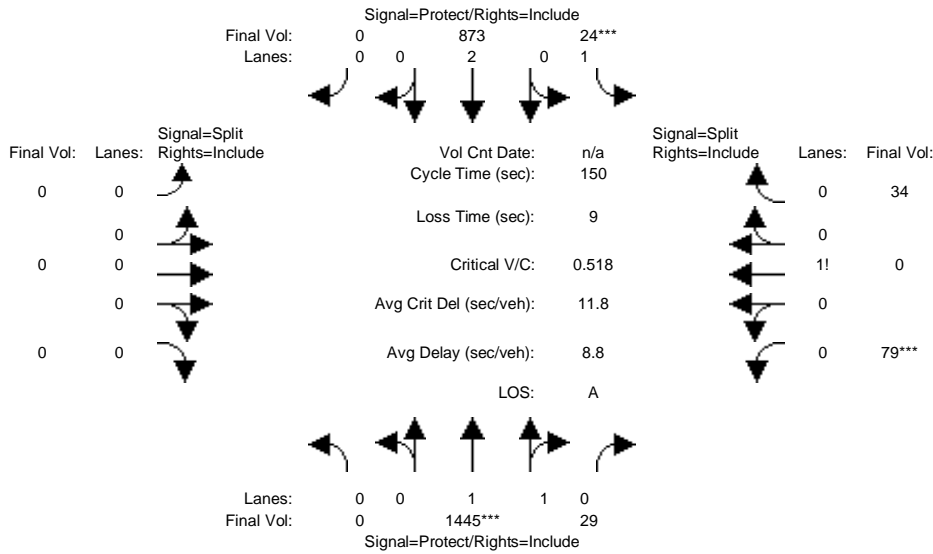
Vol/Sat:	0.00	0.36	0.36	0.01	0.37	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.83	0.83	0.05	0.87	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Volume/Cap:	0.00	0.44	0.44	0.12	0.43	0.00	0.00	0.00	0.00	0.44	0.00	0.44
Delay/Veh:	0.0	3.6	3.6	69.2	2.0	0.0	0.0	0.0	0.0	69.9	0.0	69.9
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	3.6	3.6	69.2	2.0	0.0	0.0	0.0	0.0	69.9	0.0	69.9
LOS by Move:	A	A	A	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	9	9	0	7	0	0	0	0	2	0	2

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

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Cumul 1.4 Prj with Loop Rd PM

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame 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	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1445	29	24	873	0	0	0	0	79	0	34
Growth Adj:	1.00	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	1445	29	24	873	0	0	0	0	79	0	34
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	1445	29	24	873	0	0	0	0	79	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1445	29	24	873	0	0	0	0	79	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1445	29	24	873	0	0	0	0	79	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1445	29	24	873	0	0	0	0	79	0	34

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.70	0.00	0.30
Final Sat.:	0	3528	71	1805	3610	0	0	0	0	1231	0	530

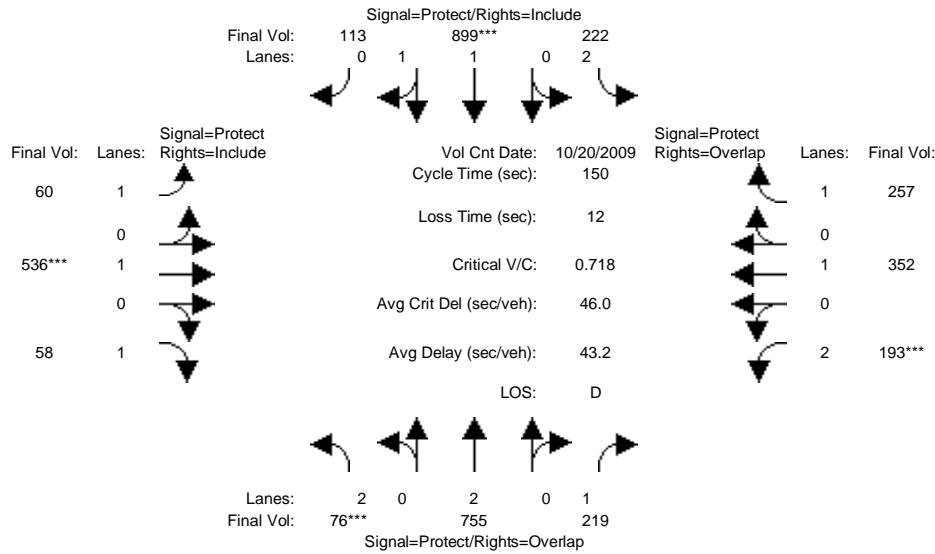
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.41	0.41	0.01	0.24	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.77	0.77	0.05	0.82	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.53	0.53	0.28	0.30	0.00	0.00	0.00	0.00	0.53	0.00	0.53
Delay/Veh:	0.0	6.8	6.8	70.9	3.3	0.0	0.0	0.0	0.0	64.4	0.0	64.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	6.8	70.9	3.3	0.0	0.0	0.0	0.0	64.4	0.0	64.4
LOS by Move:	A	A	A	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	14	14	1	5	0	0	0	0	5	0	5

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

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Intersection #11: University Avenue and Bay Road



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

Volume Module:	>>	Count	Date:	20 Oct 2009	<<							
Base Vol:	76	755	219	222	899	113	60	536	58	193	352	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	755	219	222	899	113	60	536	58	193	352	257
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	755	219	222	899	113	60	536	58	193	352	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	755	219	222	899	113	60	536	58	193	352	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	755	219	222	899	113	60	536	58	193	352	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	755	219	222	899	113	60	536	58	193	352	257

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.83	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	2.00	2.00	1.00	2.00	1.78	0.22	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3400	3505	1568	3400	3061	385	1769	1862	1583	3432	1862	1583

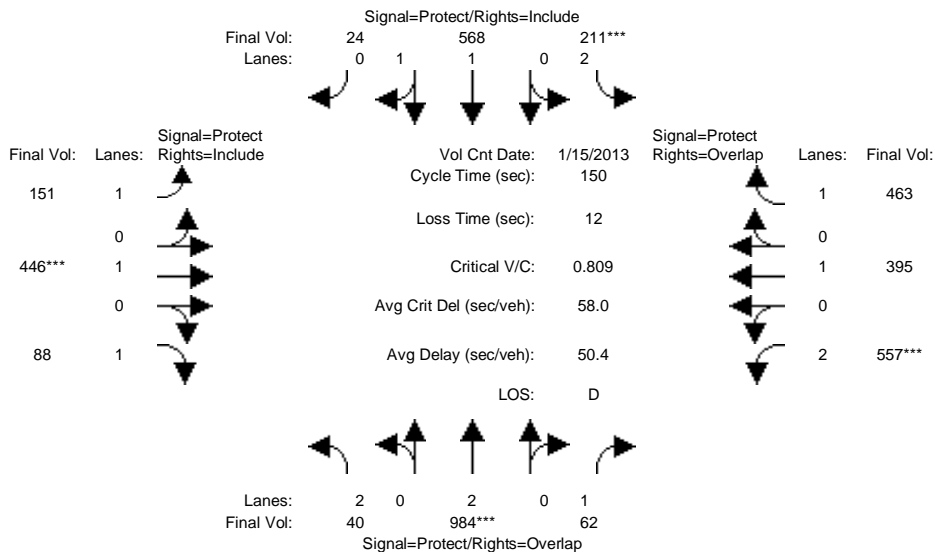
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.14	0.07	0.29	0.29	0.03	0.29	0.04	0.06	0.19	0.16
Crit Moves:	****				****		****			****		
Green/Cycle:	0.05	0.34	0.42	0.10	0.40	0.40	0.09	0.39	0.39	0.08	0.38	0.48
Volume/Cap:	0.48	0.63	0.33	0.63	0.73	0.73	0.36	0.73	0.09	0.73	0.50	0.34
Delay/Veh:	72.0	42.1	29.5	67.8	40.0	40.0	65.2	42.4	28.6	77.6	36.4	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:	72.0	42.1	29.5	67.8	40.0	40.0	65.2	42.4	28.6	77.6	36.4	24.3
LOS by Move:	E	D	C	E	D	D	E	D	C	E	D	C
HCM2kAvgQ:	2	15	7	6	21	21	3	21	2	6	12	7

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

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Intersection #11: University Avenue and Bay Road



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

Volume Module:	>>	Count	Date:	15 Jan 2013	<<							
Base Vol:	40	984	62	211	568	24	151	446	88	557	395	463
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	984	62	211	568	24	151	446	88	557	395	463
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	984	62	211	568	24	151	446	88	557	395	463
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	984	62	211	568	24	151	446	88	557	395	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	984	62	211	568	24	151	446	88	557	395	463
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	984	62	211	568	24	151	446	88	557	395	463

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.92	0.83	0.89	0.92	0.92	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	2.00	2.00	1.00	2.00	1.92	0.08	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	3400	3505	1568	3400	3343	141	1769	1862	1583	3432	1862	1583

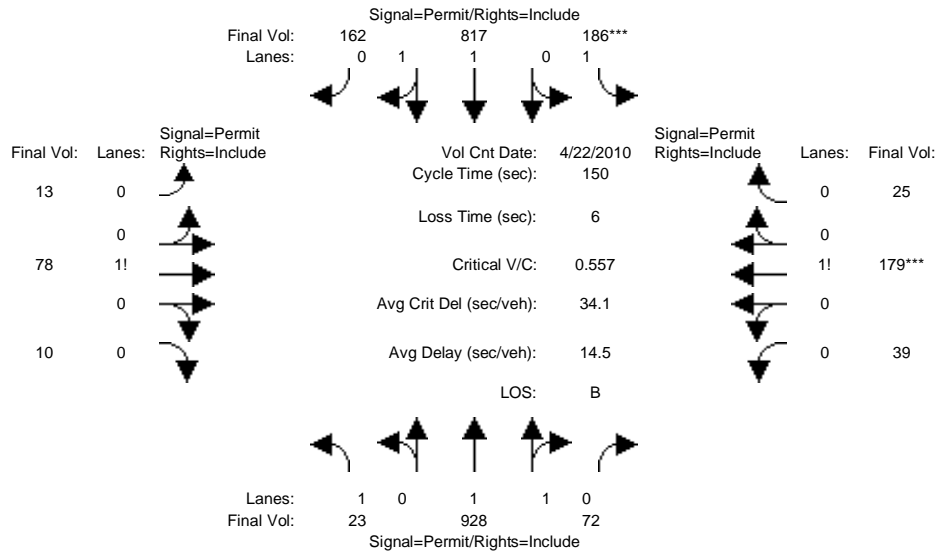
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.04	0.06	0.17	0.17	0.09	0.24	0.06	0.16	0.21	0.29
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.35	0.55	0.08	0.33	0.33	0.13	0.30	0.30	0.20	0.36	0.44
Volume/Cap:	0.13	0.81	0.07	0.81	0.51	0.51	0.64	0.81	0.19	0.81	0.59	0.67
Delay/Veh:	62.9	48.7	16.0	85.2	40.7	40.7	67.1	57.6	39.6	64.3	40.0	35.8
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:	62.9	48.7	16.0	85.2	40.7	40.7	67.1	57.6	39.6	64.3	40.0	35.8
LOS by Move:	E	D	B	F	D	D	E	E	D	E	D	D
HCM2kAvgQ:	1	23	1	7	11	11	7	21	3	15	15	17

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

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Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	22 Apr 2010	<<											
Base Vol:	23	928	72	186	817	162	13	78	10	39	179	25				
Growth Adj:	1.00	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	928	72	186	817	162	13	78	10	39	179	25				
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	928	72	186	817	162	13	78	10	39	179	25				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	928	72	186	817	162	13	78	10	39	179	25				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	23	928	72	186	817	162	13	78	10	39	179	25				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	23	928	72	186	817	162	13	78	10	39	179	25				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.25	0.94	0.94	0.25	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92
Lanes:	1.00	1.86	0.14	1.00	1.67	0.33	0.13	0.77	0.10	0.16	0.74	0.10
Final Sat.:	483	3313	257	469	2937	582	230	1380	177	282	1293	181

Capacity Analysis Module:													
Vol/Sat:	0.05	0.28	0.28	0.40	0.28	0.28	0.06	0.06	0.06	0.14	0.14	0.14	
Crit Moves:				****							****		
Green/Cycle:	0.71	0.71	0.71	0.71	0.71	0.71	0.25	0.25	0.25	0.25	0.25	0.25	
Volume/Cap:	0.07	0.39	0.39	0.56	0.39	0.39	0.23	0.23	0.23	0.56	0.56	0.56	
Delay/Veh:	6.6	8.8	8.8	12.4	8.7	8.7	45.2	45.2	45.2	50.8	50.8	50.8	
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:	6.6	8.8	8.8	12.4	8.7	8.7	45.2	45.2	45.2	50.8	50.8	50.8	
LOS by Move:	A	A	A	B	A	A	D	D	D	D	D	D	
HCM2kAvgQ:	0	9	9	5	9	9	4	4	4	10	10	10	

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

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Intersection #12: University Avenue and Runnymede Street

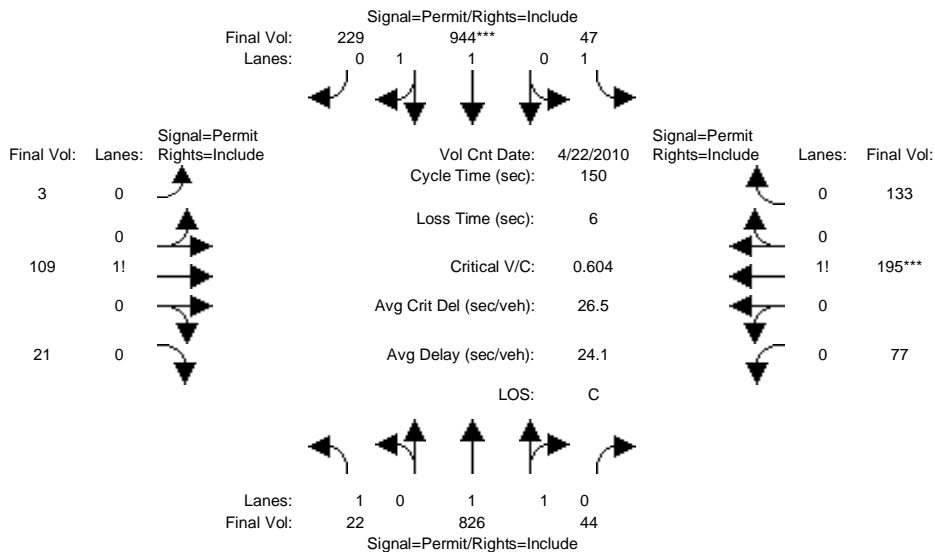


Table with columns for Street Name (University Avenue, Runnymede Street) and Approach (North Bound, South Bound, East Bound, West Bound). Rows include Movement (L, T, R), Min. Green, and Y+R values.

Volume Module table showing Count, Date (22 Apr 2010), and various adjustment factors (Growth Adj, Initial Bse, User Adj, etc.) for each lane.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each lane.

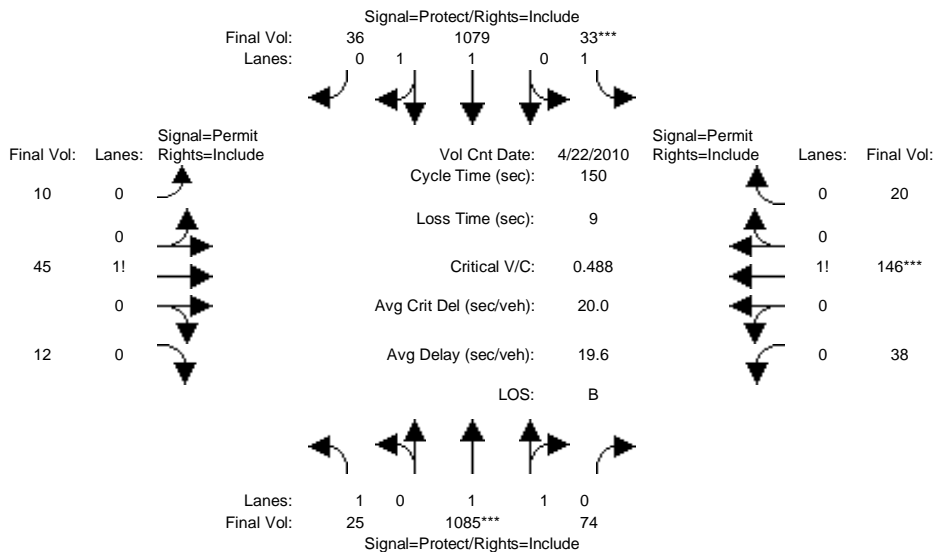
Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ values.

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

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Cumul 1.4 Prj with Loop Rd AM

Intersection #13: University Avenue and Bell Street



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

Volume Module:	>> Count	Date:	22 Apr 2010	<<											
Base Vol:	25	1085	74	33	1079	36	10	45	12	38	146	20			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	25	1085	74	33	1079	36	10	45	12	38	146	20			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	25	1085	74	33	1079	36	10	45	12	38	146	20			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	25	1085	74	33	1079	36	10	45	12	38	146	20			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	25	1085	74	33	1079	36	10	45	12	38	146	20			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Volume:	25	1085	74	33	1079	36	10	45	12	38	146	20			

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.95	0.93	0.93	0.93	0.92	0.92	0.92
Lanes:	1.00	1.87	0.13	1.00	1.94	0.06	0.15	0.67	0.18	0.19	0.71	0.10
Final Sat.:	1805	3346	228	1805	3476	116	264	1187	317	326	1254	172

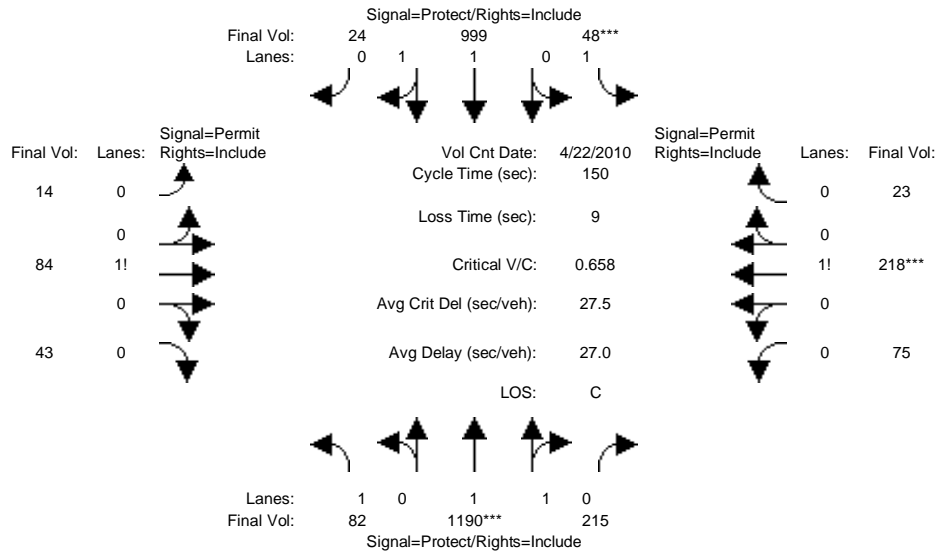
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.02	0.31	0.31	0.04	0.04	0.04	0.12	0.12	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.09	0.66	0.66	0.05	0.61	0.61	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.15	0.49	0.49	0.39	0.51	0.51	0.16	0.16	0.16	0.49	0.49	0.49
Delay/Veh:	63.1	13.2	13.2	72.4	16.6	16.6	45.7	45.7	45.7	50.5	50.5	50.5
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:	63.1	13.2	13.2	72.4	16.6	16.6	45.7	45.7	45.7	50.5	50.5	50.5
LOS by Move:	E	B	B	E	B	B	D	D	D	D	D	D
HCM2kAvgQ:	1	14	14	1	15	15	2	2	2	8	8	8

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #13: University Avenue and Bell Street



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

Volume Module:	>>	Count	Date:	22 Apr 2010	<<											
Base Vol:	82	1190	215	48	999	24	14	84	43	75	218	23				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	82	1190	215	48	999	24	14	84	43	75	218	23				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	82	1190	215	48	999	24	14	84	43	75	218	23				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	82	1190	215	48	999	24	14	84	43	75	218	23				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	82	1190	215	48	999	24	14	84	43	75	218	23				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	82	1190	215	48	999	24	14	84	43	75	218	23				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92	0.86	0.86	0.86
Lanes:	1.00	1.69	0.31	1.00	1.95	0.05	0.10	0.60	0.30	0.24	0.69	0.07
Final Sat.:	1805	2987	540	1805	3515	84	173	1039	532	387	1124	119

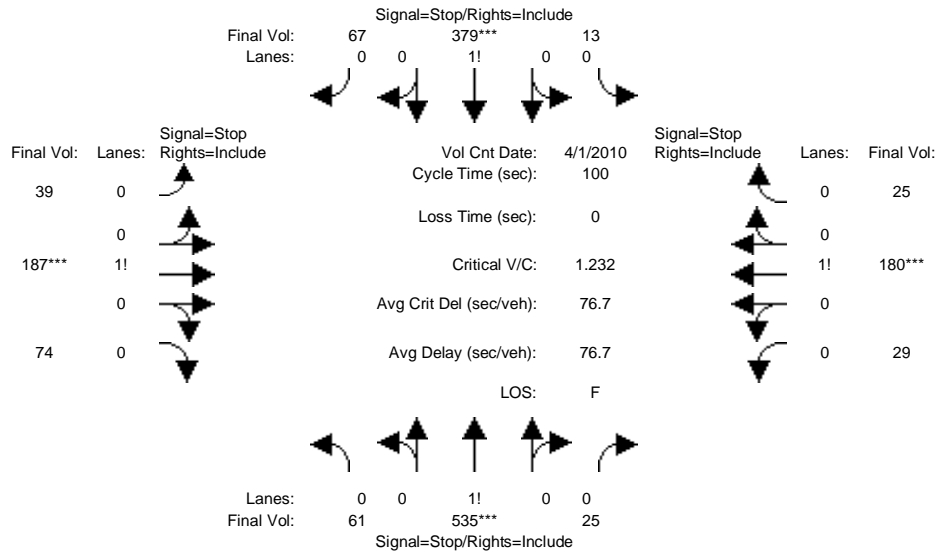
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.03	0.28	0.28	0.08	0.08	0.08	0.19	0.19	0.19
Crit Moves:	****			****								
Green/Cycle:	0.09	0.60	0.60	0.05	0.56	0.56	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.50	0.66	0.66	0.57	0.51	0.51	0.28	0.28	0.28	0.66	0.66	0.66
Delay/Veh:	67.2	20.7	20.7	79.0	20.9	20.9	41.1	41.1	41.1	50.1	50.1	50.1
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:	67.2	20.7	20.7	79.0	20.9	20.9	41.1	41.1	41.1	50.1	50.1	50.1
LOS by Move:	E	C	C	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	4	22	22	2	15	15	5	5	5	13	13	13

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #23: Clarke Avenue and Runnymede Street



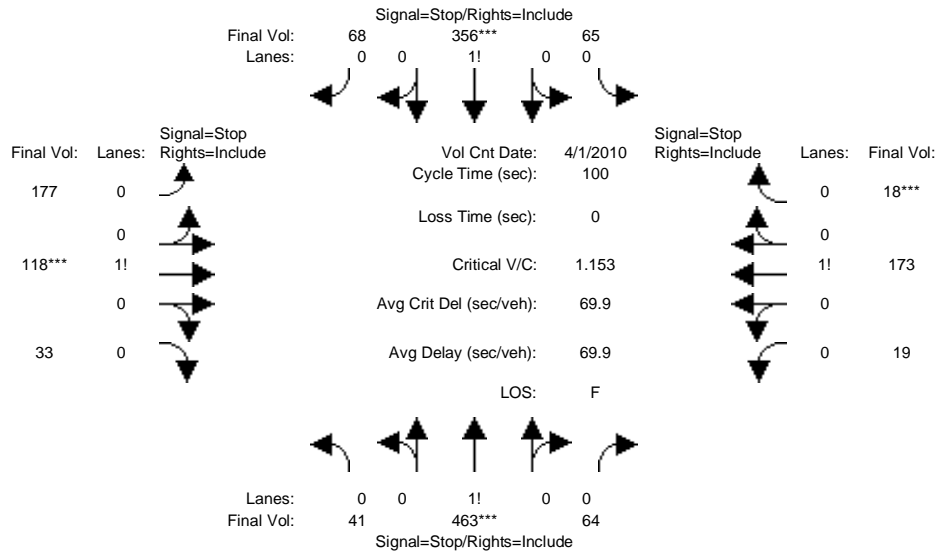
Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Apr 2010 <<												
Base Vol:	61	535	25	13	379	67	39	187	74	29	180	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	535	25	13	379	67	39	187	74	29	180	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	535	25	13	379	67	39	187	74	29	180	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	535	25	13	379	67	39	187	74	29	180	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	535	25	13	379	67	39	187	74	29	180	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	535	25	13	379	67	39	187	74	29	180	25
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.86	0.04	0.03	0.82	0.15	0.13	0.62	0.25	0.12	0.77	0.11
Final Sat.:	50	434	20	14	410	73	58	278	110	52	325	45
Capacity Analysis Module:												
Vol/Sat:	1.23	1.23	1.23	0.92	0.92	0.92	0.67	0.67	0.67	0.55	0.55	0.55
Crit Moves:	****			****			****			****		
Delay/Veh:	144.2	144	144.2	49.0	49.0	49.0	24.0	24.0	24.0	19.9	19.9	19.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	144.2	144	144.2	49.0	49.0	49.0	24.0	24.0	24.0	19.9	19.9	19.9
LOS by Move:	F	F	F	E	E	E	C	C	C	C	C	C
ApproachDel:	144.2			49.0			24.0			19.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	144.2			49.0			24.0			19.9		
LOS by Appr:	F			E			C			C		
AllWayAvgQ:	18.8	18.8	18.8	5.4	5.4	5.4	1.6	1.6	1.6	1.0	1.0	1.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #23: Clarke Avenue and Runnymede Street



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

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 1 Apr 2010 <<

Base Vol:	41	463	64	65	356	68	177	118	33	19	173	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:	41	463	64	65	356	68	177	118	33	19	173	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:	41	463	64	65	356	68	177	118	33	19	173	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:	41	463	64	65	356	68	177	118	33	19	173	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	463	64	65	356	68	177	118	33	19	173	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:	41	463	64	65	356	68	177	118	33	19	173	18

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.82	0.11	0.13	0.73	0.14	0.54	0.36	0.10	0.09	0.82	0.09
Final Sat.:	36	402	56	65	358	68	240	160	45	37	340	35

Capacity Analysis Module:

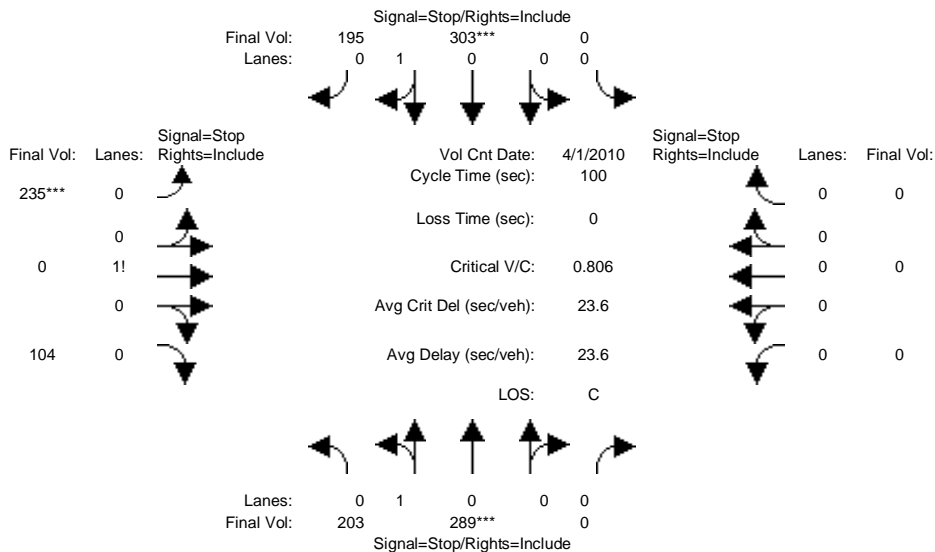
Vol/Sat:	1.15	1.15	1.15	0.99	0.99	0.99	0.74	0.74	0.74	0.51	0.51	0.51
Crit Moves:	****			****			****					****
Delay/Veh:	115.1	115	115.1	66.0	66.0	66.0	29.7	29.7	29.7	19.4	19.4	19.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.1	115	115.1	66.0	66.0	66.0	29.7	29.7	29.7	19.4	19.4	19.4
LOS by Move:	F	F	F	F	F	F	D	D	D	C	C	C
ApproachDel:	115.1			66.0			29.7			19.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	115.1			66.0			29.7			19.4		
LOS by Appr:	F			F			D			C		
AllWayAvgQ:	14.4	14.4	14.4	7.6	7.6	7.6	2.3	2.3	2.3	0.9	0.9	0.9

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #24: Clarke Avenue and Donohoe Street



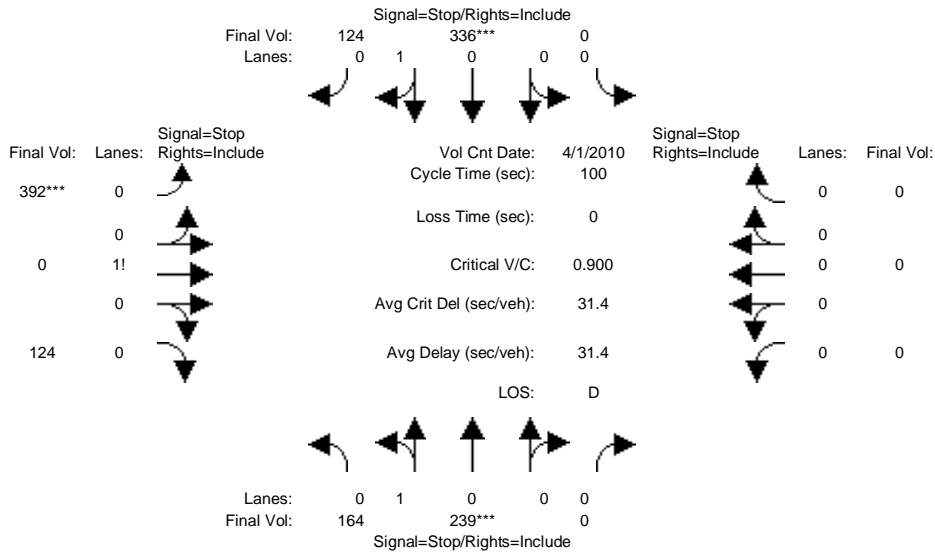
Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 1 Apr 2010 <<												
Base Vol:	203	289	0	0	303	195	235	0	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	289	0	0	303	195	235	0	104	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	289	0	0	303	195	235	0	104	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	289	0	0	303	195	235	0	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	289	0	0	303	195	235	0	104	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	203	289	0	0	303	195	235	0	104	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	0.00	0.00	0.61	0.39	0.69	0.00	0.31	0.00	0.00	0.00
Final Sat.:	252	359	0	0	390	251	382	0	169	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.81	0.81	xxxx	xxxx	0.78	0.78	0.62	xxxx	0.62	xxxx	xxxx	xxxx
Crit Moves:	****				****		****					
Delay/Veh:	27.3	27.3	0.0	0.0	24.0	24.0	17.5	0.0	17.5	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	27.3	0.0	0.0	24.0	24.0	17.5	0.0	17.5	0.0	0.0	0.0
LOS by Move:	D	D	*	*	C	C	C	*	C	*	*	*
ApproachDel:	27.3			24.0			17.5			xxxxxx		
Delay Adj:	1.00			1.00			1.00			xxxxxx		
ApprAdjDel:	27.3			24.0			17.5			xxxxxx		
LOS by Appr:	D			C			C			*		
AllWayAvgQ:	3.1	3.1	3.1	2.8	2.8	2.8	1.3	1.3	1.3	0.0	0.0	0.0

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

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Hexagon Transportation Consultants
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Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #24: Clarke Avenue and Donohoe Street



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

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 1 Apr 2010 <<

Base Vol:	164	239	0	0	336	124	392	0	124	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	239	0	0	336	124	392	0	124	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	239	0	0	336	124	392	0	124	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	239	0	0	336	124	392	0	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	239	0	0	336	124	392	0	124	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	239	0	0	336	124	392	0	124	0	0	0

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	0.00	0.00	0.73	0.27	0.76	0.00	0.24	0.00	0.00	0.00
Final Sat.:	221	322	0	0	419	155	436	0	138	0	0	0

Capacity Analysis Module:

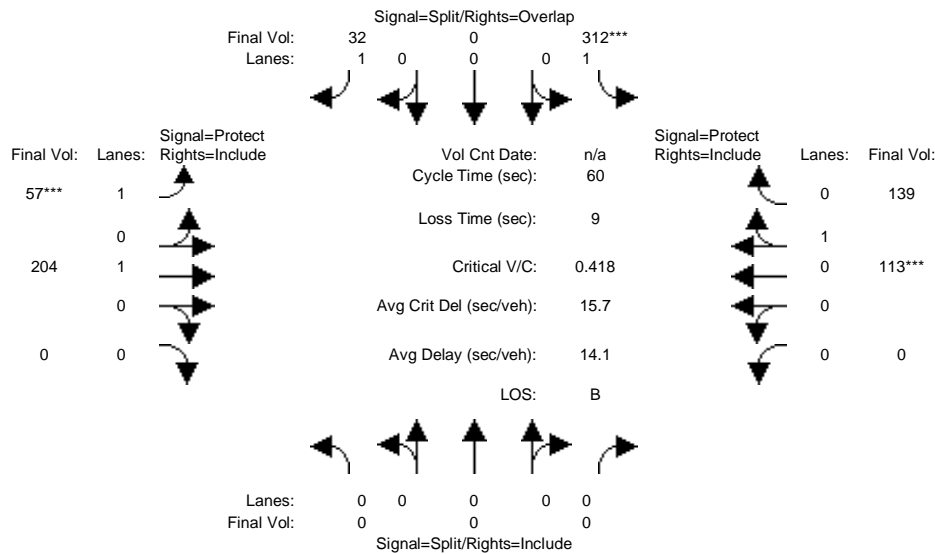
Vol/Sat:	0.74	0.74	xxxx	xxxx	0.80	0.80	0.90	xxxx	0.90	xxxx	xxxx	xxxx
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	24.5	24.5	0.0	0.0	28.0	28.0	39.9	0.0	39.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	0.0	0.0	28.0	28.0	39.9	0.0	39.9	0.0	0.0	0.0
LOS by Move:	C	C	*	*	D	D	E	*	E	*	*	*
ApproachDel:	24.5	24.5			28.0	28.0	39.9		39.9			
Delay Adj:	1.00	1.00			1.00	1.00	1.00		1.00			
ApprAdjDel:	24.5	24.5			28.0	28.0	39.9		39.9			
LOS by Appr:	C	C			D	D	E		E			*
AllWayAvgQ:	2.3	2.3	2.3	3.0	3.0	3.0	4.9	4.9	4.9	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	312	0	32	57	204	0	0	113	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	312	0	32	57	204	0	0	113	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	312	0	32	57	204	0	0	113	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	312	0	32	57	204	0	0	113	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	312	0	32	57	204	0	0	113	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	312	0	32	57	204	0	0	113	139

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.91	0.91
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.45	0.55
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	772	950

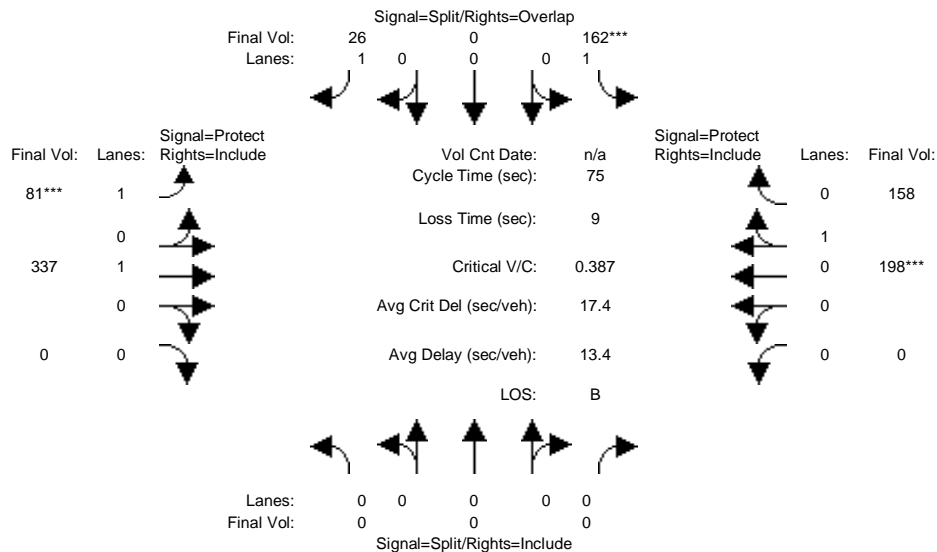
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.03	0.11	0.00	0.00	0.15	0.15
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.40	0.00	0.52	0.12	0.45	0.00	0.00	0.33	0.33
Volume/Cap:	0.00	0.00	0.00	0.44	0.00	0.04	0.28	0.24	0.00	0.00	0.44	0.44
Delay/Veh:	0.0	0.0	0.0	13.5	0.0	7.1	24.9	10.4	0.0	0.0	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.5	0.0	7.1	24.9	10.4	0.0	0.0	16.2	16.2
LOS by Move:	A	A	A	B	A	A	C	B	A	A	B	B
HCM2kAvgQ:	0	0	0	5	0	0	1	2	0	0	3	3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	162	0	26	81	337	0	0	198	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	162	0	26	81	337	0	0	198	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	162	0	26	81	337	0	0	198	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	162	0	26	81	337	0	0	198	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	162	0	26	81	337	0	0	198	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	162	0	26	81	337	0	0	198	158

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.56	0.44
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	973	777

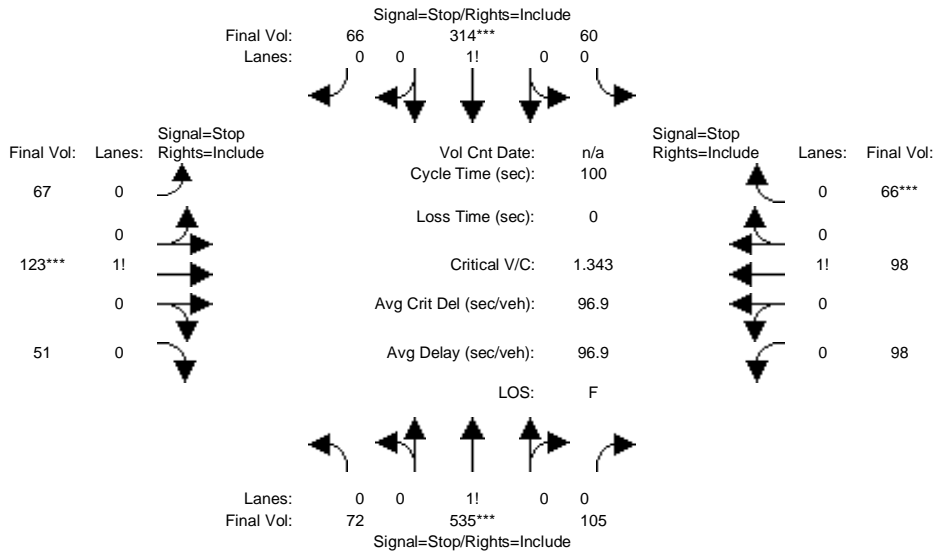
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.02	0.05	0.18	0.00	0.00	0.20	0.20
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.35	0.12	0.64	0.00	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.05	0.39	0.28	0.00	0.00	0.39	0.39
Delay/Veh:	0.0	0.0	0.0	24.7	0.0	15.9	31.7	5.9	0.0	0.0	10.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.7	0.0	15.9	31.7	5.9	0.0	0.0	10.9	10.9
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	0	2	3	0	0	5	5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #29: Pulgas Avenue and Runnymead Street



Street Name:	Pulgas Avenue						Runnymead Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
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
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Volume Module:

Base Vol:	72	535	105	60	314	66	67	123	51	98	98	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	535	105	60	314	66	67	123	51	98	98	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	535	105	60	314	66	67	123	51	98	98	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	535	105	60	314	66	67	123	51	98	98	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	535	105	60	314	66	67	123	51	98	98	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	72	535	105	60	314	66	67	123	51	98	98	66

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.75	0.15	0.14	0.71	0.15	0.28	0.51	0.21	0.38	0.37	0.25
Final Sat.:	54	398	78	69	362	76	121	222	92	165	165	111

Capacity Analysis Module:

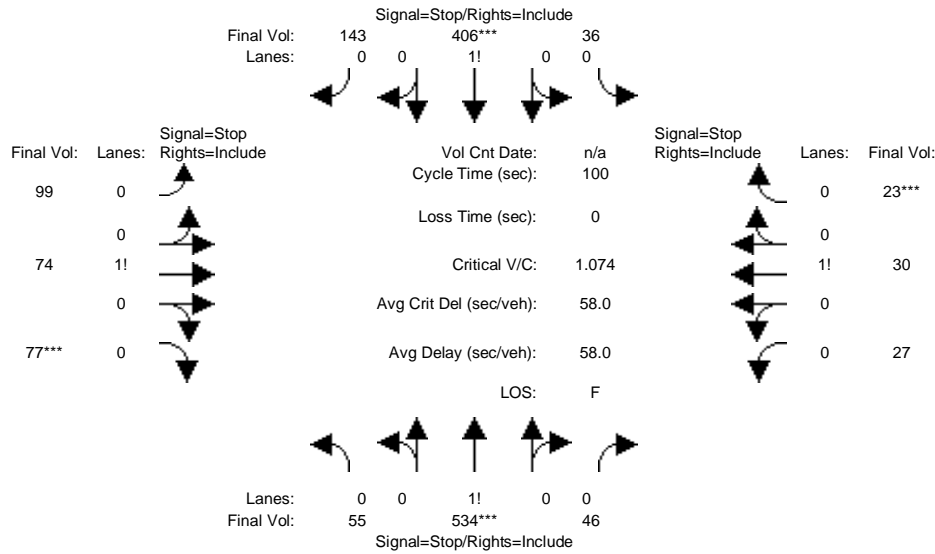
Vol/Sat:	1.34	1.34	1.34	0.87	0.87	0.87	0.55	0.55	0.55	0.59	0.59	0.59
Crit Moves:	****			****			****			****		
Delay/Veh:	187.4	187	187.4	38.7	38.7	38.7	19.0	19.0	19.0	20.1	20.1	20.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	187.4	187	187.4	38.7	38.7	38.7	19.0	19.0	19.0	20.1	20.1	20.1
LOS by Move:	F	F	F	E	E	E	C	C	C	C	C	C
ApproachDel:	187.4			38.7			19.0			20.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	187.4			38.7			19.0			20.1		
LOS by Appr:	F			E			C			C		
AllWayAvgQ:	26.2	26.2	26.2	4.0	4.0	4.0	1.0	1.0	1.0	1.2	1.2	1.2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #29: Pulgas Avenue and Runnymead Street

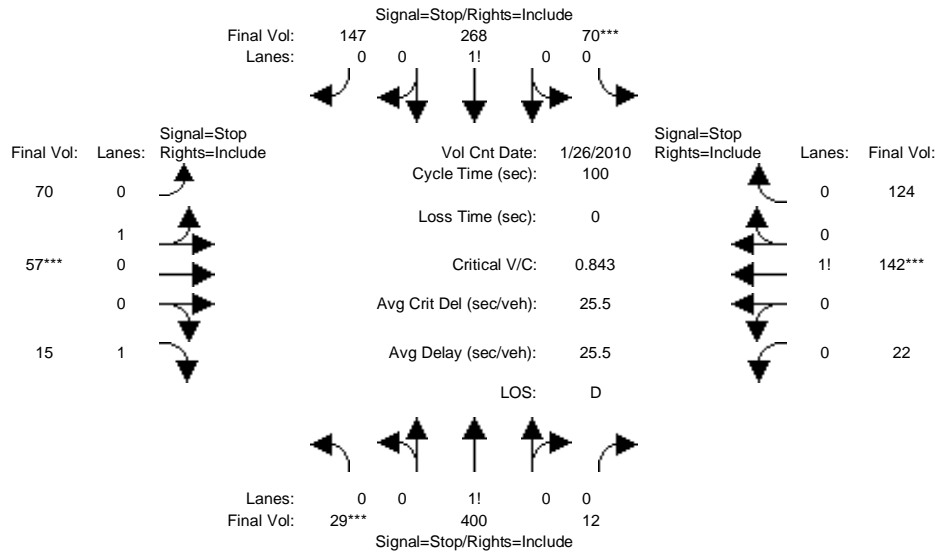


Street Name:	Pulgas Avenue						Runnymead Street								
	North Bound			South Bound			East Bound			West Bound					
Approach:	L	T	R	L	T	R	L	T	R	L	T	R			
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R	L - T - R			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:															
Base Vol:	55	534	46	36	406	143	99	74	77	27	30	23	27	30	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	534	46	36	406	143	99	74	77	27	30	23	27	30	23
Added Vol:	0	0	0	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	0	0	0
Initial Fut:	55	534	46	36	406	143	99	74	77	27	30	23	27	30	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	534	46	36	406	143	99	74	77	27	30	23	27	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	534	46	36	406	143	99	74	77	27	30	23	27	30	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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	1.00	1.00	1.00
Final Volume:	55	534	46	36	406	143	99	74	77	27	30	23	27	30	23
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.84	0.07	0.06	0.70	0.24	0.39	0.30	0.31	0.34	0.37	0.29	0.34	0.37	0.29
Final Sat.:	51	497	43	37	415	146	198	148	154	149	165	127	149	165	127
Capacity Analysis Module:															
Vol/Sat:	1.07	1.07	1.07	0.98	0.98	0.98	0.50	0.50	0.50	0.18	0.18	0.18	0.18	0.18	0.18
Crit Moves:	****				****				****					****	
Delay/Veh:	82.5	82.5	82.5	55.3	55.3	55.3	16.8	16.8	16.8	12.5	12.5	12.5	12.5	12.5	12.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.5	82.5	82.5	55.3	55.3	55.3	16.8	16.8	16.8	12.5	12.5	12.5	12.5	12.5	12.5
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B	B	B	B
ApproachDel:		82.5			55.3			16.8			12.5			12.5	
Delay Adj:		1.00			1.00			1.00			1.00			1.00	
ApprAdjDel:		82.5			55.3			16.8			12.5			12.5	
LOS by Appr:		F			F			C			B			B	
AllWayAvgQ:	12.1	12.1	12.1	7.7	7.7	7.7	0.9	0.9	0.9	0.2	0.2	0.2	0.2	0.2	0.2

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #30: Pulgas Avenue and O'Connor Street



Street Name: Pulgas Avenue O'Connor Street
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 26 Jan 2010 <<

Base Vol:	29	400	12	70	268	147	70	57	15	22	142	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	400	12	70	268	147	70	57	15	22	142	124
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	400	12	70	268	147	70	57	15	22	142	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	400	12	70	268	147	70	57	15	22	142	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	400	12	70	268	147	70	57	15	22	142	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	400	12	70	268	147	70	57	15	22	142	124

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.14	0.56	0.30	0.55	0.45	1.00	0.08	0.49	0.43
Final Sat.:	36	501	15	83	318	174	220	179	447	37	239	209

Capacity Analysis Module:

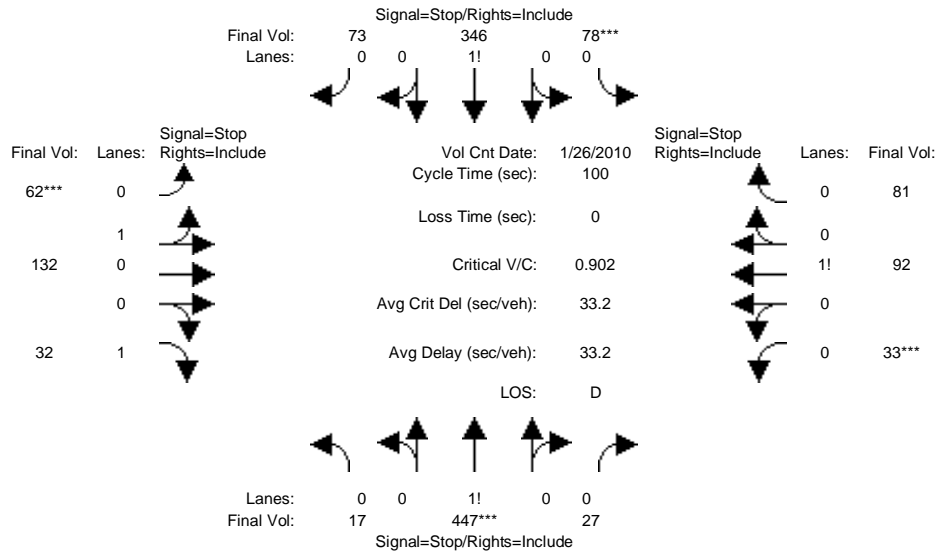
Vol/Sat:	0.80	0.80	0.80	0.84	0.84	0.84	0.32	0.32	0.03	0.59	0.59	0.59
Crit Moves:	****			****			****			****		
Delay/Veh:	27.8	27.8	27.8	31.5	31.5	31.5	14.0	14.0	10.0	17.6	17.6	17.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	27.8	27.8	31.5	31.5	31.5	14.0	14.0	10.0	17.6	17.6	17.6
LOS by Move:	D	D	D	D	D	D	B	B	B	C	C	C
ApproachDel:		27.8			31.5			13.6			17.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		27.8			31.5			13.6			17.6	
LOS by Appr:		D			D			B			C	
AllWayAvgQ:	2.8	2.8	2.8	3.6	3.6	3.6	0.4	0.4	0.0	1.1	1.1	1.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #30: Pulgas Avenue and O'Connor Street



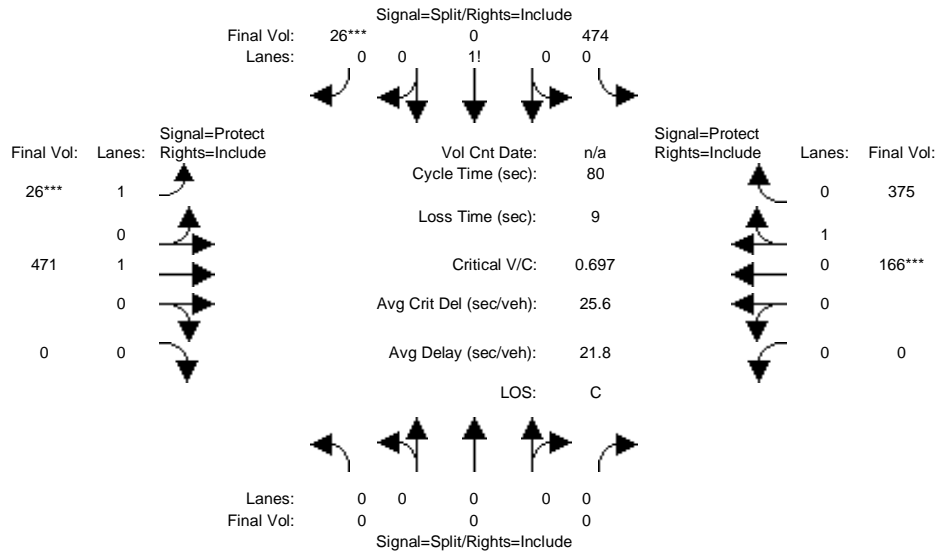
Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 26 Jan 2010 <<												
Base Vol:	17	447	27	78	346	73	62	132	32	33	92	81
Growth Adj:	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:	17	447	27	78	346	73	62	132	32	33	92	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:	17	447	27	78	346	73	62	132	32	33	92	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:	17	447	27	78	346	73	62	132	32	33	92	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	447	27	78	346	73	62	132	32	33	92	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:	17	447	27	78	346	73	62	132	32	33	92	81
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.92	0.05	0.16	0.69	0.15	0.32	0.68	1.00	0.16	0.45	0.39
Final Sat.:	19	499	30	87	384	81	135	287	469	72	201	177
Capacity Analysis Module:												
Vol/Sat:	0.90	0.90	0.90	0.90	0.90	0.90	0.46	0.46	0.07	0.46	0.46	0.46
Crit Moves:	****			****			****			****		
Delay/Veh:	40.4	40.4	40.4	41.1	41.1	41.1	16.8	16.8	10.4	15.8	15.8	15.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	40.4	40.4	41.1	41.1	41.1	16.8	16.8	10.4	15.8	15.8	15.8
LOS by Move:	E	E	E	E	E	E	C	C	B	C	C	C
ApproachDel:	40.4			41.1			15.9			15.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	40.4			41.1			15.9			15.8		
LOS by Appr:	E			E			C			C		
AllWayAvgQ:	4.7	4.7	4.7	4.8	4.8	4.8	0.7	0.7	0.1	0.7	0.7	0.7

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #31: Pulgas Avenue and East Bayshore Road



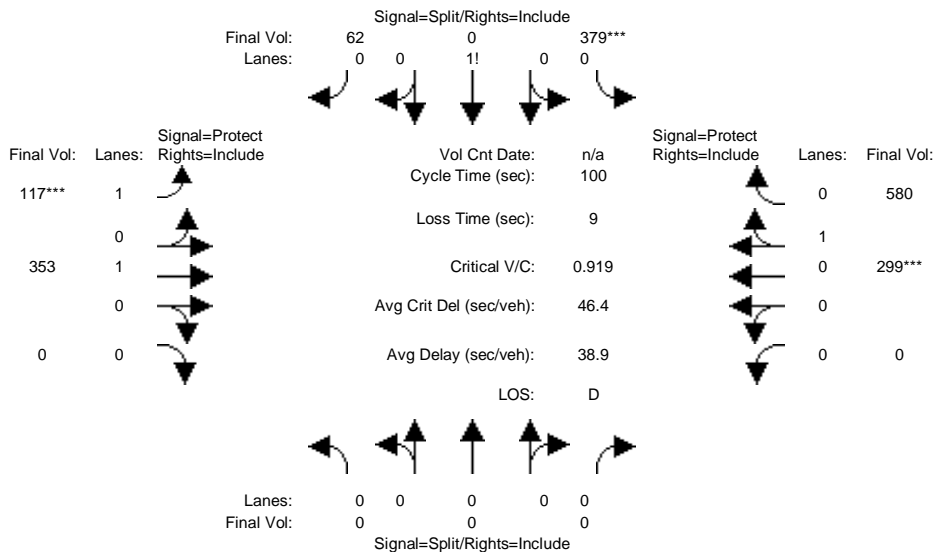
Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	474	0	26	26	471	0	0	166	375
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	474	0	26	26	471	0	0	166	375
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	474	0	26	26	471	0	0	166	375
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	474	0	26	26	471	0	0	166	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	474	0	26	26	471	0	0	166	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	474	0	26	26	471	0	0	166	375
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.93	0.93	0.98	1.00	1.00	0.89	0.89
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	1.00	1.00	0.00	0.00	0.31	0.69
Final Sat.:	0	0	0	1674	0	92	1769	1862	0	0	518	1169
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.01	0.25	0.00	0.00	0.32	0.32
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.38	0.09	0.51	0.00	0.00	0.42	0.42
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.75	0.17	0.49	0.00	0.00	0.75	0.75
Delay/Veh:	0.0	0.0	0.0	26.7	0.0	26.7	34.3	13.1	0.0	0.0	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:	0.0	0.0	0.0	26.7	0.0	26.7	34.3	13.1	0.0	0.0	24.1	24.1
LOS by Move:	A	A	A	C	A	C	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	12	0	12	1	7	0	0	13	13

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	379	0	62	117	353	0	0	299	580
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	379	0	62	117	353	0	0	299	580
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	379	0	62	117	353	0	0	299	580
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	379	0	62	117	353	0	0	299	580
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	379	0	62	117	353	0	0	299	580
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	379	0	62	117	353	0	0	299	580

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	0.93	0.98	1.00	1.00	0.89	0.89
Lanes:	0.00	0.00	0.00	0.86	0.00	0.14	1.00	1.00	0.00	0.00	0.34	0.66
Final Sat.:	0	0	0	1505	0	246	1769	1862	0	0	577	1119

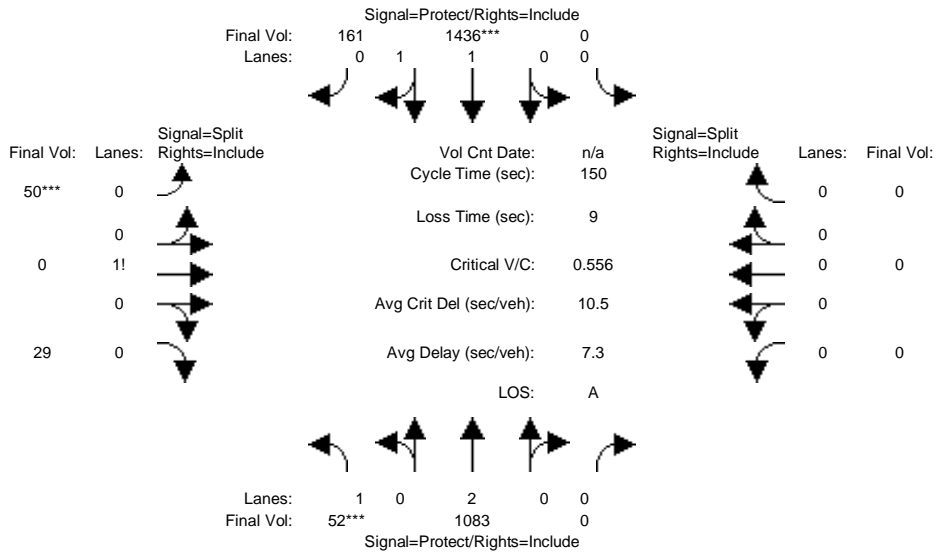
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.25	0.07	0.19	0.00	0.00	0.52	0.52
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.07	0.64	0.00	0.00	0.56	0.56
Volume/Cap:	0.00	0.00	0.00	0.92	0.00	0.92	0.92	0.30	0.00	0.00	0.92	0.92
Delay/Veh:	0.0	0.0	0.0	58.0	0.0	58.0	101.4	8.3	0.0	0.0	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	58.0	0.0	58.0	101.4	8.3	0.0	0.0	33.2	33.2
LOS by Move:	A	A	A	E	A	E	F	A	A	A	C	C
HCM2kAvgQ:	0	0	0	17	0	17	4	5	0	0	29	29

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
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	0	0	10	10	10	0	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:	52	1083	0	0	1436	161	50	0	29	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:	52	1083	0	0	1436	161	50	0	29	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:	52	1083	0	0	1436	161	50	0	29	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:	52	1083	0	0	1436	161	50	0	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1083	0	0	1436	161	50	0	29	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:	52	1083	0	0	1436	161	50	0	29	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	0.63	0.00	0.37	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3197	358	1107	0	642	0	0	0

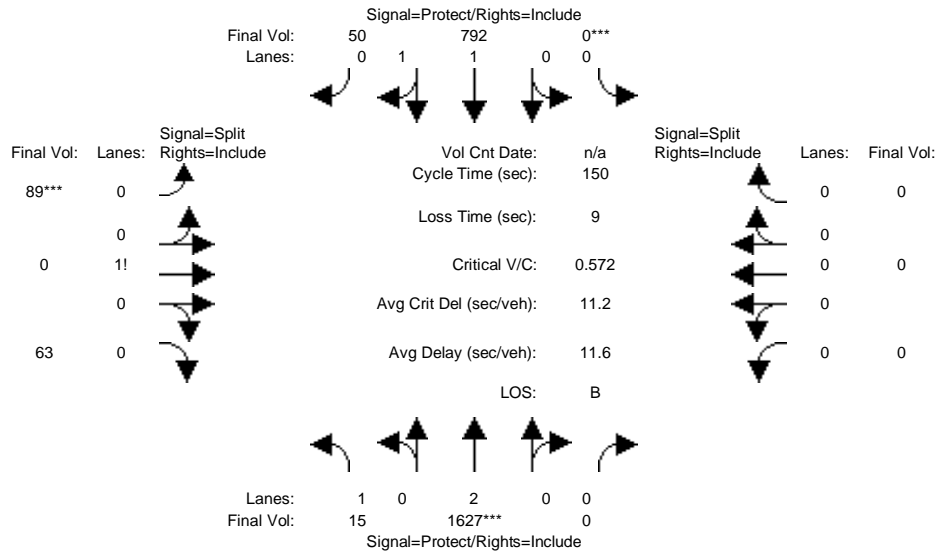
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.00	0.00	0.45	0.45	0.05	0.00	0.05	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green/Cycle:	0.05	0.86	0.00	0.00	0.81	0.81	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.56	0.35	0.00	0.00	0.56	0.56	0.56	0.00	0.56	0.00	0.00	0.00
Delay/Veh:	76.7	2.2	0.0	0.0	5.3	5.3	71.1	0.0	71.1	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:	76.7	2.2	0.0	0.0	5.3	5.3	71.1	0.0	71.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	3	5	0	0	14	14	4	0	4	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #33: University Avenue and Kavanaugh Drive



Street Name: University Avenue Kavanaugh Drive
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	0	0	10	10	10	0	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:	15	1627	0	0	792	50	89	0	63	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:	15	1627	0	0	792	50	89	0	63	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:	15	1627	0	0	792	50	89	0	63	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:	15	1627	0	0	792	50	89	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1627	0	0	792	50	89	0	63	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:	15	1627	0	0	792	50	89	0	63	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.88	0.12	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3365	212	1021	0	723	0	0	0

Capacity Analysis Module:

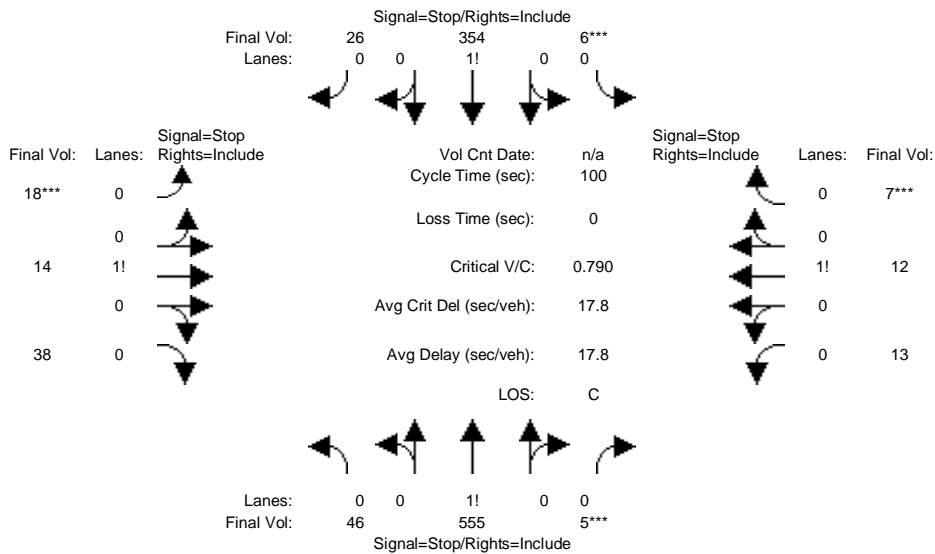
Vol/Sat:	0.01	0.45	0.00	0.00	0.24	0.24	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****		****				****					
Green/Cycle:	0.13	0.79	0.00	0.00	0.66	0.66	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.06	0.57	0.00	0.00	0.36	0.36	0.57	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	57.3	6.4	0.0	0.0	11.6	11.6	62.0	0.0	62.0	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:	57.3	6.4	0.0	0.0	11.6	11.6	62.0	0.0	62.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	E	A	E	A	A	A
HCM2kAvgQ:	1	15	0	0	9	9	7	0	7	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #201: Pulgas Ave & Beech St



Street Name:	Pulgas Ave						Beech 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:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	46	555	5	6	354	26	18	14	38	13	12	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	555	5	6	354	26	18	14	38	13	12	7
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:	46	555	5	6	354	26	18	14	38	13	12	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	555	5	6	354	26	18	14	38	13	12	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	555	5	6	354	26	18	14	38	13	12	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	555	5	6	354	26	18	14	38	13	12	7

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.91	0.01	0.01	0.92	0.07	0.26	0.20	0.54	0.41	0.37	0.22
Final Sat.:	58	702	6	11	668	49	144	112	303	213	196	115

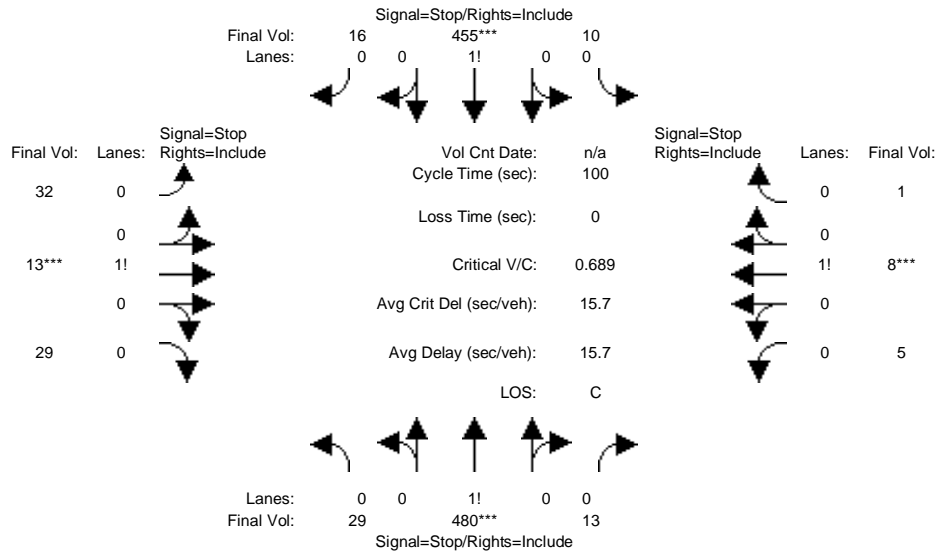
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.79	0.79	0.79	0.53	0.53	0.53	0.13	0.13	0.13	0.06	0.06	0.06
Crit Moves:			****	****			****					****
Delay/Veh:	22.3	22.3	22.3	12.9	12.9	12.9	9.6	9.6	9.6	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	22.3	22.3	12.9	12.9	12.9	9.6	9.6	9.6	9.5	9.5	9.5
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:		22.3			12.9			9.6			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.3			12.9			9.6			9.5	
LOS by Appr:		C			B			A			A	
AllWayAvgQ:	3.1	3.1	3.1	1.0	1.0	1.0	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #201: Pulgas Ave & Beech St

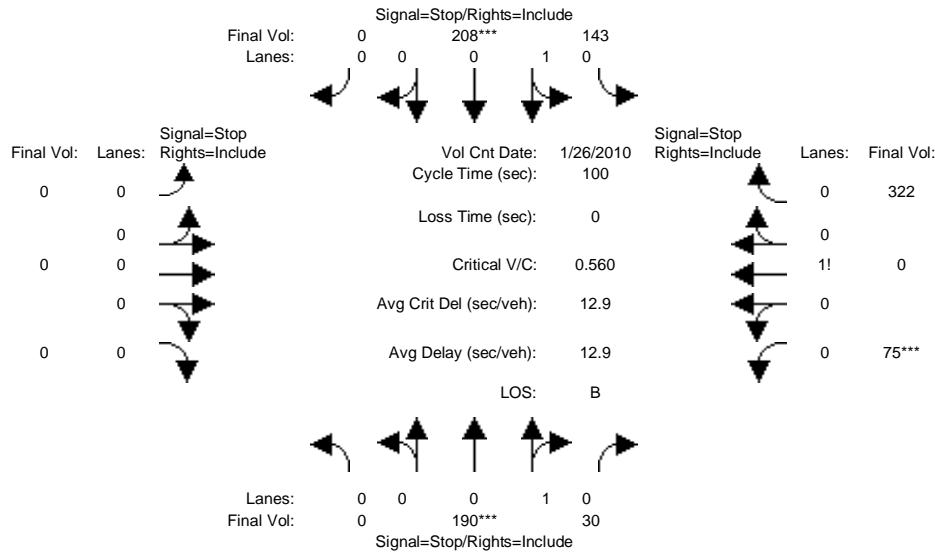


Street Name:	Pulgas Ave						Beech St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	480	13	10	455	16	32	13	29	5	8	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	480	13	10	455	16	32	13	29	5	8	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	480	13	10	455	16	32	13	29	5	8	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	480	13	10	455	16	32	13	29	5	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	480	13	10	455	16	32	13	29	5	8	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	480	13	10	455	16	32	13	29	5	8	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.92	0.02	0.02	0.95	0.03	0.43	0.18	0.39	0.36	0.57	0.07
Final Sat.:	42	697	19	16	711	25	233	95	211	177	284	35
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	0.64	0.64	0.64	0.14	0.14	0.14	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	17.1	17.1	17.1	15.4	15.4	15.4	9.7	9.7	9.7	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	17.1	15.4	15.4	15.4	9.7	9.7	9.7	9.4	9.4	9.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:	17.1			15.4			9.7			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.1			15.4			9.7			9.4		
LOS by Appr:	C			C			A			A		
AllWayAvgQ:	2.0	2.0	2.0	1.6	1.6	1.6	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumul 1.4 Prj with Loop Rd AM

Intersection #203: Clarke Ave & O'Connor St

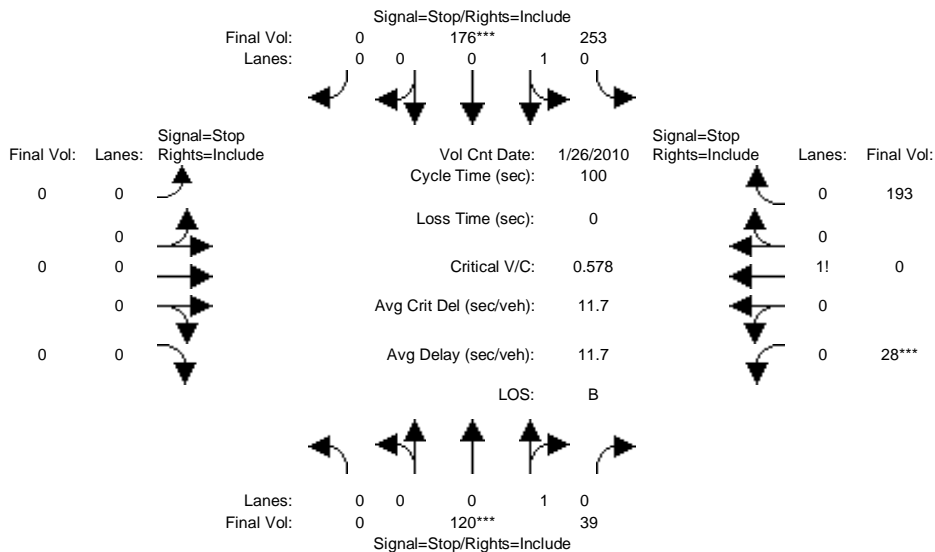


Street Name:	Clarke Ave						O'Connor St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 26 Jan 2010 <<												
Base Vol:	0	190	30	143	208	0	0	0	0	75	0	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	190	30	143	208	0	0	0	0	75	0	322
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	190	30	143	208	0	0	0	0	75	0	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	190	30	143	208	0	0	0	0	75	0	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	190	30	143	208	0	0	0	0	75	0	322
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	190	30	143	208	0	0	0	0	75	0	322
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.86	0.14	0.41	0.59	0.00	0.00	0.00	0.00	0.19	0.00	0.81
Final Sat.:	0	554	87	267	389	0	0	0	0	134	0	575
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.34	0.34	0.53	0.53	xxxx	xxxx	xxxx	xxxx	0.56	xxxx	0.56
Crit Moves:	****				****					****		
Delay/Veh:	0.0	10.8	10.8	13.7	13.7	0.0	0.0	0.0	0.0	13.2	0.0	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.8	10.8	13.7	13.7	0.0	0.0	0.0	0.0	13.2	0.0	13.2
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	B
ApproachDel:		10.8			13.7		xxxxxxx				13.2	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		10.8			13.7		xxxxxxx				13.2	
LOS by Appr:		B			B			*			B	
AllWayAvgQ:	0.4	0.4	0.4	1.0	1.0	1.0	0.0	0.0	0.0	1.1	1.1	1.1

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

Ravenswood Specific Plan Update
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumul 1.4 Prj with Loop Rd PM

Intersection #203: Clarke Ave & O'Connor St



Street Name: Clarke Ave O'Connor 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: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module: >> Count Date: 26 Jan 2010 <<

Base Vol:	0	120	39	253	176	0	0	0	28	0	193
Growth Adj:	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	120	39	253	176	0	0	0	28	0	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	120	39	253	176	0	0	0	28	0	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	120	39	253	176	0	0	0	28	0	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	120	39	253	176	0	0	0	28	0	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	120	39	253	176	0	0	0	28	0	193

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.75	0.25	0.59	0.41	0.00	0.00	0.00	0.00	0.13	0.00
Final Sat.:	0	541	176	438	305	0	0	0	0	90	618

Capacity Analysis Module:

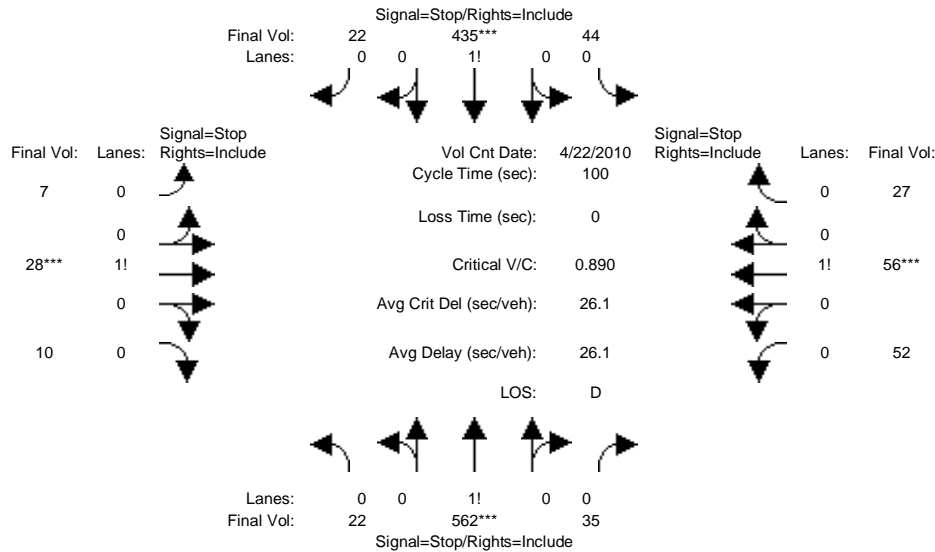
Vol/Sat:	xxxx	0.22	0.22	0.58	0.58	xxxx	xxxx	xxxx	xxxx	0.31	xxxx	0.31
Crit Moves:		****			****					****		
Delay/Veh:	0.0	9.1	9.1	13.7	13.7	0.0	0.0	0.0	0.0	9.6	0.0	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	9.1	13.7	13.7	0.0	0.0	0.0	0.0	9.6	0.0	9.6
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.1		13.7			xxxxxxx			9.6		
Delay Adj:		1.00		1.00			xxxxxxx			1.00		
ApprAdjDel:		9.1		13.7			xxxxxxx			9.6		
LOS by Appr:		A		B			*			A		
AllWayAvgQ:	0.3	0.3	0.3	1.2	1.2	1.2	0.0	0.0	0.0	0.4	0.4	0.4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #206: Clarke/Garden



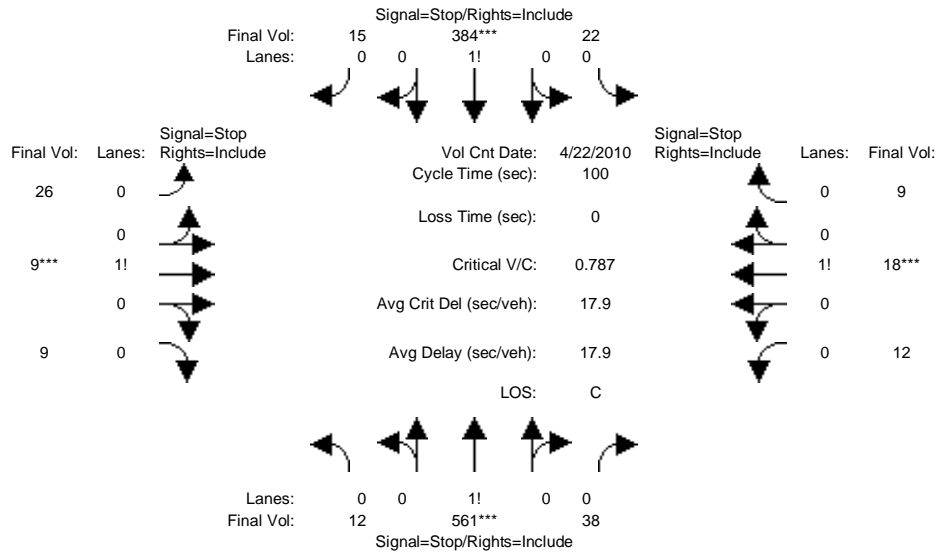
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 22 Apr 2010 <<												
Base Vol:	22	562	35	44	435	22	7	28	10	52	56	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	562	35	44	435	22	7	28	10	52	56	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	562	35	44	435	22	7	28	10	52	56	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	562	35	44	435	22	7	28	10	52	56	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	562	35	44	435	22	7	28	10	52	56	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	562	35	44	435	22	7	28	10	52	56	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.91	0.06	0.09	0.87	0.04	0.16	0.62	0.22	0.39	0.41	0.20
Final Sat.:	25	632	39	59	581	29	74	298	106	197	212	102
Capacity Analysis Module:												
Vol/Sat:	0.89	0.89	0.89	0.75	0.75	0.75	0.09	0.09	0.09	0.26	0.26	0.26
Crit Moves:	****			****			****			****		
Delay/Veh:	34.1	34.1	34.1	21.5	21.5	21.5	10.4	10.4	10.4	11.6	11.6	11.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	34.1	34.1	21.5	21.5	21.5	10.4	10.4	10.4	11.6	11.6	11.6
LOS by Move:	D	D	D	C	C	C	B	B	B	B	B	B
ApproachDel:	34.1			21.5			10.4			11.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	34.1			21.5			10.4			11.6		
LOS by Appr:	D			C			B			B		
AllWayAvgQ:	5.0	5.0	5.0	2.5	2.5	2.5	0.1	0.1	0.1	0.3	0.3	0.3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #206: Clarke/Garden



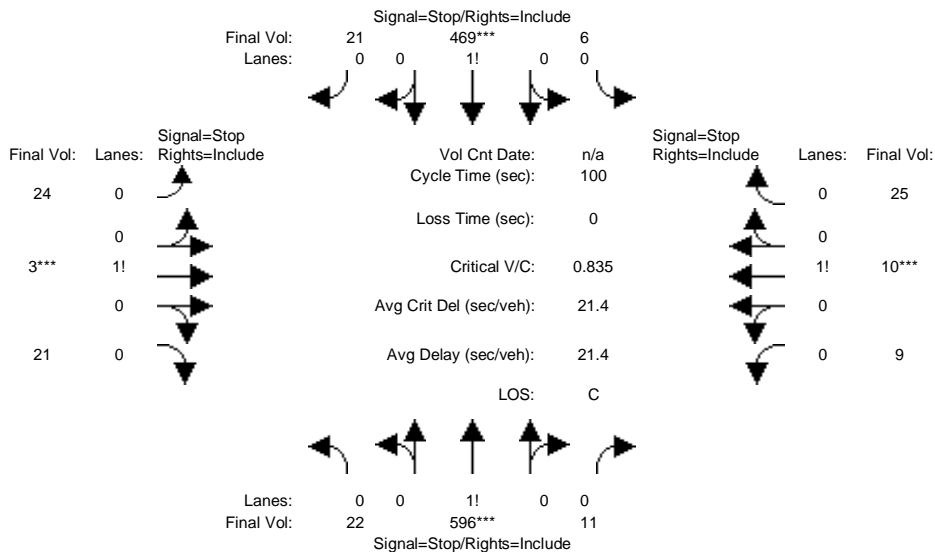
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 22 Apr 2010 <<												
Base Vol:	12	561	38	22	384	15	26	9	9	12	18	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	561	38	22	384	15	26	9	9	12	18	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:	12	561	38	22	384	15	26	9	9	12	18	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:	12	561	38	22	384	15	26	9	9	12	18	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	561	38	22	384	15	26	9	9	12	18	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:	12	561	38	22	384	15	26	9	9	12	18	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.92	0.06	0.05	0.91	0.04	0.60	0.20	0.20	0.31	0.46	0.23
Final Sat.:	15	713	48	38	671	26	311	108	108	163	244	122
Capacity Analysis Module:												
Vol/Sat:	0.79	0.79	0.79	0.57	0.57	0.57	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:	****				****				****			
Delay/Veh:	21.8	21.8	21.8	13.8	13.8	13.8	9.7	9.7	9.7	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	21.8	21.8	13.8	13.8	13.8	9.7	9.7	9.7	9.5	9.5	9.5
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:	21.8			13.8			9.7			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	21.8			13.8			9.7			9.5		
LOS by Appr:	C			B			A			A		
AllWayAvgQ:	3.1	3.1	3.1	1.2	1.2	1.2	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #210: Pulgas Ave & Garden St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	22	596	11	6	469	21	24	3	21	9	10	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	596	11	6	469	21	24	3	21	9	10	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	596	11	6	469	21	24	3	21	9	10	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	596	11	6	469	21	24	3	21	9	10	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	596	11	6	469	21	24	3	21	9	10	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	596	11	6	469	21	24	3	21	9	10	25

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.95	0.02	0.01	0.95	0.04	0.50	0.06	0.44	0.20	0.23	0.57
Final Sat.:	26	713	13	9	689	31	261	33	228	108	121	301

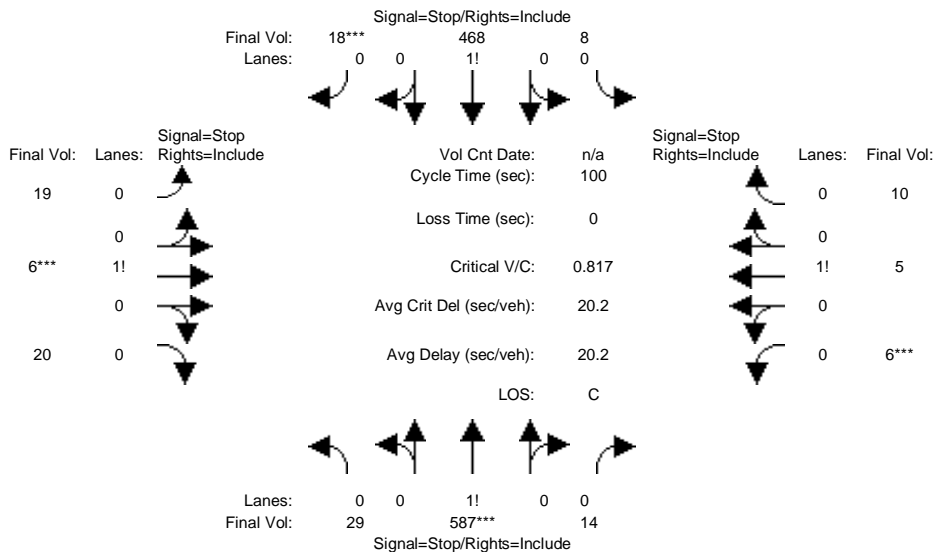
Capacity Analysis Module:												
Vol/Sat:	0.84	0.84	0.84	0.68	0.68	0.68	0.09	0.09	0.09	0.08	0.08	0.08
Crit Moves:	****			****			****			****		
Delay/Veh:	26.4	26.4	26.4	17.2	17.2	17.2	9.8	9.8	9.8	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	26.4	26.4	17.2	17.2	17.2	9.8	9.8	9.8	9.6	9.6	9.6
LOS by Move:	D	D	D	C	C	C	A	A	A	A	A	A
ApproachDel:	26.4			17.2			9.8			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	26.4			17.2			9.8			9.6		
LOS by Appr:	D			C			A			A		
AllWayAvgQ:	3.9	3.9	3.9	1.9	1.9	1.9	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #210: Pulgas Ave & Garden 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:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	29	587	14	8	468	18	19	6	20	6	5	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:	29	587	14	8	468	18	19	6	20	6	5	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:	29	587	14	8	468	18	19	6	20	6	5	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:	29	587	14	8	468	18	19	6	20	6	5	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	587	14	8	468	18	19	6	20	6	5	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:	29	587	14	8	468	18	19	6	20	6	5	10

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	0.05	0.93	0.02	0.01	0.95	0.04	0.42	0.13	0.45	0.28	0.24	0.48
Final Sat.:	35	718	17	12	707	27	226	71	238	151	125	251

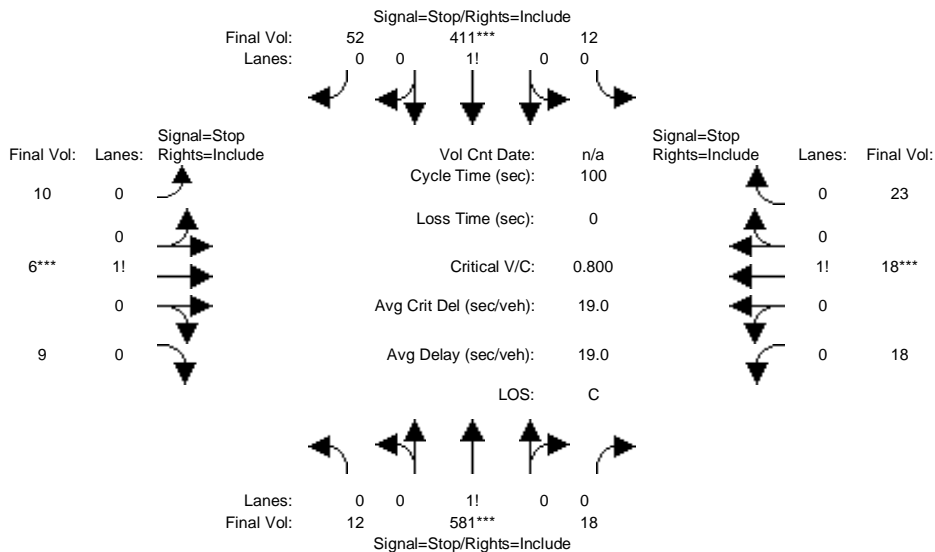
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.82	0.82	0.82	0.66	0.66	0.66	0.08	0.08	0.08	0.04	0.04	0.04
Crit Moves:	****					****	****			****		
Delay/Veh:	24.4	24.4	24.4	16.3	16.3	16.3	9.6	9.6	9.6	9.3	9.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	24.4	24.4	16.3	16.3	16.3	9.6	9.6	9.6	9.3	9.3	9.3
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:	24.4			16.3			9.6			9.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	24.4			16.3			9.6			9.3		
LOS by Appr:	C			C			A			A		
AllWayAvgQ:	3.6	3.6	3.6	1.8	1.8	1.8	0.1	0.1	0.1	0.0	0.0	0.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #220: Clarke Ave & Weeks St



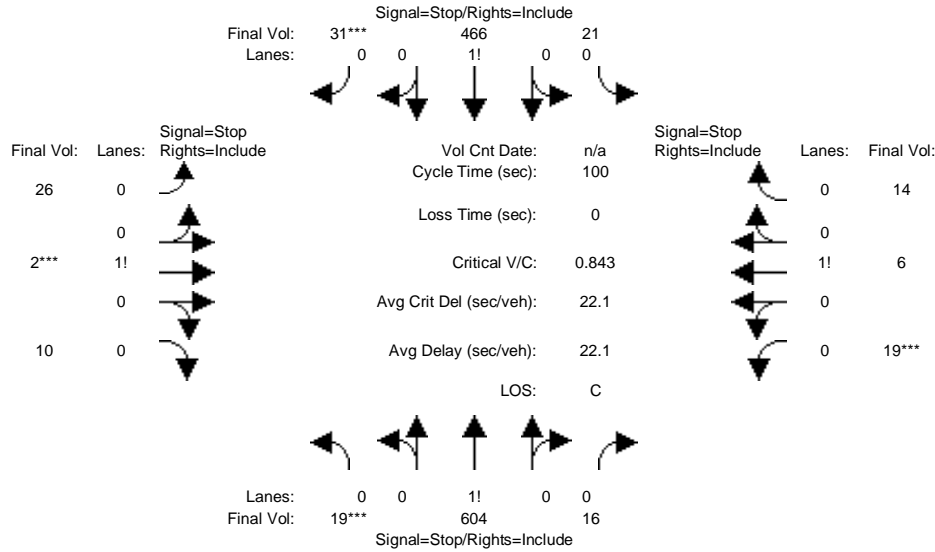
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	12	581	18	12	411	52	10	6	9	18	18	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	581	18	12	411	52	10	6	9	18	18	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	581	18	12	411	52	10	6	9	18	18	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	581	18	12	411	52	10	6	9	18	18	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	581	18	12	411	52	10	6	9	18	18	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	581	18	12	411	52	10	6	9	18	18	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.95	0.03	0.02	0.87	0.11	0.40	0.24	0.36	0.30	0.31	0.39
Final Sat.:	15	727	23	19	643	81	207	124	186	164	164	209
Capacity Analysis Module:												
Vol/Sat:	0.80	0.80	0.80	0.64	0.64	0.64	0.05	0.05	0.05	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Delay/Veh:	23.0	23.0	23.0	15.5	15.5	15.5	9.5	9.5	9.5	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	23.0	23.0	15.5	15.5	15.5	9.5	9.5	9.5	9.7	9.7	9.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:	23.0			15.5			9.5			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	23.0			15.5			9.5			9.7		
LOS by Appr:	C			C			A			A		
AllWayAvgQ:	3.3	3.3	3.3	1.6	1.6	1.6	0.0	0.0	0.0	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #220: Clarke Ave & Weeks St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	19	604	16	21	466	31	26	2	10	19	6	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	604	16	21	466	31	26	2	10	19	6	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	604	16	21	466	31	26	2	10	19	6	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	604	16	21	466	31	26	2	10	19	6	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	604	16	21	466	31	26	2	10	19	6	14
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	604	16	21	466	31	26	2	10	19	6	14

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.95	0.02	0.04	0.90	0.06	0.69	0.05	0.26	0.49	0.15	0.36
Final Sat.:	23	717	19	30	664	44	349	27	134	252	80	186

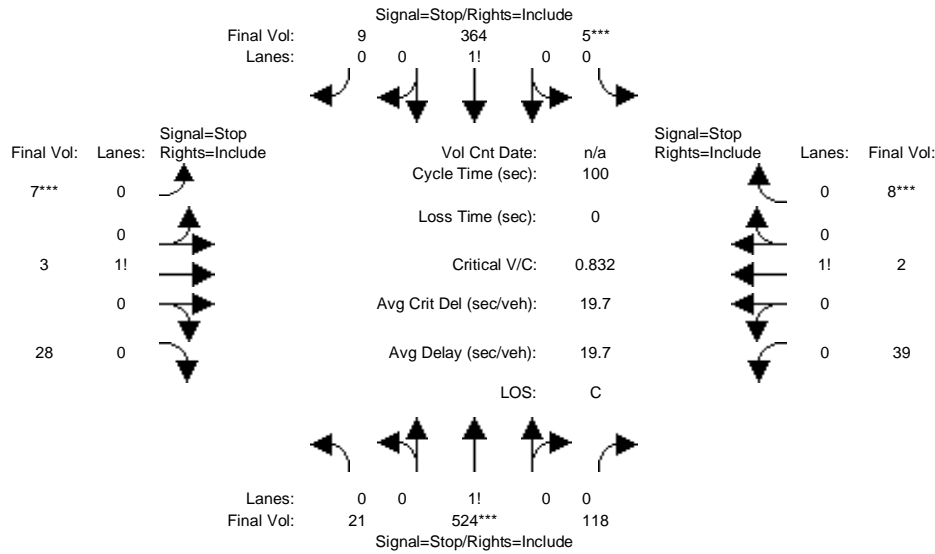
Capacity Analysis Module:												
Vol/Sat:	0.84	0.84	0.84	0.70	0.70	0.70	0.07	0.07	0.07	0.08	0.08	0.08
Crit Moves:	****					****	****			****		
Delay/Veh:	27.0	27.0	27.0	18.0	18.0	18.0	9.9	9.9	9.9	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	27.0	27.0	18.0	18.0	18.0	9.9	9.9	9.9	9.8	9.8	9.8
LOS by Move:	D	D	D	C	C	C	A	A	A	A	A	A
ApproachDel:		27.0			18.0			9.9			9.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		27.0			18.0			9.9			9.8	
LOS by Appr:		D			C			A			A	
AllWayAvgQ:	4.1	4.1	4.1	2.1	2.1	2.1	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #280: Pulgas Ave/Weeks St



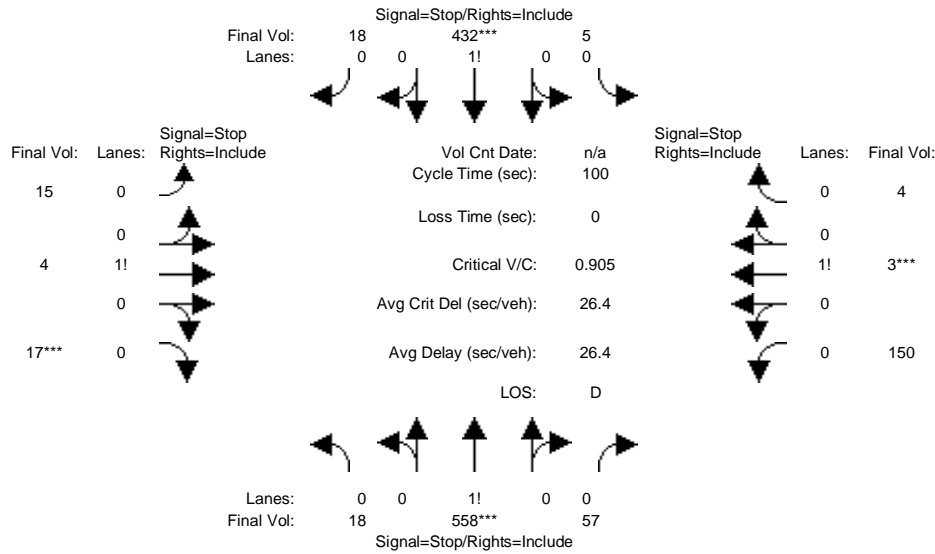
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	21	524	118	5	364	9	7	3	28	39	2	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	524	118	5	364	9	7	3	28	39	2	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	524	118	5	364	9	7	3	28	39	2	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	524	118	5	364	9	7	3	28	39	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	524	118	5	364	9	7	3	28	39	2	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	524	118	5	364	9	7	3	28	39	2	8
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.79	0.18	0.01	0.97	0.02	0.18	0.08	0.74	0.80	0.04	0.16
Final Sat.:	25	630	142	10	699	17	104	44	415	422	22	86
Capacity Analysis Module:												
Vol/Sat:	0.83	0.83	0.83	0.52	0.52	0.52	0.07	0.07	0.07	0.09	0.09	0.09
Crit Moves:	****			****			****					****
Delay/Veh:	25.1	25.1	25.1	12.8	12.8	12.8	9.2	9.2	9.2	9.8	9.8	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	25.1	25.1	12.8	12.8	12.8	9.2	9.2	9.2	9.8	9.8	9.8
LOS by Move:	D	D	D	B	B	B	A	A	A	A	A	A
ApproachDel:	25.1			12.8			9.2			9.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	25.1			12.8			9.2			9.8		
LOS by Appr:	D			B			A			A		
AllWayAvgQ:	3.9	3.9	3.9	1.0	1.0	1.0	0.1	0.1	0.1	0.1	0.1	0.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #280: Pulgas Ave/Weeks St



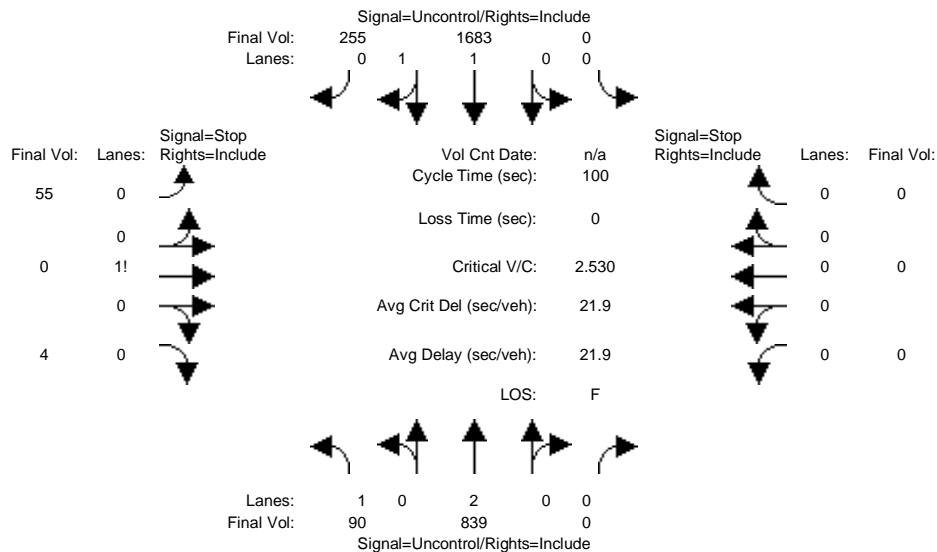
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	18	558	57	5	432	18	15	4	17	150	3	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	558	57	5	432	18	15	4	17	150	3	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	558	57	5	432	18	15	4	17	150	3	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	558	57	5	432	18	15	4	17	150	3	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	558	57	5	432	18	15	4	17	150	3	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	558	57	5	432	18	15	4	17	150	3	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.88	0.09	0.01	0.95	0.04	0.42	0.11	0.47	0.95	0.02	0.03
Final Sat.:	20	616	63	7	625	26	199	53	226	485	10	13
Capacity Analysis Module:												
Vol/Sat:	0.91	0.91	0.91	0.69	0.69	0.69	0.08	0.08	0.08	0.31	0.31	0.31
Crit Moves:	****			****			****			****		
Delay/Veh:	36.4	36.4	36.4	18.8	18.8	18.8	10.2	10.2	10.2	12.4	12.4	12.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	36.4	36.4	18.8	18.8	18.8	10.2	10.2	10.2	12.4	12.4	12.4
LOS by Move:	E	E	E	C	C	C	B	B	B	B	B	B
ApproachDel:		36.4			18.8			10.2			12.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		36.4			18.8			10.2			12.4	
LOS by Appr:		E			C			B			B	
AllWayAvgQ:	5.5	5.5	5.5	1.9	1.9	1.9	0.1	0.1	0.1	0.4	0.4	0.4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #300: University Ave & Adams Dr



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:	90	839	0	0	1683	255	55	0	4	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:	90	839	0	0	1683	255	55	0	4	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:	90	839	0	0	1683	255	55	0	4	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:	90	839	0	0	1683	255	55	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	839	0	0	1683	255	55	0	4	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	1938	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2410	2830	969	xxxx	xxxx	xxxxxx
Potent Cap.:	307	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	28	18	257	xxxx	xxxx	xxxxxx
Move Cap.:	307	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	22	13	257	xxxx	xxxx	xxxxxx
Volume/Cap:	0.29	xxxx	xxxx	xxxx	xxxx	xxxx	2.53	0.00	0.02	xxxx	xxxx	xxxx

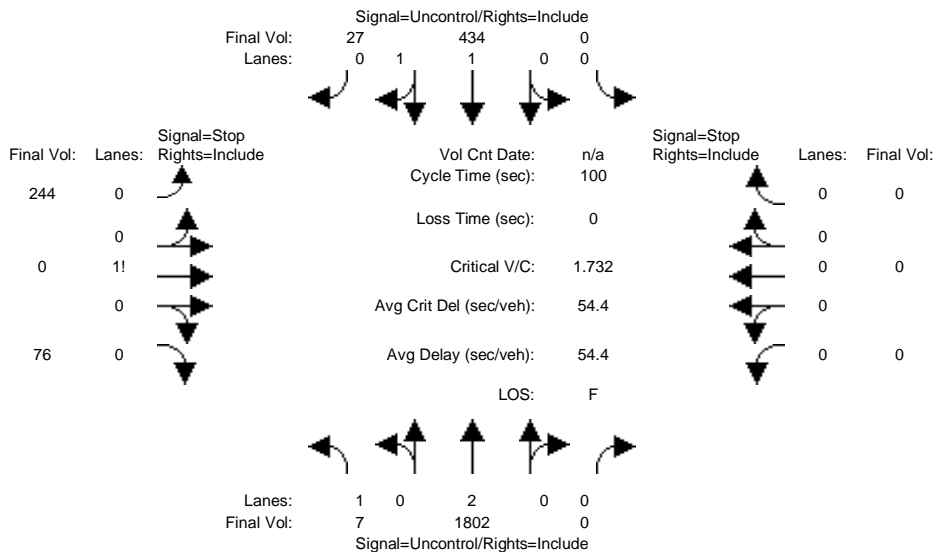
Level Of Service Module:												
2Way95thQ:	1.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	21.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	23	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	7.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1055	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1054.8			xxxxxx		
ApproachLOS:	*			*			F			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #300: University Ave & Adams Dr



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:	7	1802	0	0	434	27	244	0	76	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:	7	1802	0	0	434	27	244	0	76	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:	7	1802	0	0	434	27	244	0	76	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:	7	1802	0	0	434	27	244	0	76	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	1802	0	0	434	27	244	0	76	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	461	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	1363	2264	231	xxxx	xxxx	xxxxxx
Potent Cap.:	1111	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	142	41	778	xxxx	xxxx	xxxxxx
Move Cap.:	1111	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	141	41	778	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.73	0.00	0.10	xxxx	xxxx	xxxx

Level Of Service Module:

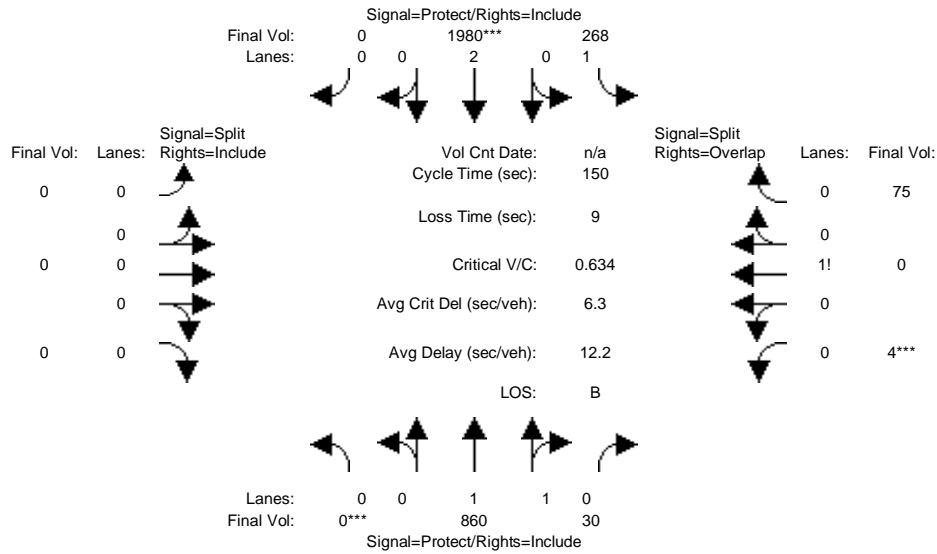
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	175	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	23.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	440	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx			440.0		xxxxxx			
ApproachLOS:	*				*			F		*			*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #700: University Avenue and Loop Road [Future]



Street Name:	University Avenue						Loop Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	10	10	7	10	0	0	0	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	860	30	268	1980	0	0	0	0	4	0	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:	0	860	30	268	1980	0	0	0	0	4	0	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:	0	860	30	268	1980	0	0	0	0	4	0	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:	0	860	30	268	1980	0	0	0	0	4	0	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	860	30	268	1980	0	0	0	0	4	0	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
Final Volume:	0	860	30	268	1980	0	0	0	0	4	0	75

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.87	1.00	0.87
Lanes:	0.00	1.93	0.07	1.00	2.00	0.00	0.00	0.00	0.00	0.05	0.00	0.95
Final Sat.:	0	3471	121	1805	3610	0	0	0	0	84	0	1568

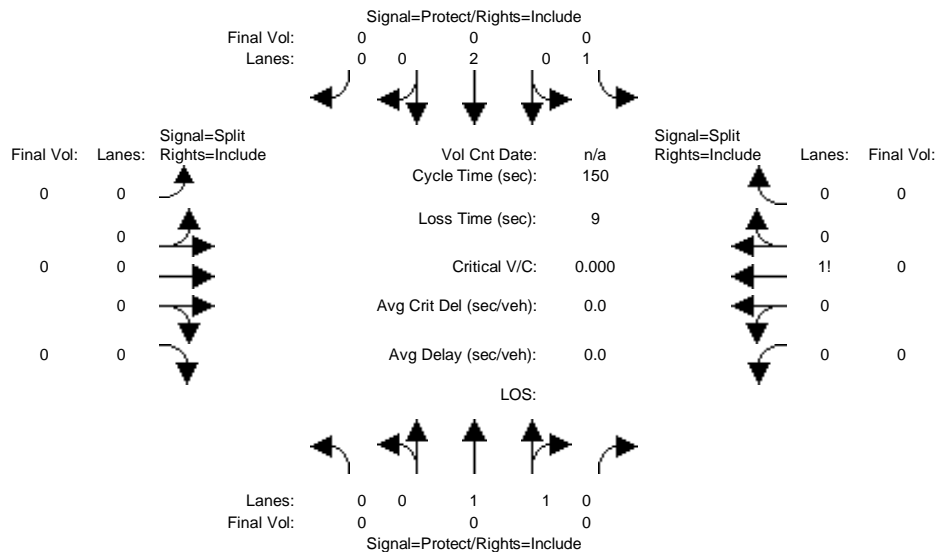
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.25	0.25	0.15	0.55	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	***			***						***		
Green/Cycle:	0.00	0.54	0.54	0.32	0.86	0.00	0.00	0.00	0.00	0.08	0.00	0.40
Volume/Cap:	0.00	0.46	0.46	0.46	0.63	0.00	0.00	0.00	0.00	0.63	0.00	0.12
Delay/Veh:	0.0	21.2	21.2	40.8	3.5	0.0	0.0	0.0	0.0	77.6	0.0	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.2	21.2	40.8	3.5	0.0	0.0	0.0	0.0	77.6	0.0	28.5
LOS by Move:	A	C	C	D	A	A	A	A	A	E	A	C
HCM2kAvgQ:	0	13	13	10	15	0	0	0	0	5	0	2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #700: University Avenue and Loop Road [Future]



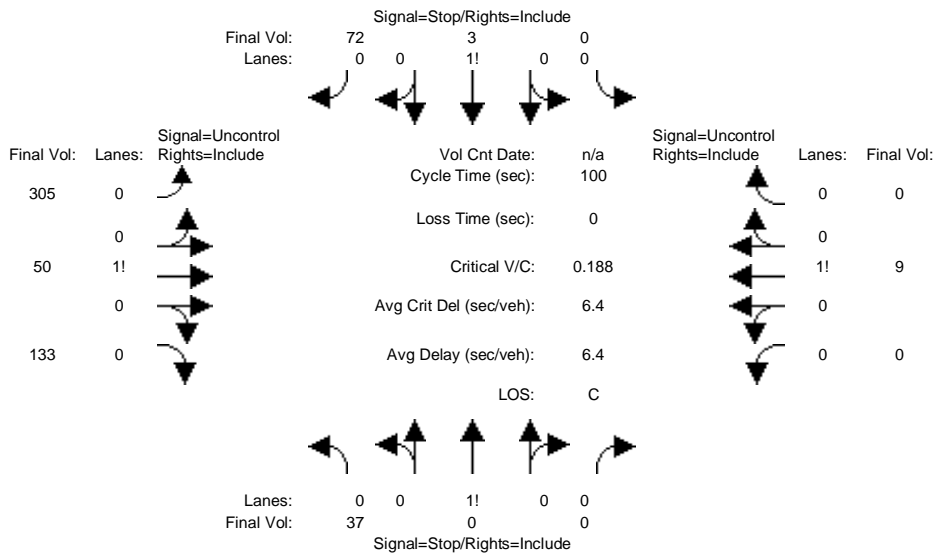
Street Name:	University Avenue						Loop Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #1081: Tara Road and Bay Road



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

Volume Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
Base Vol:	37	0	0	0	3	72	305	50	133	0	9	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:	37	0	0	0	3	72	305	50	133	0	9	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:	37	0	0	0	3	72	305	50	133	0	9	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:	37	0	0	0	3	72	305	50	133	0	9	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	37	0	0	0	3	72	305	50	133	0	9	0

Critical Gap Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
Critical Gp:	7.1	xxxx	xxxxx	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
Cnflct Vol:	773	xxxx	xxxxx	xxxx	802	9	9	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	319	xxxx	xxxxx	xxxx	320	1079	1624	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	243	xxxx	xxxxx	xxxx	247	1079	1624	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.15	xxxx	xxxx	xxxx	0.01	0.07	0.19	xxxx	xxxx	xxxx	xxxx	xxxx

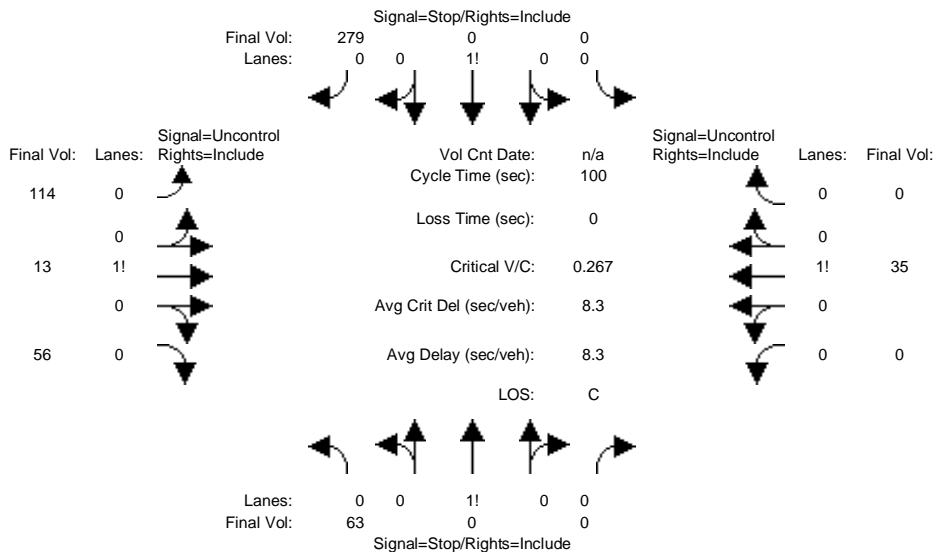
Level Of Service Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
2Way95thQ:	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	22.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	951	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	A	*	*	*	*	*	*
ApproachDel:	22.4			9.1			xxxxxx			xxxxxx		
ApproachLOS:	C			A			*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #1081: Tara Road and Bay Road



Street Name:	Tara Road						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	Tara North			Tara South			Bay East			Bay West		
Base Vol:	63	0	0	0	0	279	114	13	56	0	35	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:	63	0	0	0	0	279	114	13	56	0	35	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:	63	0	0	0	0	279	114	13	56	0	35	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:	63	0	0	0	0	279	114	13	56	0	35	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	63	0	0	0	0	279	114	13	56	0	35	0

Critical Gap Module:	Tara North			Tara South			Bay East			Bay West		
Critical Gp:	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Tara North			Tara South			Bay East			Bay West		
Cnflct Vol:	444	xxxx	xxxxx	xxxx	xxxx	35	35	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	528	xxxx	xxxxx	xxxx	xxxx	1044	1589	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	364	xxxx	xxxxx	xxxx	xxxx	1044	1589	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.17	xxxx	xxxx	xxxx	xxxx	0.27	0.07	xxxx	xxxx	xxxx	xxxx	xxxx

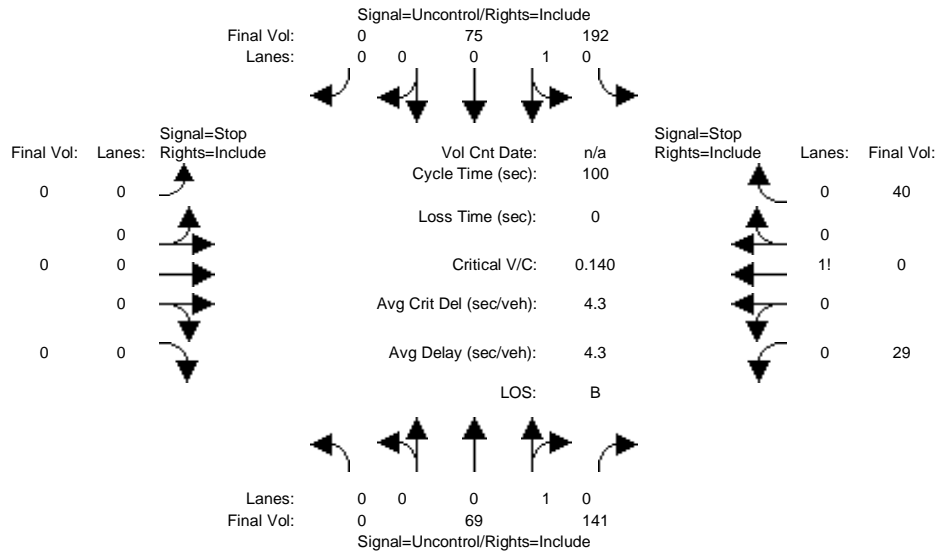
Level Of Service Module:	Tara North			Tara South			Bay East			Bay West		
2Way95thQ:	0.6	xxxx	xxxxx	xxxx	xxxx	1.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	16.9	xxxx	xxxxx	xxxxx	xxxx	9.7	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	C	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	16.9			9.7			xxxxxxx			xxxxxxx		
ApproachLOS:	C			A			*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #1083: Demeter Street/Emmerson Street(Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	69	141	192	75	0	0	0	0	29	0	40
Growth Adj:	1.00	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	69	141	192	75	0	0	0	0	29	0	40
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	69	141	192	75	0	0	0	0	29	0	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	69	141	192	75	0	0	0	0	29	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	69	141	192	75	0	0	0	0	29	0	40

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	210	xxxx	xxxx	xxxx	xxxx	xxxx	599	599	140
Potent Cap.:	xxxx	xxxx	xxxx	1373	xxxx	xxxx	xxxx	xxxx	xxxx	468	418	914
Move Cap.:	xxxx	xxxx	xxxx	1373	xxxx	xxxx	xxxx	xxxx	xxxx	412	353	914
Volume/Cap:	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.00	0.04

Level Of Service Module:

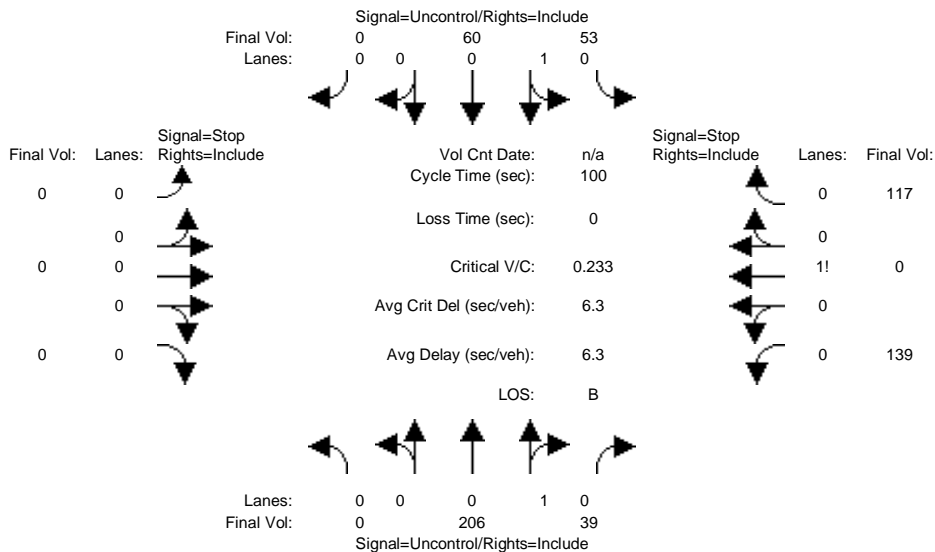
2Way95thQ:	xxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	8.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	604	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.4	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	8.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	11.7	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.7		
ApproachLOS:	*			*			*			B		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #1083: Demeter Street/Emmerson Street(Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:												
Base Vol:	0	206	39	53	60	0	0	0	0	139	0	117
Growth Adj:	1.00	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	206	39	53	60	0	0	0	0	139	0	117
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	206	39	53	60	0	0	0	0	139	0	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	206	39	53	60	0	0	0	0	139	0	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	206	39	53	60	0	0	0	0	139	0	117

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	245	xxxx	xxxxx	xxxx	xxxx	xxxxx	392	392	226
Potent Cap.:	xxxx	xxxx	xxxxx	1333	xxxx	xxxxx	xxxx	xxxx	xxxxx	617	547	819
Move Cap.:	xxxx	xxxx	xxxxx	1333	xxxx	xxxxx	xxxx	xxxx	xxxxx	597	525	819
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.23	0.00	0.14

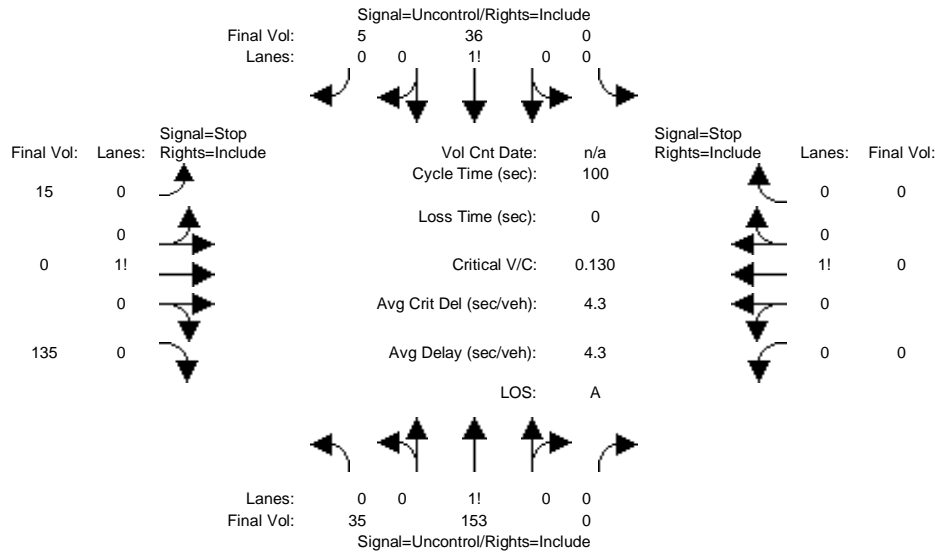
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	682	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.4	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			13.4		
ApproachLOS:	*			*			*			B		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #1091: Tara Road/Emmerson Street (Future)



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:	35	153	0	0	36	5	15	0	135	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:	35	153	0	0	36	5	15	0	135	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:	35	153	0	0	36	5	15	0	135	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:	35	153	0	0	36	5	15	0	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	153	0	0	36	5	15	0	135	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	41	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	262	262	39	329	264	153
Potent Cap.:	1581	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	732	647	1039	628	645	898
Move Cap.:	1581	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	719	632	1039	537	630	898
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.13	0.00	0.00	0.00

Level Of Service Module:

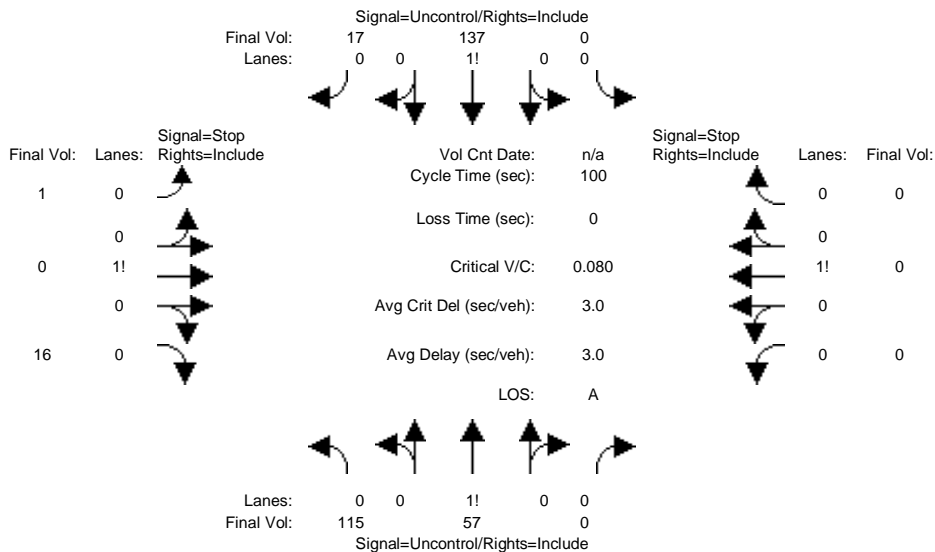
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	995	xxxxxx	xxxx	0	xxxxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Shrd ConDel:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.3			xxxxxx		
ApproachLOS:	*			*			A			*		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #1091: Tara Road/Emmerson Street (Future)



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:	115	57	0	0	137	17	1	0	16	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:	115	57	0	0	137	17	1	0	16	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:	115	57	0	0	137	17	1	0	16	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:	115	57	0	0	137	17	1	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	115	57	0	0	137	17	1	0	16	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	154	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	433	433	146	441	441	57
Potent Cap.:	1439	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	584	519	907	530	513	1015
Move Cap.:	1439	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	546	475	907	487	470	1015
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02	0.00	0.00	0.00

Level Of Service Module:

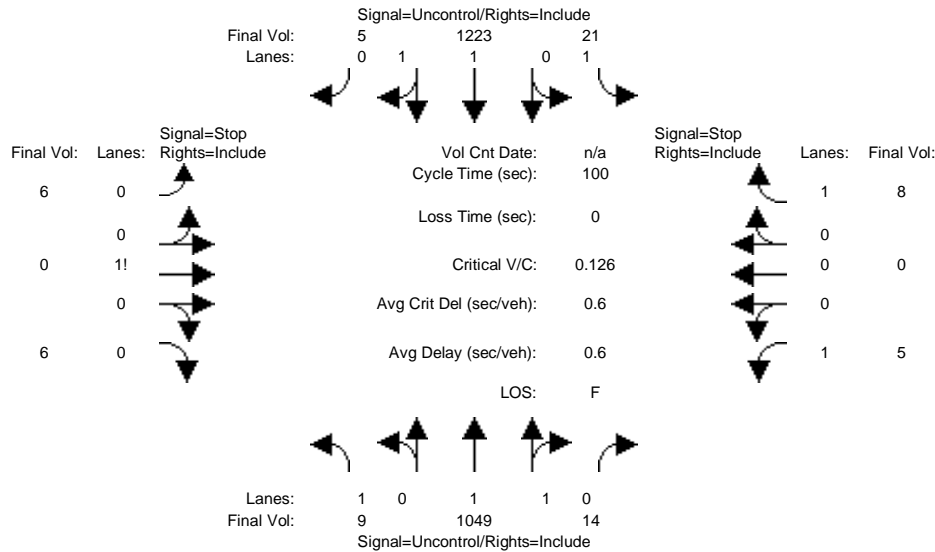
2Way95thQ:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	873	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.3	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.7	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx				9.2			xxxxxx	
ApproachLOS:	*				*				A			*	

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #1094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	9	1049	14	21	1223	5	6	0	6	5	0	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1049	14	21	1223	5	6	0	6	5	0	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1049	14	21	1223	5	6	0	6	5	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1049	14	21	1223	5	6	0	6	5	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	1049	14	21	1223	5	6	0	6	5	0	8

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

Capacity Module:												
Cnflct Vol:	1228	xxxx	xxxxx	1063	xxxx	xxxxx	1810	2349	614	1728	xxxx	532
Potent Cap.:	575	xxxx	xxxxx	663	xxxx	xxxxx	50	37	440	58	xxxx	498
Move Cap.:	575	xxxx	xxxxx	663	xxxx	xxxxx	48	35	440	55	xxxx	498
Volume/Cap:	0.02	xxxx	xxxx	0.03	xxxx	xxxx	0.13	0.00	0.01	0.09	xxxx	0.02

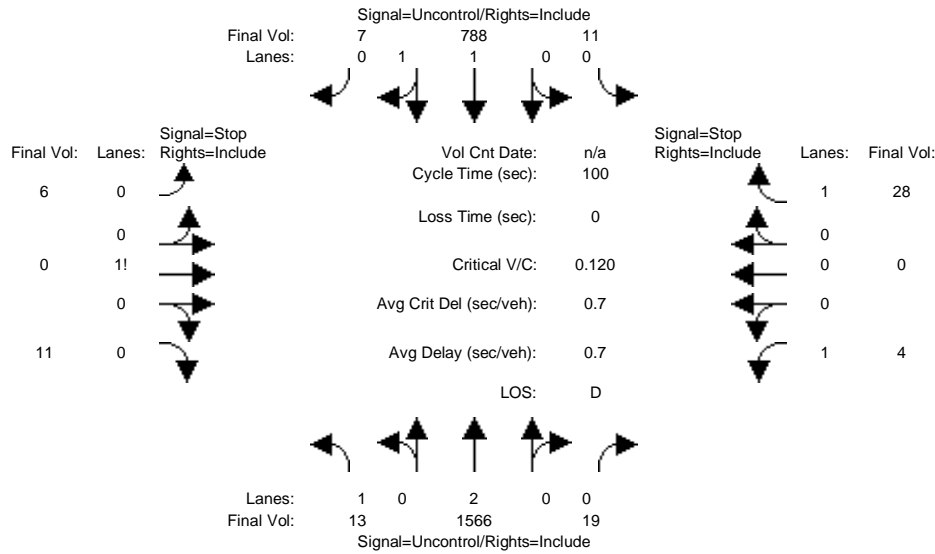
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.0
Control Del:	11.4	xxxx	xxxxx	10.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	76.6	xxxx	12.4
LOS by Move:	B	*	*	B	*	*	*	*	*	F	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	86	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	53.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			53.4			37.0		
ApproachLOS:		*			*		F			E		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #1094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	13	1566	19	11	788	7	6	0	11	4	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1566	19	11	788	7	6	0	11	4	0	28
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:	13	1566	19	11	788	7	6	0	11	4	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1566	19	11	788	7	6	0	11	4	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	1566	19	11	788	7	6	0	11	4	0	28

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

Capacity Module:												
Cnflct Vol:	795	xxxx	xxxxxx	1585	xxxx	xxxxxx	1623	2425	398	2018	xxxx	793
Potent Cap.:	835	xxxx	xxxxxx	420	xxxx	xxxxxx	70	33	608	35	xxxx	336
Move Cap.:	835	xxxx	xxxxxx	420	xxxx	xxxxxx	62	31	608	33	xxxx	336
Volume/Cap:	0.02	xxxx	xxxx	0.03	xxxx	xxxx	0.10	0.00	0.02	0.12	xxxx	0.08

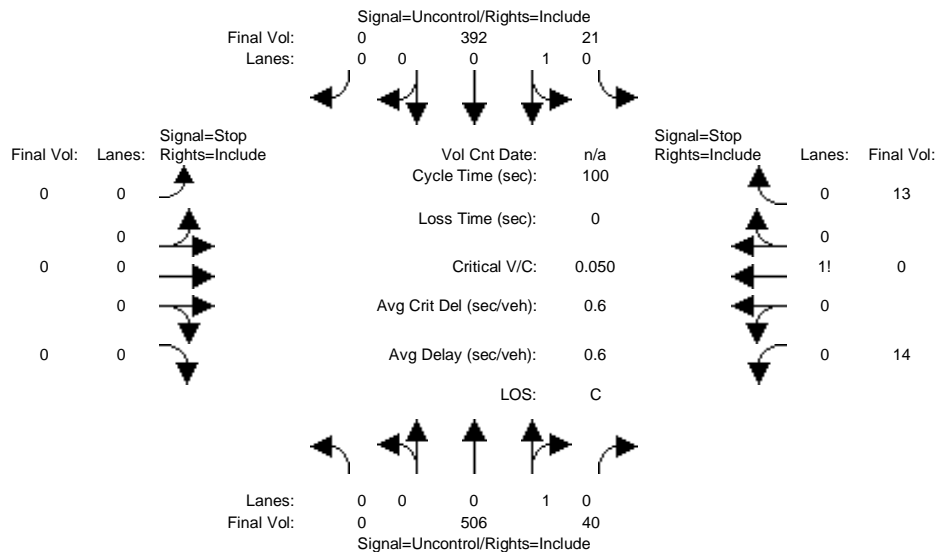
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.4	xxxx	0.3
Control Del:	9.4	xxxx	xxxxxx	13.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	127.1	xxxx	16.7
LOS by Move:	A	*	*	B	*	*	*	*	*	F	*	C
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	148	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	13.8	xxxx	xxxxxx	xxxxxx	32.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	B	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				32.6				30.5
ApproachLOS:		*			*			D				D

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #1097: Pulgas Avenue & Montage Street (Future)



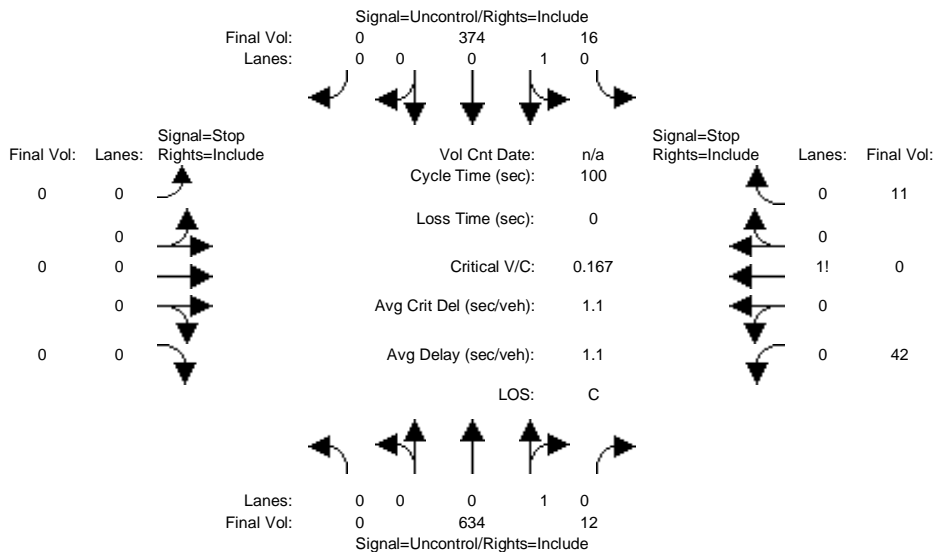
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	506	40	21	392	0	0	0	0	14	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	506	40	21	392	0	0	0	0	14	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	506	40	21	392	0	0	0	0	14	0	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:	0	506	40	21	392	0	0	0	0	14	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	506	40	21	392	0	0	0	0	14	0	13
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	546	xxxx	xxxx	xxxx	xxxx	xxxx	960	960	526
Potent Cap.:	xxxx	xxxx	xxxx	1033	xxxx	xxxx	xxxx	xxxx	xxxx	287	259	556
Move Cap.:	xxxx	xxxx	xxxx	1033	xxxx	xxxx	xxxx	xxxx	xxxx	283	253	556
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	8.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	370	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	8.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	15.5	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.5		
ApproachLOS:	*			*			*			C		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #1097: Pulgas Avenue & Montage Street (Future)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	634	12	16	374	0	0	0	0	42	0	11
Growth Adj:	1.00	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	634	12	16	374	0	0	0	0	42	0	11
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	634	12	16	374	0	0	0	0	42	0	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	634	12	16	374	0	0	0	0	42	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	634	12	16	374	0	0	0	0	42	0	11

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	646	xxxx	xxxxx	xxxx	xxxx	xxxxx	1046	1046	640
Potent Cap.:	xxxx	xxxx	xxxxx	949	xxxx	xxxxx	xxxx	xxxx	xxxxx	255	230	479
Move Cap.:	xxxx	xxxx	xxxxx	949	xxxx	xxxxx	xxxx	xxxx	xxxxx	252	226	479
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.02

Level Of Service Module:

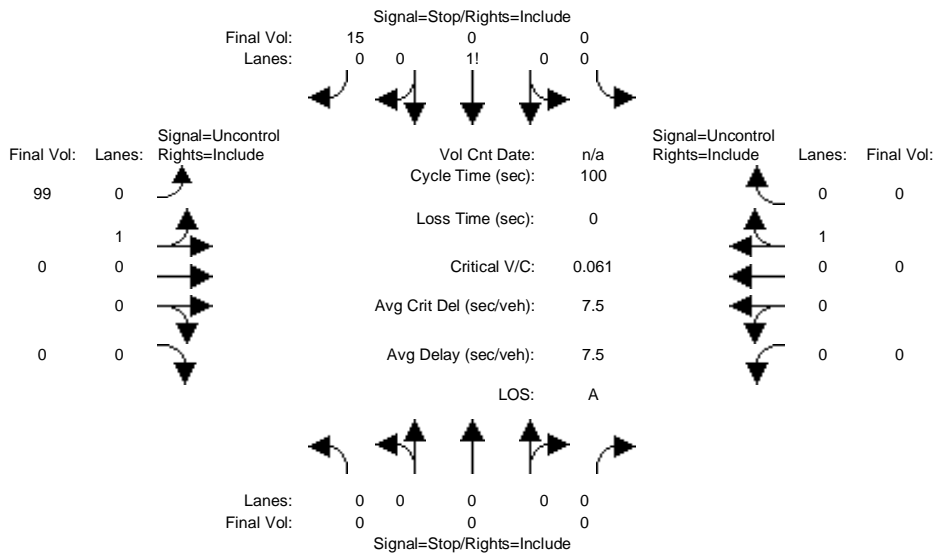
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	279	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.9	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			20.9		
ApproachLOS:	*			*			*			C		

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #1101: Tara Road and Weeks Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	15	99	0	0	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:	0	0	0	0	0	15	99	0	0	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:	0	0	0	0	0	15	99	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	15	99	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	15	99	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.06	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

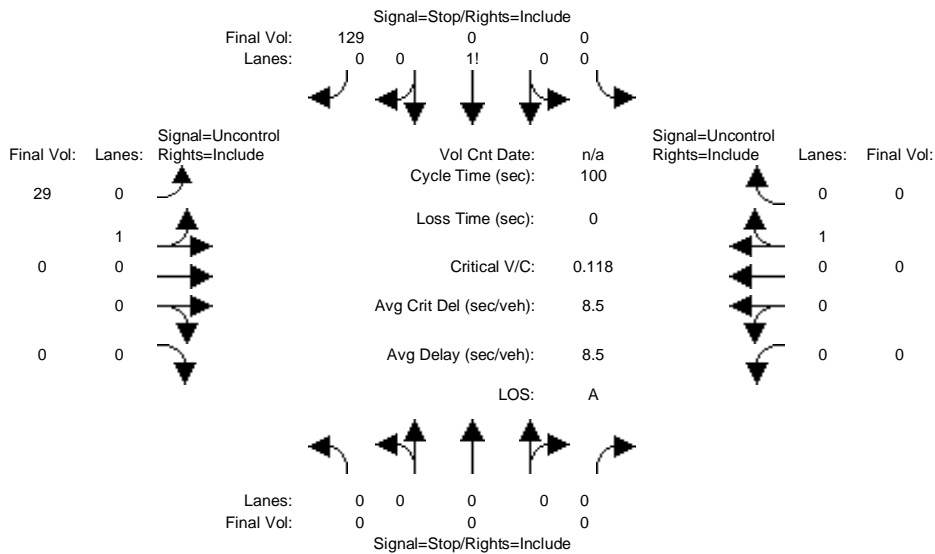
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	0.2	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.3	7.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.3			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #1101: Tara Road and Weeks Street (Future)



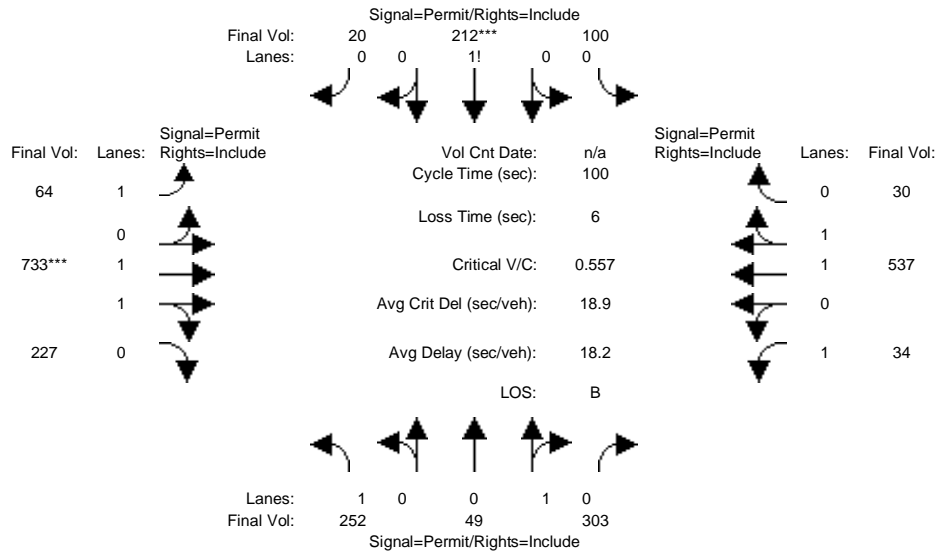
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	129	29	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	129	29	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	129	29	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	129	29	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	129	29	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.4	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.7	7.2	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.7		xxxxxx			xxxxxx	
ApproachLOS:	*					A		*			*	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	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:	Clarke Avenue NB			Clarke Avenue SB			Bay Road EB			Bay Road WB		
Base Vol:	252	49	303	100	212	20	64	733	227	34	537	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	49	303	100	212	20	64	733	227	34	537	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	252	49	303	100	212	20	64	733	227	34	537	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	49	303	100	212	20	64	733	227	34	537	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	49	303	100	212	20	64	733	227	34	537	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	252	49	303	100	212	20	64	733	227	34	537	30

Saturation Flow Module:	Clarke Avenue NB			Clarke Avenue SB			Bay Road EB			Bay Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.67	0.87	0.87	0.71	0.71	0.71	0.37	0.92	0.92	0.20	0.94	0.94
Lanes:	1.00	0.14	0.86	0.30	0.64	0.06	1.00	1.53	0.47	1.00	1.89	0.11
Final Sat.:	1273	230	1425	404	856	81	711	2660	824	376	3392	189

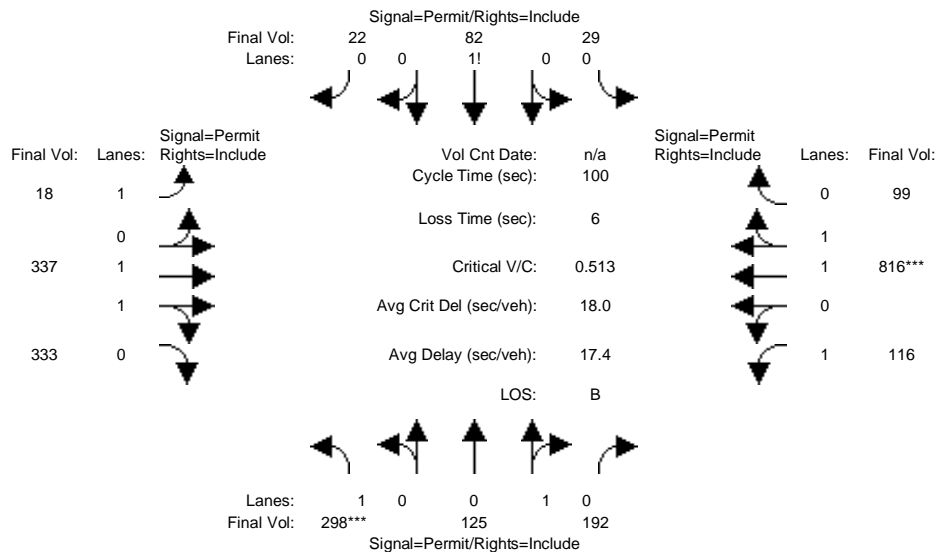
Capacity Analysis Module:	Clarke Avenue NB			Clarke Avenue SB			Bay Road EB			Bay Road WB		
Vol/Sat:	0.20	0.21	0.21	0.25	0.25	0.25	0.09	0.28	0.28	0.09	0.16	0.16
Crit Moves:					****			****				
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.44	0.48	0.48	0.56	0.56	0.56	0.18	0.56	0.56	0.18	0.32	0.32
Delay/Veh:	19.8	20.1	20.1	21.6	21.6	21.6	14.3	18.0	18.0	14.5	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:	19.8	20.1	20.1	21.6	21.6	21.6	14.3	18.0	18.0	14.5	15.3	15.3
LOS by Move:	B	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	6	8	8	8	8	8	1	11	11	1	5	5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:

	298	125	192	29	82	22	18	337	333	116	816	99
Base Vol:	298	125	192	29	82	22	18	337	333	116	816	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	125	192	29	82	22	18	337	333	116	816	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	125	192	29	82	22	18	337	333	116	816	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	125	192	29	82	22	18	337	333	116	816	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	125	192	29	82	22	18	337	333	116	816	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	298	125	192	29	82	22	18	337	333	116	816	99

Saturation Flow Module:

	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.91	0.91	0.88	0.88	0.88	0.22	0.88	0.88	0.32	0.93	0.93
Lanes:	1.00	0.39	0.61	0.22	0.62	0.16	1.00	1.01	0.99	1.00	1.78	0.22
Final Sat.:	1328	681	1046	363	1027	275	414	1680	1660	606	3168	384

Capacity Analysis Module:

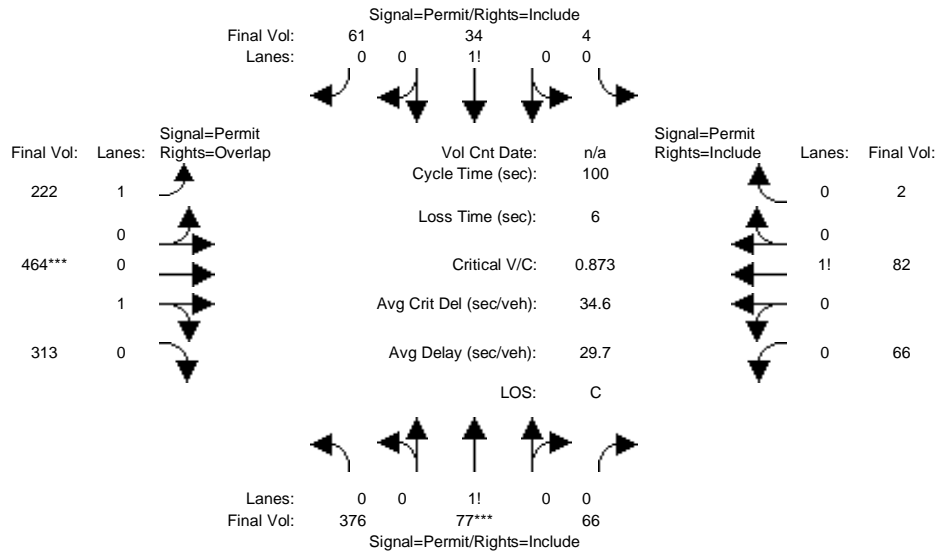
	0.22	0.18	0.18	0.08	0.08	0.08	0.04	0.20	0.20	0.19	0.26	0.26
Vol/Sat:	0.22	0.18	0.18	0.08	0.08	0.08	0.04	0.20	0.20	0.19	0.26	0.26
Crit Moves:	****									****		
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.51	0.42	0.42	0.18	0.18	0.18	0.09	0.40	0.40	0.38	0.51	0.51
Delay/Veh:	21.2	19.7	19.7	17.3	17.3	17.3	13.1	15.6	15.6	16.1	16.9	16.9
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:	21.2	19.7	19.7	17.3	17.3	17.3	13.1	15.6	15.6	16.1	16.9	16.9
LOS by Move:	C	B	B	B	B	B	B	B	B	B	B	B
HCM2kAvgQ:	7	7	7	2	2	2	0	7	7	3	10	10

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	376	77	66	4	34	61	222	464	313	66	82	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	77	66	4	34	61	222	464	313	66	82	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	77	66	4	34	61	222	464	313	66	82	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	376	77	66	4	34	61	222	464	313	66	82	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	77	66	4	34	61	222	464	313	66	82	2
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:	376	77	66	4	34	61	222	464	313	66	82	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.71	0.90	0.90	0.90	0.68	0.94	0.94	0.37	0.37	0.37
Lanes:	0.72	0.15	0.13	0.04	0.34	0.62	1.00	0.60	0.40	0.44	0.55	0.01
Final Sat.:	974	200	171	69	590	1059	1300	1067	719	312	388	9

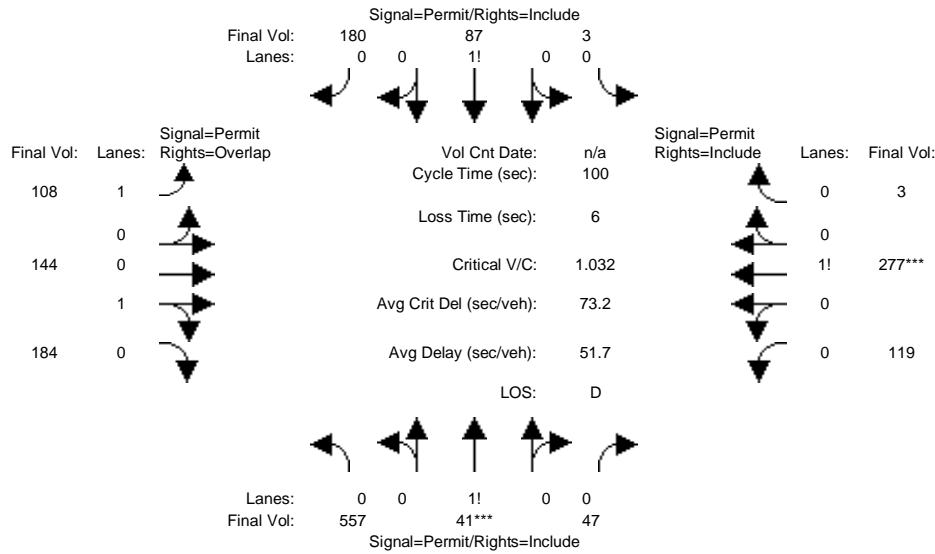
Capacity Analysis Module:												
Vol/Sat:	0.39	0.39	0.39	0.06	0.06	0.06	0.17	0.44	0.44	0.21	0.21	0.21
Crit Moves:	****						****					
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.87	0.87	0.87	0.13	0.13	0.13	0.34	0.87	0.87	0.42	0.42	0.42
Delay/Veh:	38.8	38.8	38.8	16.6	16.6	16.6	15.5	31.8	31.8	16.8	16.8	16.8
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:	38.8	38.8	38.8	16.6	16.6	16.6	15.5	31.8	31.8	16.8	16.8	16.8
LOS by Move:	D	D	D	B	B	B	B	C	C	B	B	B
HCM2kAvgQ:	18	18	18	2	2	2	4	24	24	3	3	3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
	557	41	47	3	87	180	108	144	184	119	277	3
Base Vol:	557	41	47	3	87	180	108	144	184	119	277	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	557	41	47	3	87	180	108	144	184	119	277	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	557	41	47	3	87	180	108	144	184	119	277	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	557	41	47	3	87	180	108	144	184	119	277	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	557	41	47	3	87	180	108	144	184	119	277	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	557	41	47	3	87	180	108	144	184	119	277	3

Saturation Flow Module:												
	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.55	0.55	0.55	0.91	0.91	0.91	0.76	0.92	0.92	0.59	0.59	0.59
Lanes:	0.87	0.06	0.07	0.01	0.32	0.67	1.00	0.44	0.56	0.30	0.69	0.01
Final Sat.:	910	67	77	19	555	1148	1435	764	976	333	775	8

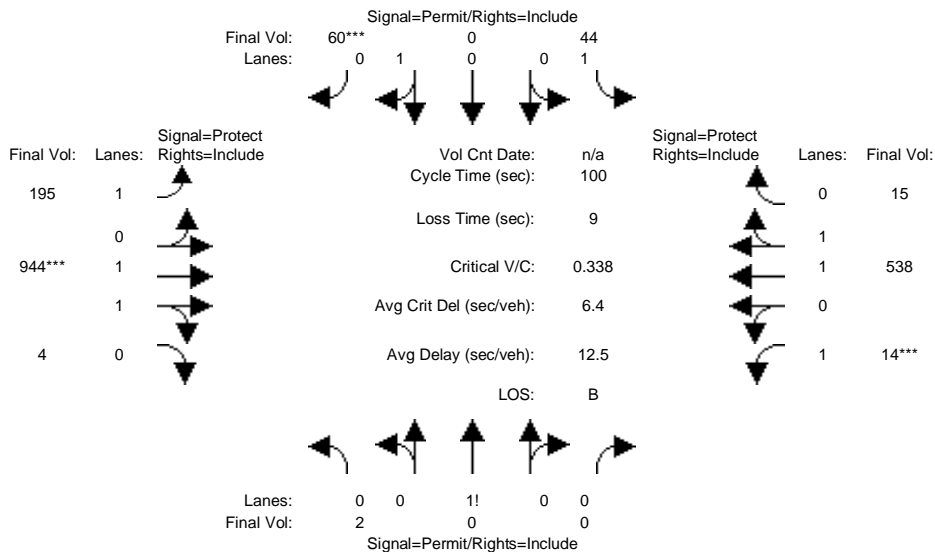
Capacity Analysis Module:												
	0.61	0.61	0.61	0.16	0.16	0.16	0.08	0.19	0.19	0.36	0.36	0.36
Vol/Sat:	0.61	0.61	0.61	0.16	0.16	0.16	0.08	0.19	0.19	0.36	0.36	0.36
Crit Moves:	****									****		
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	1.03	1.03	1.03	0.26	0.26	0.26	0.22	0.54	0.54	1.03	1.03	1.03
Delay/Veh:	64.7	64.7	64.7	9.9	9.9	9.9	23.3	27.3	27.3	86.8	86.8	86.8
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:	64.7	64.7	64.7	9.9	9.9	9.9	23.3	27.3	27.3	86.8	86.8	86.8
LOS by Move:	E	E	E	A	A	A	C	C	C	F	F	F
HCM2kAvgQ:	28	28	28	4	4	4	2	8	8	19	19	19

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #1110: Demeter St/Bay Rd (new signal)



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

Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	2	0	0	44	0	60	195	944	4	14	538	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	44	0	60	195	944	4	14	538	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	44	0	60	195	944	4	14	538	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	44	0	60	195	944	4	14	538	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	44	0	60	195	944	4	14	538	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	0	44	0	60	195	944	4	14	538	15

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	1.00	0.78	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	1644	0	0	1486	0	1615	1805	3591	15	1805	3498	98

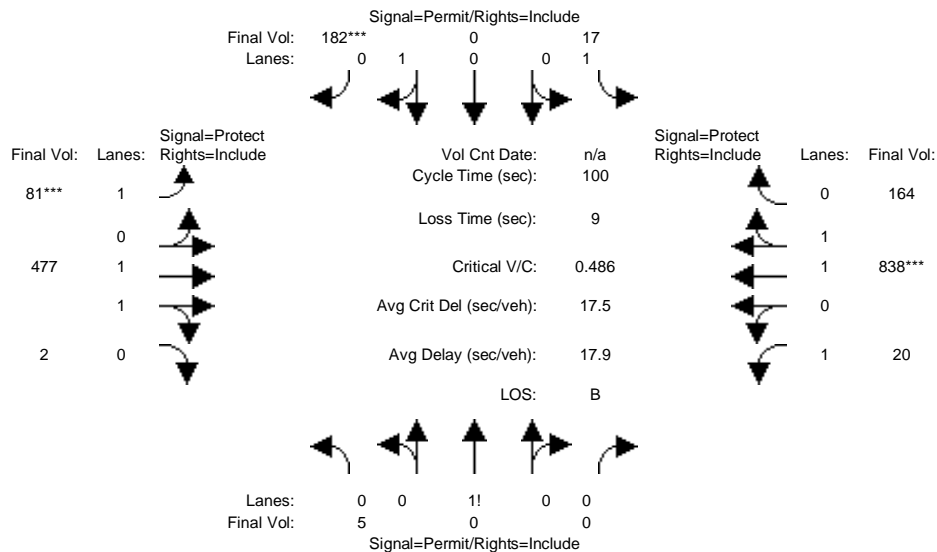
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.04	0.11	0.26	0.26	0.01	0.15	0.15
Crit Moves:						****		****		****		
Green/Cycle:	0.11	0.00	0.00	0.11	0.00	0.11	0.33	0.78	0.78	0.02	0.47	0.47
Volume/Cap:	0.01	0.00	0.00	0.27	0.00	0.34	0.33	0.34	0.34	0.34	0.33	0.33
Delay/Veh:	39.7	0.0	0.0	41.7	0.0	42.3	25.5	3.4	3.4	52.9	16.7	16.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	0.0	0.0	41.7	0.0	42.3	25.5	3.4	3.4	52.9	16.7	16.7
LOS by Move:	D	A	A	D	A	D	C	A	A	D	B	B
HCM2kAvgQ:	0	0	0	1	0	2	5	5	5	1	6	6

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #1110: Demeter St/Bay Rd (new signal)



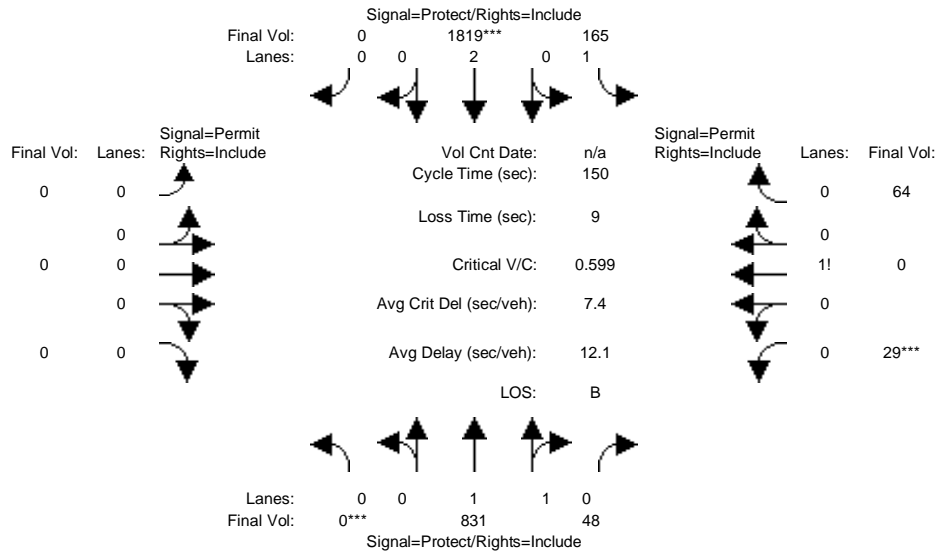
Street Name:	Demeter Street						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	5	0	0	17	0	182	81	477	2	20	838	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	17	0	182	81	477	2	20	838	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	17	0	182	81	477	2	20	838	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	17	0	182	81	477	2	20	838	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	17	0	182	81	477	2	20	838	164
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:	5	0	0	17	0	182	81	477	2	20	838	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	1.00	0.87	1.00	0.85	0.95	0.95	0.95	0.95	0.93	0.93
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.67	0.33
Final Sat.:	1636	0	0	1655	0	1615	1805	3591	15	1805	2944	576
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.11	0.04	0.13	0.13	0.01	0.28	0.28
Crit Moves:						****	****				****	
Green/Cycle:	0.23	0.00	0.00	0.23	0.00	0.23	0.09	0.44	0.44	0.23	0.59	0.59
Volume/Cap:	0.01	0.00	0.00	0.04	0.00	0.49	0.49	0.30	0.30	0.05	0.49	0.49
Delay/Veh:	29.6	0.0	0.0	29.9	0.0	34.2	45.4	17.9	17.9	29.7	12.2	12.2
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:	29.6	0.0	0.0	29.9	0.0	34.2	45.4	17.9	17.9	29.7	12.2	12.2
LOS by Move:	C	A	A	C	A	C	D	B	B	C	B	B
HCM2kAvgQ:	0	0	0	0	0	5	3	5	5	0	9	9

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

Ravenswood Specific Plan Update
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #1111: University/Purdue (new signal)



Street Name:	University Avenue						Purdue 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	10	10	7	10	10	0	0	0	10	0	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	831	48	165	1819	0	0	0	0	29	0	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:	0	831	48	165	1819	0	0	0	0	29	0	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:	0	831	48	165	1819	0	0	0	0	29	0	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:	0	831	48	165	1819	0	0	0	0	29	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	831	48	165	1819	0	0	0	0	29	0	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	831	48	165	1819	0	0	0	0	29	0	64

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	1.00	1.00	1.00	0.82	1.00	0.82
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Final Sat.:	0	3386	196	1805	3610	0	0	0	0	487	0	1074

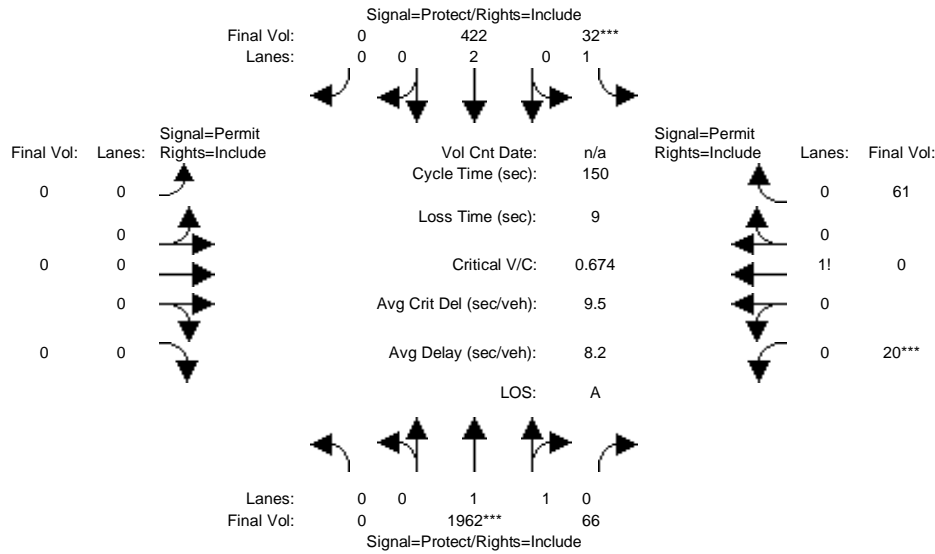
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.25	0.09	0.50	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	***			****						****		
Green/Cycle:	0.00	0.61	0.61	0.23	0.84	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.40	0.40	0.40	0.60	0.00	0.00	0.00	0.00	0.60	0.00	0.60
Delay/Veh:	0.0	15.0	15.0	49.8	4.2	0.0	0.0	0.0	0.0	71.0	0.0	71.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.0	15.0	49.8	4.2	0.0	0.0	0.0	0.0	71.0	0.0	71.0
LOS by Move:	A	B	B	D	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	11	11	6	14	0	0	0	0	5	0	5

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

Ravenswood Specific Plan Update
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #1111: University/Purdue (new signal)



Street Name:	University Avenue						Purdue Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
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
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	1962	66	32	422	0	0	0	0	20	0	61
Growth Adj:	1.00	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	1962	66	32	422	0	0	0	0	20	0	61
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	1962	66	32	422	0	0	0	0	20	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1962	66	32	422	0	0	0	0	20	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1962	66	32	422	0	0	0	0	20	0	61
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	1962	66	32	422	0	0	0	0	20	0	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.83	1.00	0.83
Lanes:	0.00	1.93	0.07	1.00	2.00	0.00	0.00	0.00	0.00	0.25	0.00	0.75
Final Sat.:	0	3475	117	1805	3610	0	0	0	0	390	0	1189

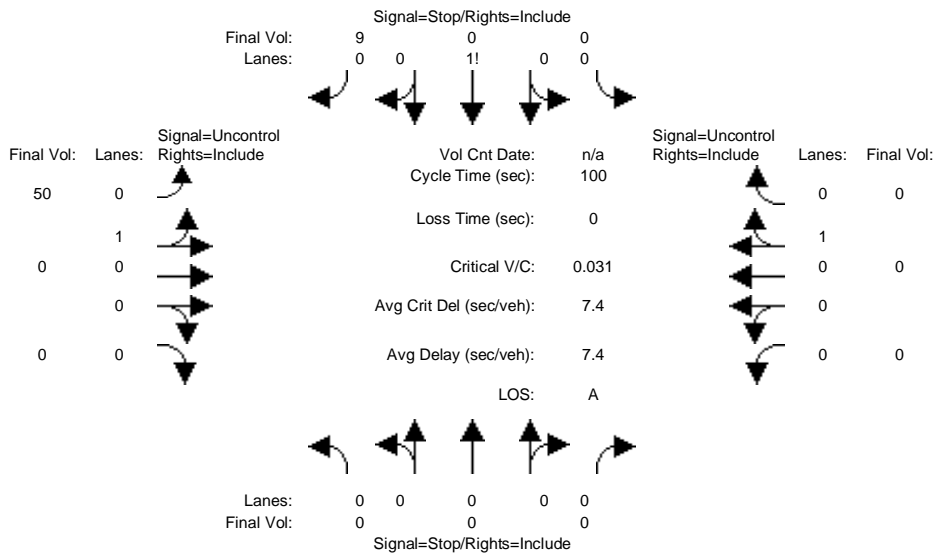
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.56	0.02	0.12	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****		****				****					
Green/Cycle:	0.00	0.84	0.84	0.03	0.86	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.67	0.67	0.67	0.14	0.00	0.00	0.00	0.00	0.67	0.00	0.67
Delay/Veh:	0.0	5.2	5.2	104.5	1.6	0.0	0.0	0.0	0.0	81.6	0.0	81.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.2	5.2	104.5	1.6	0.0	0.0	0.0	0.0	81.6	0.0	81.6
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	19	19	3	2	0	0	0	0	5	0	5

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	9	50	0	0	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:	0	0	0	0	0	9	50	0	0	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:	0	0	0	0	0	9	50	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	9	50	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	9	50	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.03	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

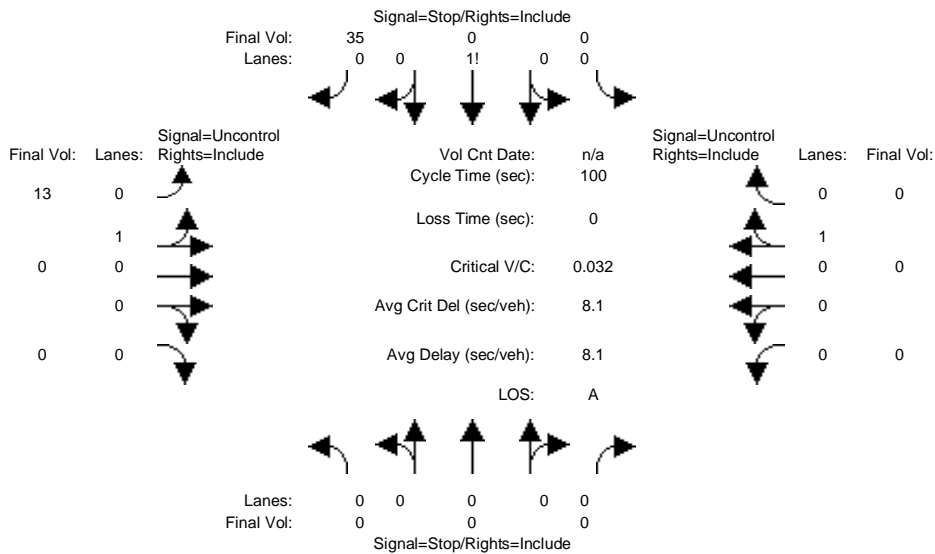
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.3	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.3			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

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

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	35	13	0	0	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:	0	0	0	0	0	35	13	0	0	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:	0	0	0	0	0	35	13	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	35	13	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	35	13	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

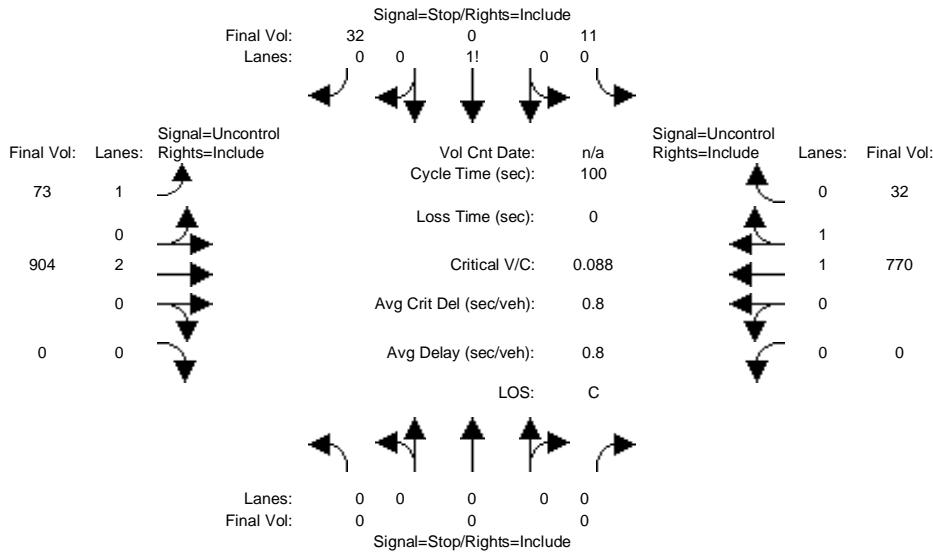
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	0.0	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.4	7.2	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				8.4		xxxxxx			xxxxxx		
ApproachLOS:	*				A		*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #1159: 4 Corners Dwy & Bay Road



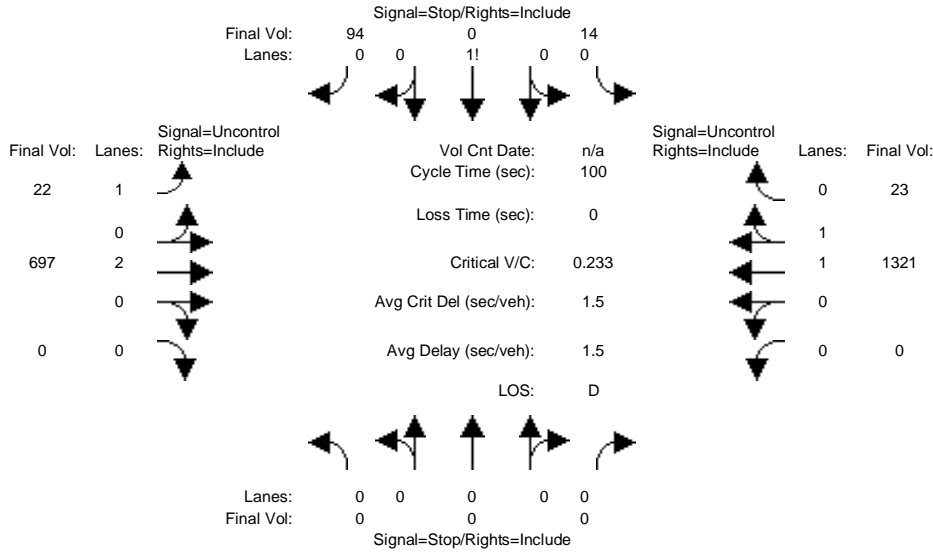
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	11	0	32	73	904	0	0	770	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	11	0	32	73	904	0	0	770	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	11	0	32	73	904	0	0	770	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:	0	0	0	11	0	32	73	904	0	0	770	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	11	0	32	73	904	0	0	770	32
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1384	1836	401	802	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	137	77	604	830	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	128	70	604	830	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	0.00	0.05	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	9.8	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	309	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	18.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				18.5		xxxxxx			xxxxxx		
ApproachLOS:	*				C		*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #1159: 4 Corners Dwy & Bay Road



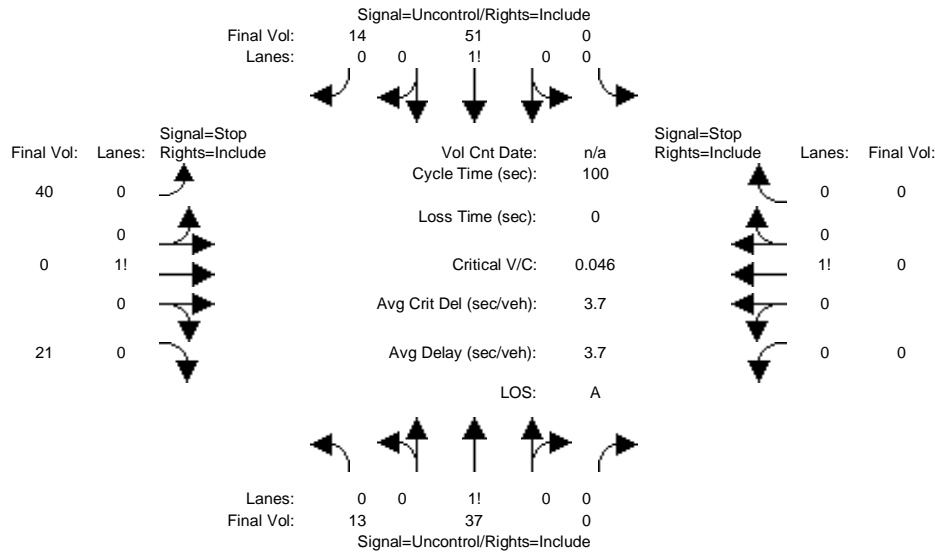
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	14	0	94	22	697	0	0	1321	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	94	22	697	0	0	1321	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	94	22	697	0	0	1321	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	14	0	94	22	697	0	0	1321	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	94	22	697	0	0	1321	23
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1725	2074	672	1344	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	82	55	403	519	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	79	52	403	519	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	0.00	0.23	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	12.2	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	263	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	1.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	27.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			27.9			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #1163: Tara Road and Montage Street (Future)



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:	13	37	0	0	51	14	40	0	21	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:	13	37	0	0	51	14	40	0	21	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:	13	37	0	0	51	14	40	0	21	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:	13	37	0	0	51	14	40	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	37	0	0	51	14	40	0	21	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	65	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	121	121	58	132	128	37
Potent Cap.:	1550	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	879	773	1014	845	766	1041
Move Cap.:	1550	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	874	767	1014	823	760	1041
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.02	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	917	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.2		xxxxxx		
ApproachLOS:	*			*				A		*		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #1163: Tara Road and Montage Street (Future)

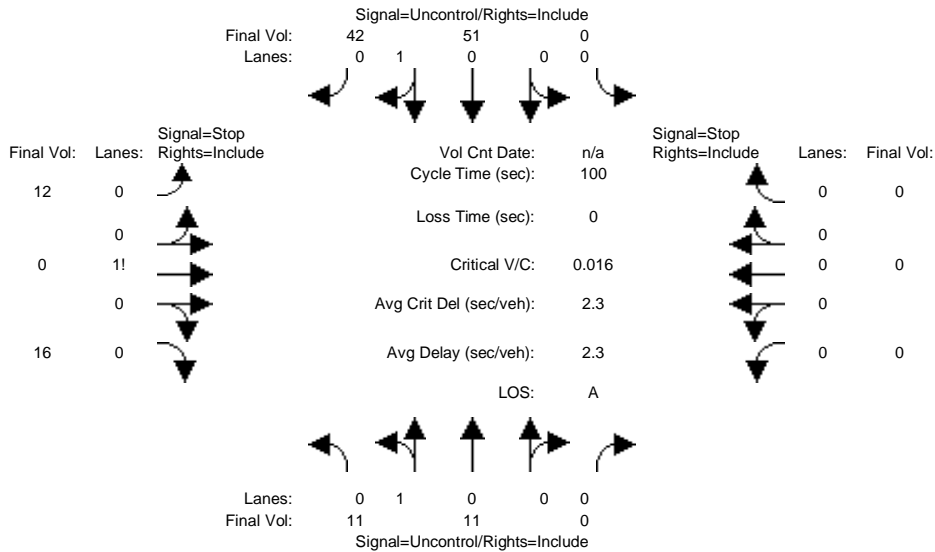
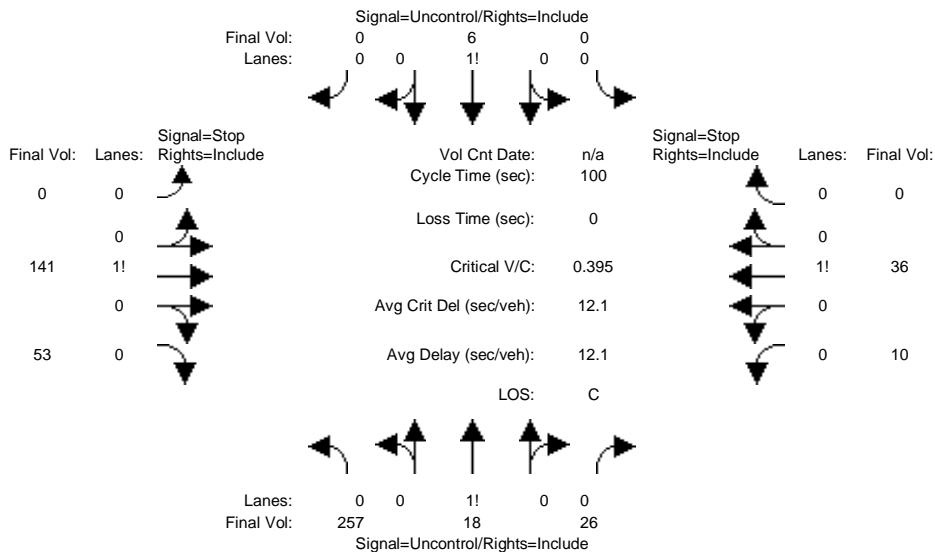


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. A large 'DRAFT' watermark is overlaid on the table.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd AM

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



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:	257	18	26	0	6	0	0	141	53	10	36	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:	257	18	26	0	6	0	0	141	53	10	36	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:	257	18	26	0	6	0	0	141	53	10	36	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:	257	18	26	0	6	0	0	141	53	10	36	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	257	18	26	0	6	0	0	141	53	10	36	0

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

Capacity Module:												
Cnflct Vol:	6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	564	6	648	551	xxxxxx
Potent Cap.:	1628	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	438	1083	386	445	xxxxxx
Move Cap.:	1628	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	357	1083	221	363	xxxxxx
Volume/Cap:	0.16	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.40	0.05	0.05	0.10	xxxx

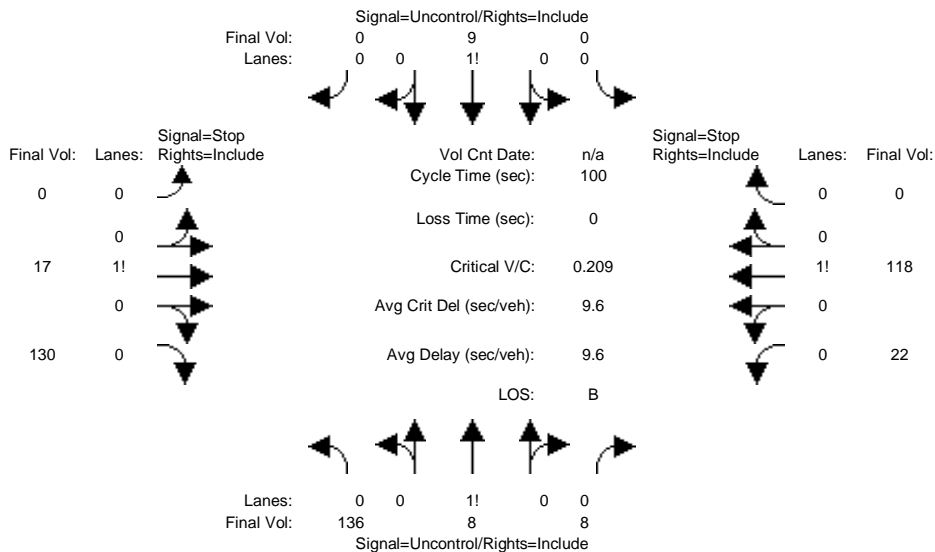
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	437	318	xxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	2.2	0.5	xxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	19.7	18.2	xxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	C	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	19.7	18.2	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	C	C	*	*	*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul 1.4 Prj with Loop Rd PM

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



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:	136	8	8	0	9	0	0	17	130	22	118	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:	136	8	8	0	9	0	0	17	130	22	118	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:	136	8	8	0	9	0	0	17	130	22	118	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:	136	8	8	0	9	0	0	17	130	22	118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	136	8	8	0	9	0	0	17	130	22	118	0

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	297	9	367	293	xxxxxx
Potent Cap.:	1624	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	618	1079	593	621	xxxxxx
Move Cap.:	1624	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	562	1079	475	565	xxxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.03	0.12	0.05	0.21	xxxxxx

Level Of Service Module:

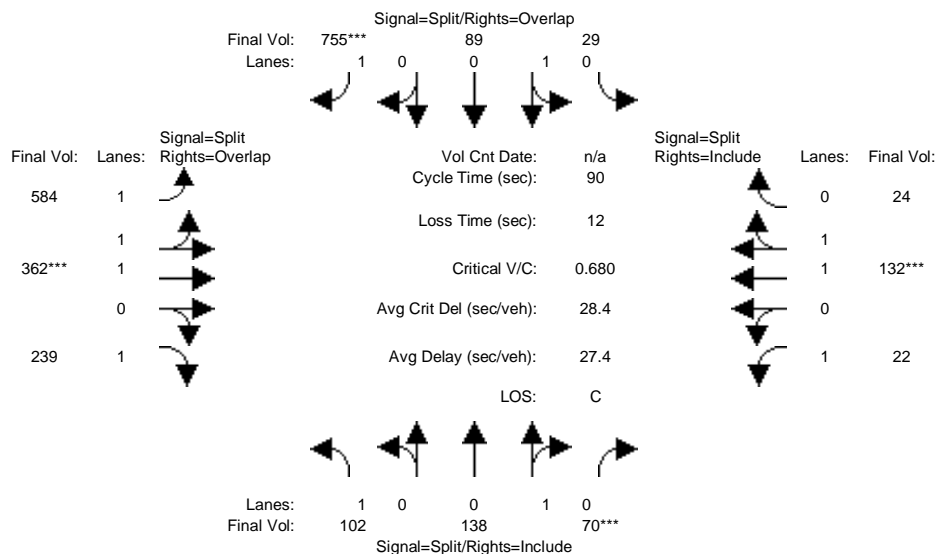
2Way95thQ:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	975	975	549	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.5	0.5	1.0	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.3	9.3	13.8	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	A	B	*	*
ApproachDel:	xxxxxx			xxxxxx				9.3		13.8		
ApproachLOS:	*			*				A		B		

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cummu+1.4WLANM

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



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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	102	138	70	29	89	755	584	362	239	22	132	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	138	70	29	89	755	584	362	239	22	132	24
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	138	70	29	89	755	584	362	239	22	132	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	138	70	29	89	755	584	362	239	22	132	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	138	70	29	89	755	584	362	239	22	132	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	138	70	29	89	755	584	362	239	22	132	24

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.99	0.92	0.92	0.98	0.95
Lanes:	1.00	0.66	0.34	0.25	0.75	1.00	1.90	1.10	1.00	1.00	1.68	0.32
Final Sat.:	1750	1194	606	442	1358	1750	3361	2084	1750	1750	3130	569

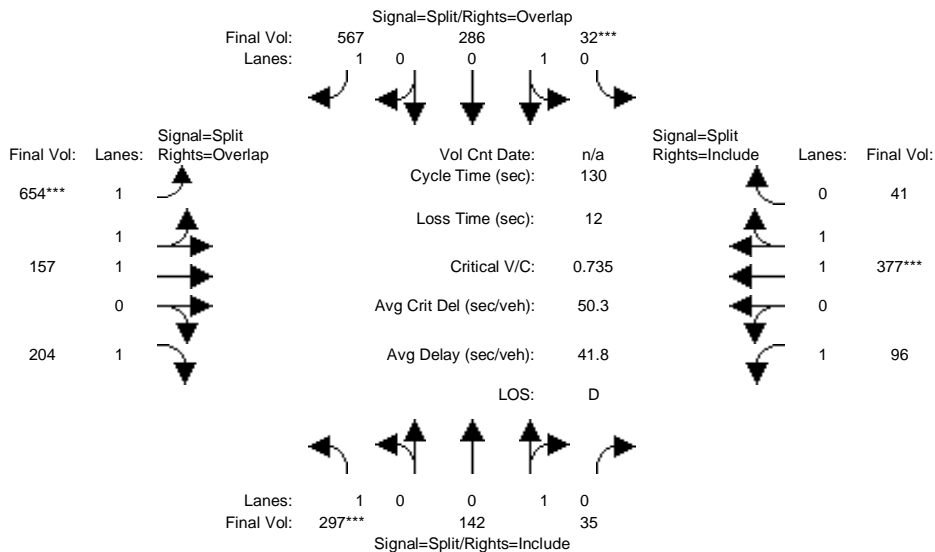
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.12	0.12	0.07	0.07	0.43	0.17	0.17	0.14	0.01	0.04	0.04
Crit Moves:			****			****			****			****
Green Time:	14.4	14.4	14.4	32.0	32.0	53.6	21.6	21.6	36.0	10.0	10.0	10.0
Volume/Cap:	0.37	0.72	0.72	0.18	0.18	0.72	0.72	0.72	0.34	0.11	0.38	0.38
Delay/Veh:	34.6	44.7	44.7	20.1	20.1	15.5	33.5	33.5	19.1	36.3	37.7	37.7
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:	34.6	44.7	44.7	20.1	20.1	15.5	33.5	33.5	19.1	36.3	37.7	37.7
LOS by Move:	C-	D	D	C+	C+	B	C-	C-	B-	D+	D+	D+
HCM2kAvgQ:	3	7	7	2	2	17	10	10	5	1	2	2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumu+1.4WL PM

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	297	142	35	32	286	567	654	157	204	96	377	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:	297	142	35	32	286	567	654	157	204	96	377	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:	297	142	35	32	286	567	654	157	204	96	377	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:	297	142	35	32	286	567	654	157	204	96	377	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	142	35	32	286	567	654	157	204	96	377	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:	297	142	35	32	286	567	654	157	204	96	377	41

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.80	0.20	0.10	0.90	1.00	2.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1750	1444	356	181	1619	1750	3150	1900	1750	1750	3337	363

Capacity Analysis Module:

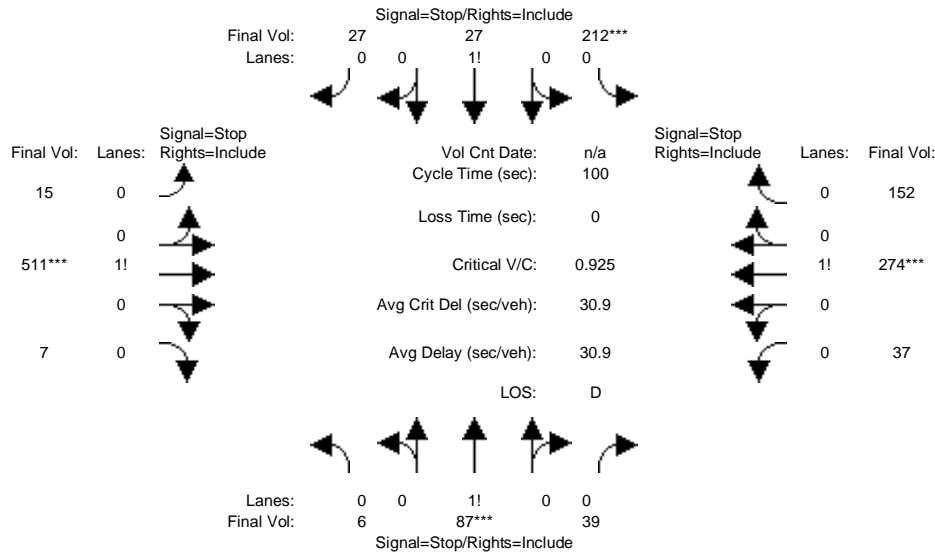
Vol/Sat:	0.17	0.10	0.10	0.18	0.18	0.32	0.21	0.08	0.12	0.05	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	30.0	30.0	30.0	31.3	31.3	68.0	36.7	36.7	66.8	20.0	20.0	20.0
Volume/Cap:	0.73	0.43	0.43	0.73	0.73	0.62	0.73	0.29	0.23	0.36	0.73	0.73
Delay/Veh:	53.2	43.3	43.3	52.0	52.0	23.2	44.8	36.5	17.5	50.1	57.4	57.4
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:	53.2	43.3	43.3	52.0	52.0	23.2	44.8	36.5	17.5	50.1	57.4	57.4
LOS by Move:	D-	D	D	D-	D-	C	D	D+	B	D	E+	E+
HCM2kAvgQ:	13	6	6	14	14	17	15	5	5	4	10	10

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



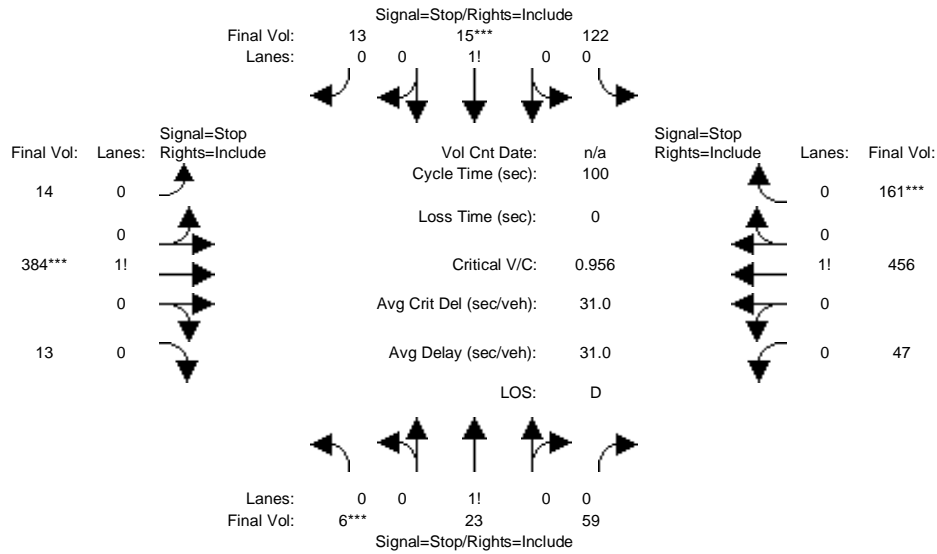
Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	87	39	212	27	27	15	511	7	37	274	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	87	39	212	27	27	15	511	7	37	274	152
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:	6	87	39	212	27	27	15	511	7	37	274	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	87	39	212	27	27	15	511	7	37	274	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	87	39	212	27	27	15	511	7	37	274	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	87	39	212	27	27	15	511	7	37	274	152
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.66	0.30	0.80	0.10	0.10	0.03	0.96	0.01	0.08	0.59	0.33
Final Sat.:	20	288	129	377	48	48	16	553	8	46	337	187
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.56	0.56	0.56	0.92	0.92	0.92	0.81	0.81	0.81
Crit Moves:	****			****			****			****		
Delay/Veh:	13.1	13.1	13.1	17.8	17.8	17.8	44.0	44.0	44.0	28.4	28.4	28.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	17.8	17.8	17.8	44.0	44.0	44.0	28.4	28.4	28.4
LOS by Move:	B	B	B	C	C	C	E	E	E	D	D	D
ApproachDel:	13.1			17.8			44.0			28.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.1			17.8			44.0			28.4		
LOS by Appr:	B			C			E			D		
AllWayAvgQ:	0.3	0.3	0.3	1.0	1.0	1.0	5.6	5.6	5.6	3.0	3.0	3.0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



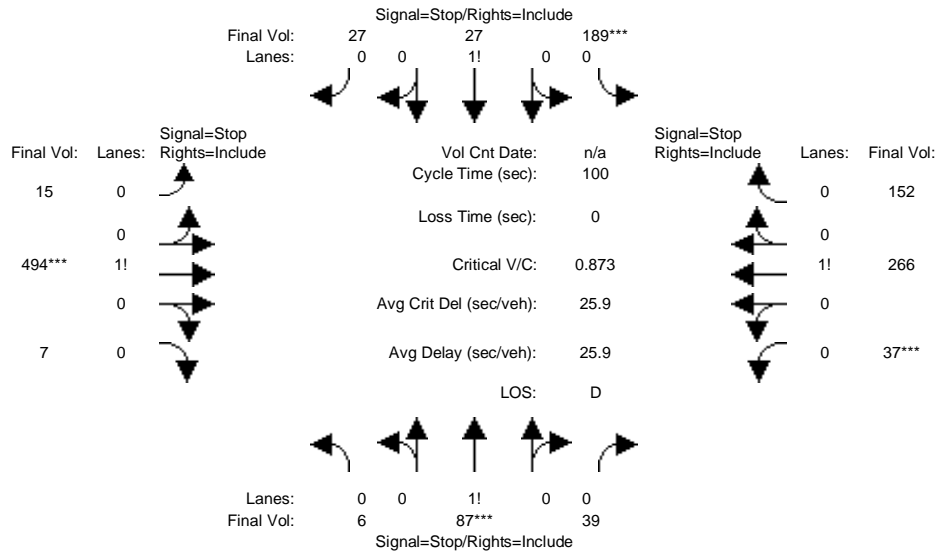
Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	23	59	122	15	13	14	384	13	47	456	161
Growth 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:	6	23	59	122	15	13	14	384	13	47	456	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:	6	23	59	122	15	13	14	384	13	47	456	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:	6	23	59	122	15	13	14	384	13	47	456	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	23	59	122	15	13	14	384	13	47	456	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
Final Volume:	6	23	59	122	15	13	14	384	13	47	456	161
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.26	0.67	0.81	0.10	0.09	0.03	0.94	0.03	0.07	0.69	0.24
Final Sat.:	34	132	339	407	50	43	21	588	20	49	477	168
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.65	0.65	0.65	0.96	0.96	0.96
Crit Moves:	***				***			***				***
Delay/Veh:	10.7	10.7	10.7	12.4	12.4	12.4	17.9	17.9	17.9	45.9	45.9	45.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	12.4	12.4	12.4	17.9	17.9	17.9	45.9	45.9	45.9
LOS by Move:	B	B	B	B	B	B	C	C	C	E	E	E
ApproachDel:		10.7			12.4			17.9			45.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			12.4			17.9			45.9	
LOS by Appr:		B			B			C			E	
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	1.6	1.6	1.6	7.3	7.3	7.3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



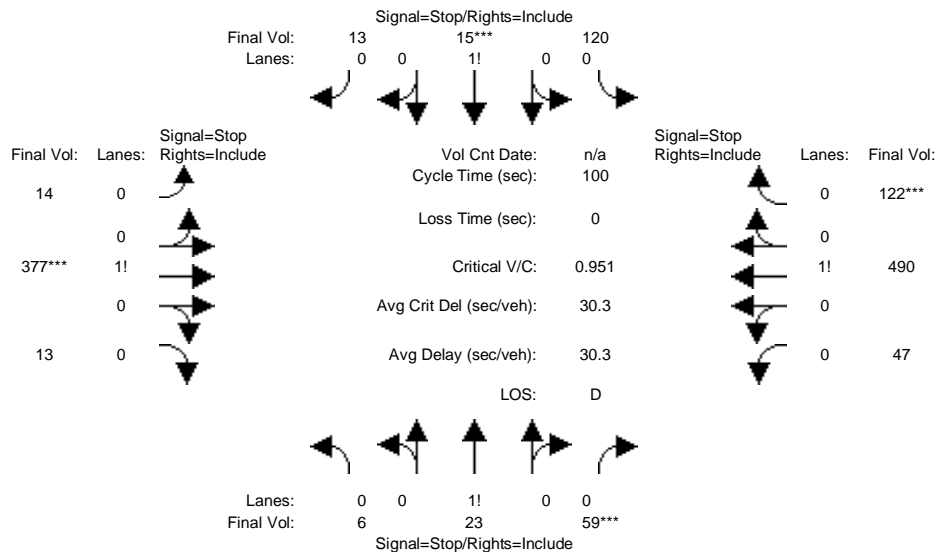
Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	87	39	189	27	27	15	494	7	37	266	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	87	39	189	27	27	15	494	7	37	266	152
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:	6	87	39	189	27	27	15	494	7	37	266	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	87	39	189	27	27	15	494	7	37	266	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	87	39	189	27	27	15	494	7	37	266	152
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:	6	87	39	189	27	27	15	494	7	37	266	152
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.66	0.30	0.78	0.11	0.11	0.03	0.96	0.01	0.08	0.59	0.33
Final Sat.:	20	293	131	370	53	53	17	566	8	48	344	197
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.51	0.51	0.51	0.87	0.87	0.87	0.77	0.77	0.77
Crit Moves:	****			****			****			****		
Delay/Veh:	12.6	12.6	12.6	16.0	16.0	16.0	35.0	35.0	35.0	24.6	24.6	24.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.6	12.6	16.0	16.0	16.0	35.0	35.0	35.0	24.6	24.6	24.6
LOS by Move:	B	B	B	C	C	C	D	D	D	C	C	C
ApproachDel:	12.6			16.0			35.0			24.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			16.0			35.0			24.6		
LOS by Appr:	B			C			D			C		
AllWayAvgQ:	0.3	0.3	0.3	0.8	0.8	0.8	4.3	4.3	4.3	2.6	2.6	2.6

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	6	23	59	120	15	13	14	377	13	47	490	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	23	59	120	15	13	14	377	13	47	490	122
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:	6	23	59	120	15	13	14	377	13	47	490	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	23	59	120	15	13	14	377	13	47	490	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	23	59	120	15	13	14	377	13	47	490	122
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:	6	23	59	120	15	13	14	377	13	47	490	122

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	0.07	0.26	0.67	0.81	0.10	0.09	0.03	0.94	0.03	0.07	0.74	0.19
Final Sat.:	35	133	341	406	51	44	22	588	20	49	515	128

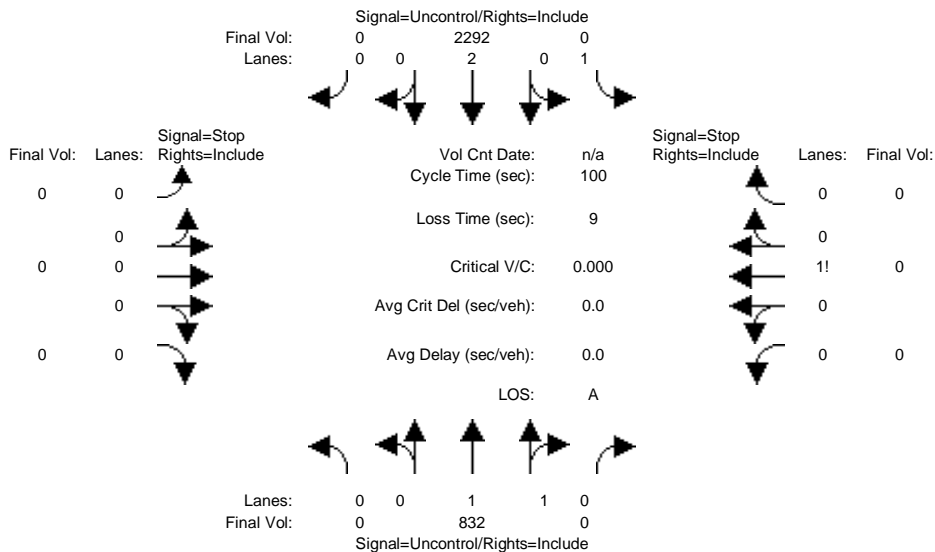
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.64	0.64	0.64	0.95	0.95	0.95
Crit Moves:			****			****			****			****
Delay/Veh:	10.7	10.7	10.7	12.3	12.3	12.3	17.4	17.4	17.4	44.9	44.9	44.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.7	10.7	10.7	12.3	12.3	12.3	17.4	17.4	17.4	44.9	44.9	44.9
LOS by Move:	B	B	B	B	B	B	C	C	C	E	E	E
ApproachDel:		10.7			12.3			17.4			44.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.7			12.3			17.4			44.9	
LOS by Appr:		B			B			C			E	
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	1.5	1.5	1.5	7.1	7.1	7.1

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #7: University Avenue and Loop Road [Future]



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

Volume Module:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	832	0	0	2292	0	0	0	0	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:	0	832	0	0	2292	0	0	0	0	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:	0	832	0	0	2292	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	832	0	0	2292	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	832	0	0	2292	0	0	0	0	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1978	3124	416
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	11	591
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	11	591
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00

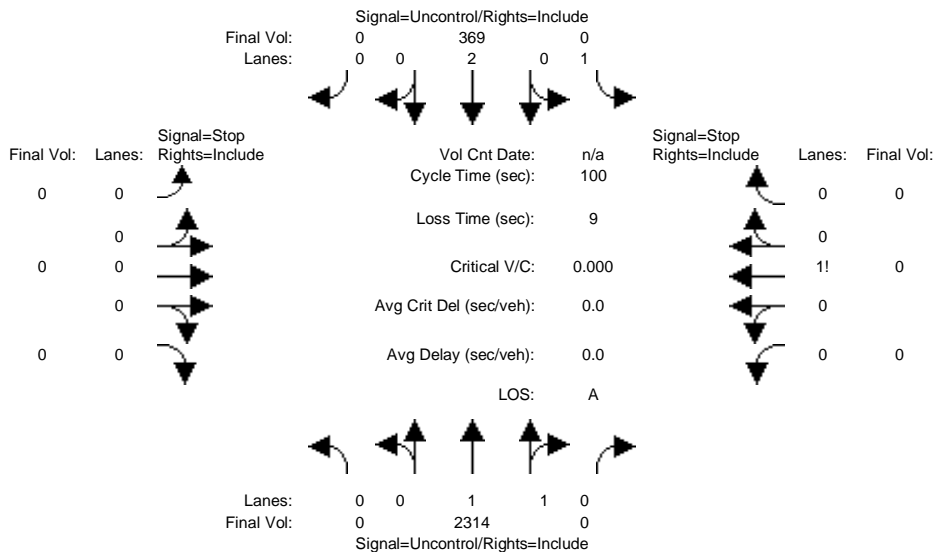
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	*	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #7: University Avenue and Loop Road [Future]



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

Volume Module:												
Base Vol:	0	2314	0	0	369	0	0	0	0	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:	0	2314	0	0	369	0	0	0	0	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:	0	2314	0	0	369	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2314	0	0	369	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2314	0	0	369	0	0	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2499	2683	1157
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	24	22	193
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	24	22	193
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.00	0.00	0.00

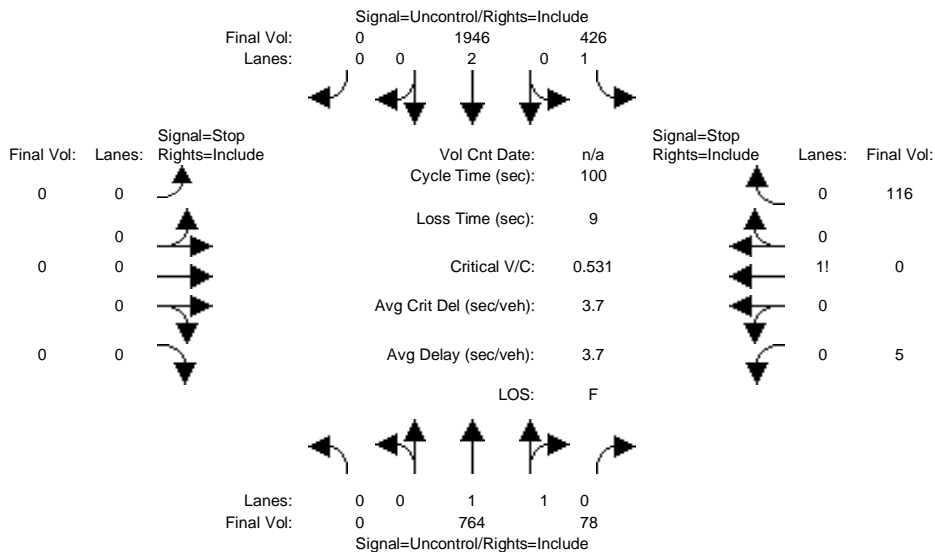
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #7: University Avenue and Loop Road [Future]



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

Volume Module:												
Base Vol:	0	764	78	426	1946	0	0	0	0	5	0	116
Growth Adj:	1.00	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	764	78	426	1946	0	0	0	0	5	0	116
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	764	78	426	1946	0	0	0	0	5	0	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	764	78	426	1946	0	0	0	0	5	0	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	764	78	426	1946	0	0	0	0	5	0	116

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	842	xxxx	xxxxx	xxxx	xxxx	xxxxx	2628	3601	421
Potent Cap.:	xxxx	xxxx	xxxxx	802	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	6	587
Move Cap.:	xxxx	xxxx	xxxxx	802	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	3	587
Volume/Cap:	xxxx	xxxx	xxxx	0.53	xxxx	xxxx	xxxx	xxxx	xxxx	0.43	0.00	0.20

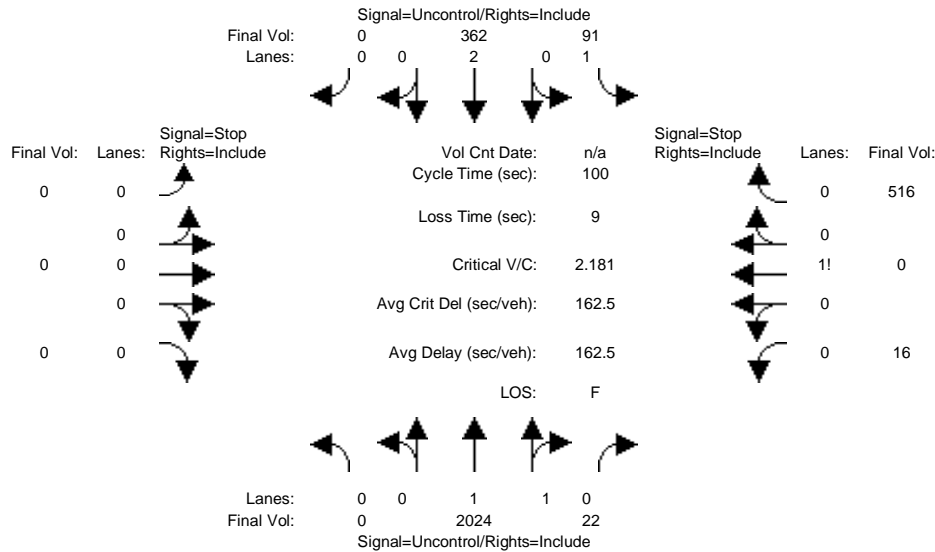
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	3.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	192	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	51.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				51.2	
ApproachLOS:	*			*			*			*	F	*

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #7: University Avenue and Loop Road [Future]



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

Volume Module:

Base Vol:	0	2024	22	91	362	0	0	0	0	16	0	516
Growth Adj:	1.00	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	2024	22	91	362	0	0	0	0	16	0	516
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	2024	22	91	362	0	0	0	0	16	0	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2024	22	91	362	0	0	0	0	16	0	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2024	22	91	362	0	0	0	0	16	0	516

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2046	xxxx	xxxxx	xxxx	xxxx	xxxxx	2398	2579	1023
Potent Cap.:	xxxx	xxxx	xxxxx	279	xxxx	xxxxx	xxxx	xxxx	xxxxx	29	26	237
Move Cap.:	xxxx	xxxx	xxxxx	279	xxxx	xxxxx	xxxx	xxxx	xxxxx	21	18	237
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.75	0.00	2.18

Level Of Service Module:

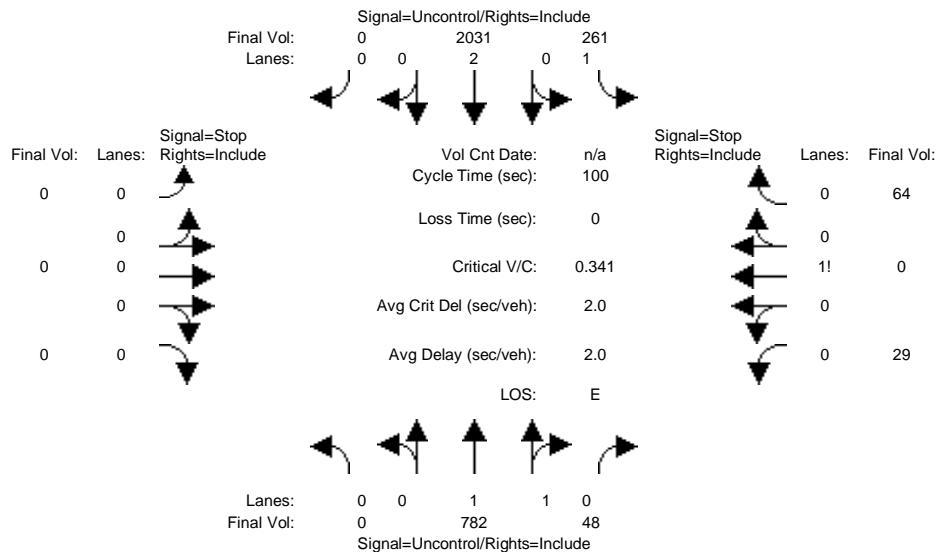
2Way95thQ:	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	24.0	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	182	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	48.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	922	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		xxxxxxx		921.6	
ApproachLOS:	*		*		*		*		*		F	

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

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #8: University Avenue and Purdue Avenue



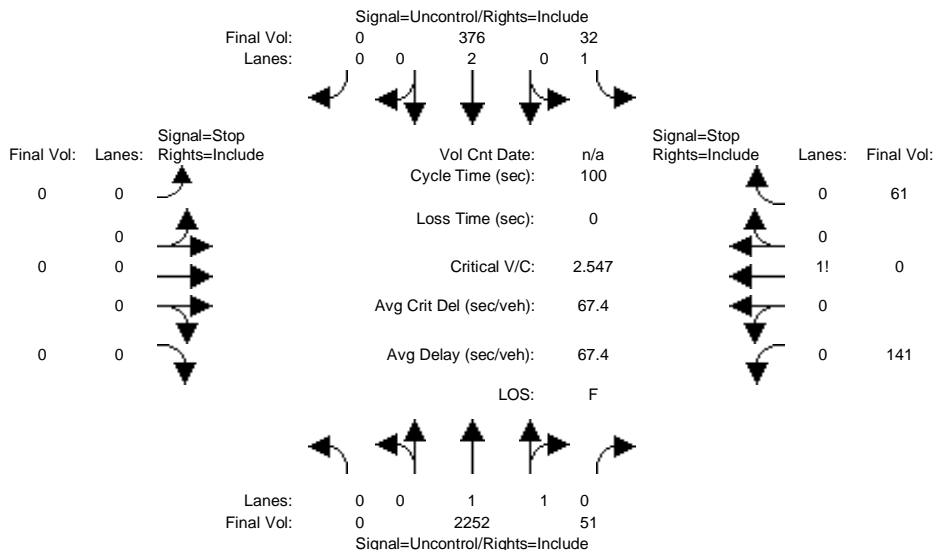
Street Name:	University Avenue						Purdue Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	782	48	261	2031	0	0	0	0	29	0	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	782	48	261	2031	0	0	0	0	29	0	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:	0	782	48	261	2031	0	0	0	0	29	0	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:	0	782	48	261	2031	0	0	0	0	29	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	782	48	261	2031	0	0	0	0	29	0	64
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	830	xxxx	xxxxx	xxxx	xxxx	xxxxx	2344	3359	415
Potent Cap.:	xxxx	xxxx	xxxxx	791	xxxx	xxxxx	xxxx	xxxx	xxxxx	30	8	586
Move Cap.:	xxxx	xxxx	xxxxx	791	xxxx	xxxxx	xxxx	xxxx	xxxxx	23	5	586
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	16	27	xxxxx	85	31	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.33	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	0.00	0.11
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	207	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	36.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			36.0		
ApproachLOS:		*			*			*			E	

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	2252	51	32	376	0	0	0	0	141	0	61
Growth Adj:	1.00	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	2252	51	32	376	0	0	0	0	141	0	61
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	2252	51	32	376	0	0	0	0	141	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2252	51	32	376	0	0	0	0	141	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2252	51	32	376	0	0	0	0	141	0	61

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2303	xxxx	xxxxx	xxxx	xxxx	xxxxx	2530	2718	1152
Potent Cap.:	xxxx	xxxx	xxxxx	212	xxxx	xxxxx	xxxx	xxxx	xxxxx	23	20	191
Move Cap.:	xxxx	xxxx	xxxxx	212	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	17	191
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	97	36	xxxxx	55	62	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	2.55	0.00	0.32

Level Of Service Module:

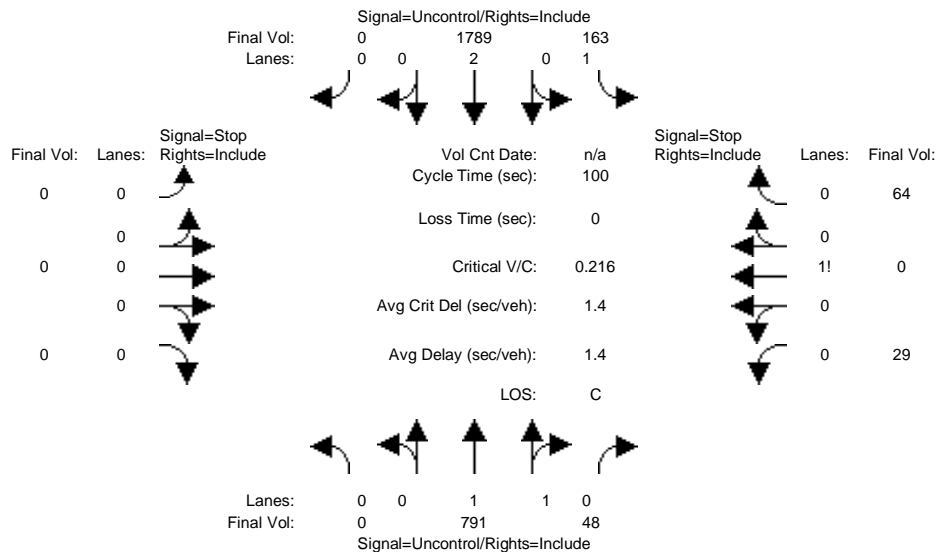
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	25.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	*	*	*	D	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	70	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	20.2	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	968	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*			
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			967.9					
ApproachLOS:		*		*			*			F					

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

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	791	48	163	1789	0	0	0	0	29	0	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:	0	791	48	163	1789	0	0	0	0	29	0	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:	0	791	48	163	1789	0	0	0	0	29	0	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:	0	791	48	163	1789	0	0	0	0	29	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	791	48	163	1789	0	0	0	0	29	0	64

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	839	xxxx	xxxxx	xxxx	xxxx	xxxxx	2036	2930	420
Potent Cap.:	xxxx	xxxx	xxxxx	785	xxxx	xxxxx	xxxx	xxxx	xxxxx	49	15	582
Move Cap.:	xxxx	xxxx	xxxxx	785	xxxx	xxxxx	xxxx	xxxx	xxxxx	41	12	582
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	35	53	xxxxx	134	58	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	xxxx	0.22	0.00	0.11

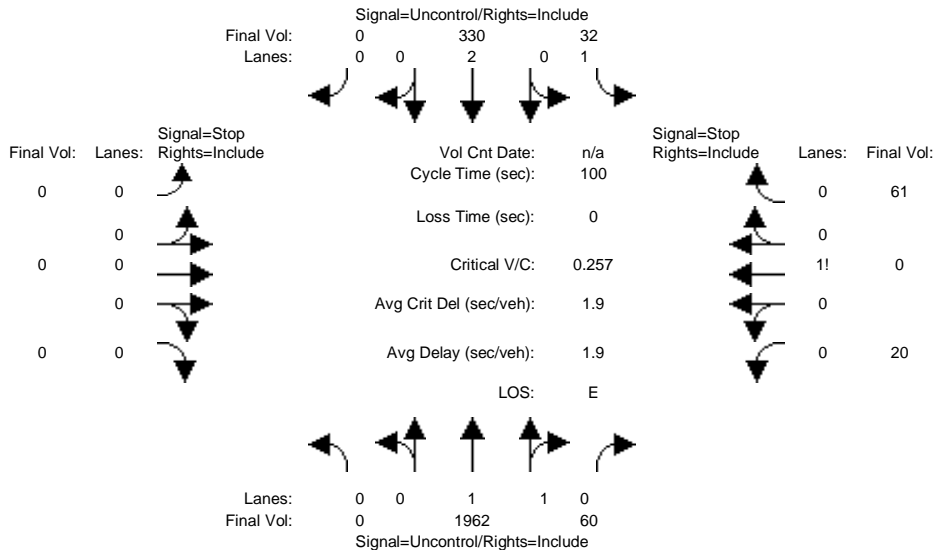
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	285	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	23.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.6		
ApproachLOS:		*		*		*	*		*		C	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
	University Avenue North Bound			University Avenue South Bound			Purdue Avenue East Bound			Purdue Avenue West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	1962	60	32	330	0	0	0	0	20	0	61
Growth Adj:	1.00	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	1962	60	32	330	0	0	0	0	20	0	61
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	1962	60	32	330	0	0	0	0	20	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1962	60	32	330	0	0	0	0	20	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	1962	60	32	330	0	0	0	0	20	0	61

Critical Gap Module:												
	University Avenue North Bound			University Avenue South Bound			Purdue Avenue East Bound			Purdue Avenue West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
	University Avenue North Bound			University Avenue South Bound			Purdue Avenue East Bound			Purdue Avenue West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Cnflct Vol:	xxxx	xxxx	xxxxx	2022	xxxx	xxxxx	xxxx	xxxx	xxxxx	2221	2386	1011
Potent Cap.:	xxxx	xxxx	xxxxx	274	xxxx	xxxxx	xxxx	xxxx	xxxxx	37	34	237
Move Cap.:	xxxx	xxxx	xxxxx	274	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	30	237
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	137	60	xxxxx	79	86	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.26

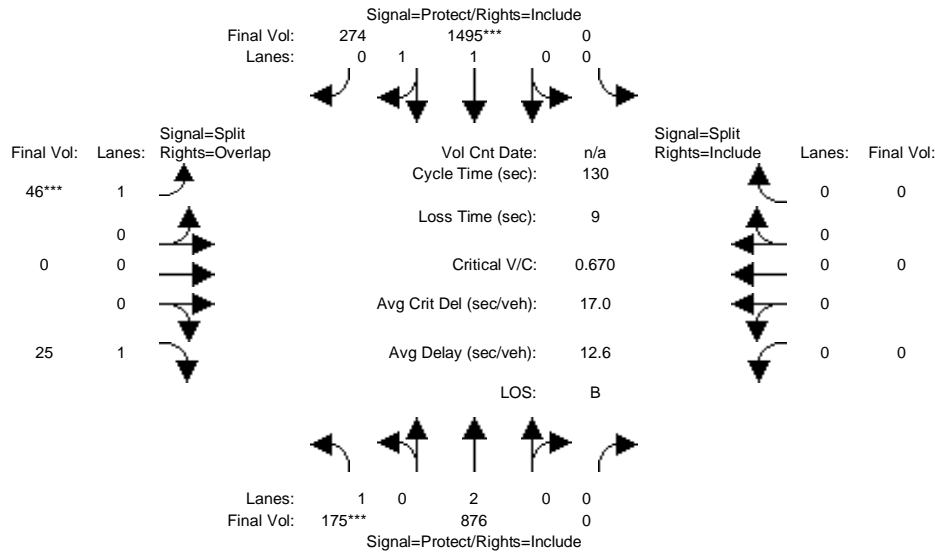
Level Of Service Module:												
	University Avenue North Bound			University Avenue South Bound			Purdue Avenue East Bound			Purdue Avenue West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	19.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	159	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	48.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			48.9		
ApproachLOS:		*			*			*			E	

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #9: University Avenue and O'Brien Drive



Street Name:	University Avenue						O'Brien Drive					
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	0	0	10	10	10	0	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:	175	876	0	0	1495	274	46	0	25	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:	175	876	0	0	1495	274	46	0	25	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:	175	876	0	0	1495	274	46	0	25	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:	175	876	0	0	1495	274	46	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	876	0	0	1495	274	46	0	25	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
Final Volume:	175	876	0	0	1495	274	46	0	25	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.69	0.31	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2981	546	1805	0	1615	0	0	0

Capacity Analysis Module:

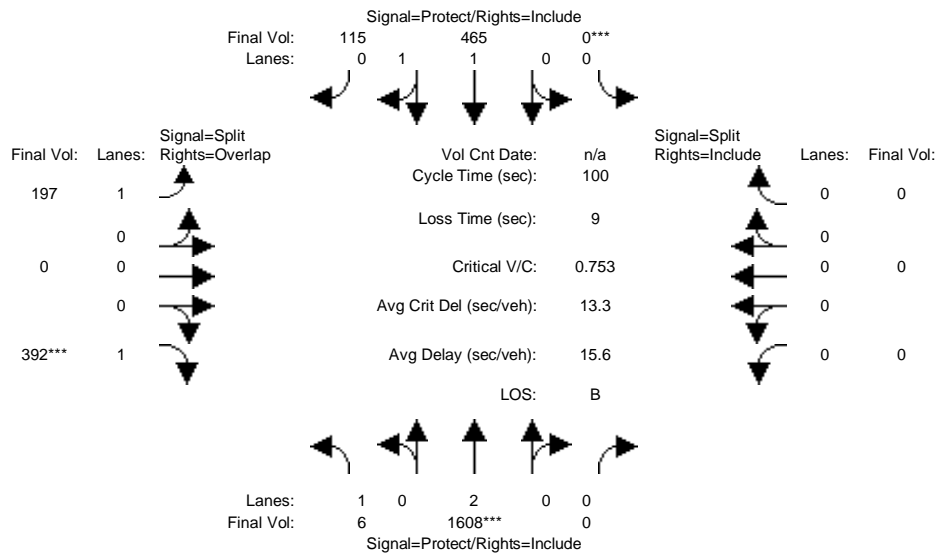
Vol/Sat:	0.10	0.24	0.00	0.00	0.50	0.50	0.03	0.00	0.02	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green/Cycle:	0.14	0.85	0.00	0.00	0.72	0.72	0.08	0.00	0.22	0.00	0.00	0.00
Volume/Cap:	0.70	0.28	0.00	0.00	0.70	0.70	0.33	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	62.0	1.9	0.0	0.0	11.5	11.5	58.2	0.0	40.7	0.0	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:	62.0	1.9	0.0	0.0	11.5	11.5	58.2	0.0	40.7	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	E	A	D	A	A	A
HCM2kAvgQ:	7	4	0	0	21	21	2	0	1	0	0	0

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

Ravenswood Specific Plan Update
 Hexagon Transportation Consultants
 City of East Palo Alto

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumul+2.8 Proj PM No Loop Rd

Intersection #9: University Avenue and O'Brien Drive



Street Name:	University Avenue						O'Brien Drive					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	0	0	10	10	10	0	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:	University Avenue NB			University Avenue SB			O'Brien Drive EB			O'Brien Drive WB		
Base Vol:	6	1608	0	0	465	115	197	0	392	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:	6	1608	0	0	465	115	197	0	392	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:	6	1608	0	0	465	115	197	0	392	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:	6	1608	0	0	465	115	197	0	392	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1608	0	0	465	115	197	0	392	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
Final Volume:	6	1608	0	0	465	115	197	0	392	0	0	0

Saturation Flow Module:	University Avenue NB			University Avenue SB			O'Brien Drive EB			O'Brien Drive WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.92	0.92	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.60	0.40	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2807	694	1805	0	1615	0	0	0

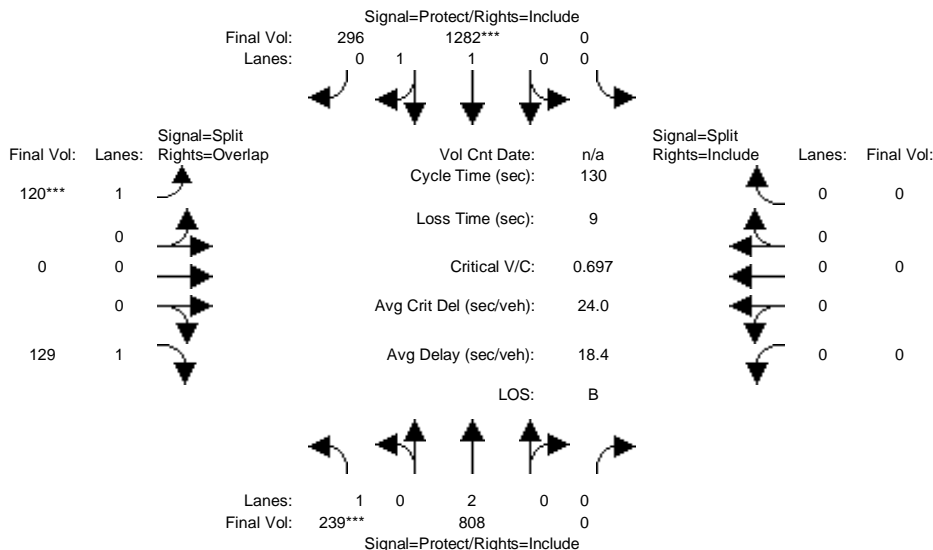
Capacity Analysis Module:	University Avenue NB			University Avenue SB			O'Brien Drive EB			O'Brien Drive WB		
Vol/Sat:	0.00	0.45	0.00	0.00	0.17	0.17	0.11	0.00	0.24	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.66	0.00	0.00	0.46	0.46	0.25	0.00	0.45	0.00	0.00	0.00
Volume/Cap:	0.02	0.68	0.00	0.00	0.36	0.36	0.43	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	32.5	11.5	0.0	0.0	17.6	17.6	31.9	0.0	20.9	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:	32.5	11.5	0.0	0.0	17.6	17.6	31.9	0.0	20.9	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	0	16	0	0	6	6	5	0	9	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #9: University Avenue and O'Brien Drive



Street Name: University Avenue O'Brien Drive
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	0	0	10	10	10	0	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:	239	808	0	0	1282	296	120	0	129	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:	239	808	0	0	1282	296	120	0	129	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:	239	808	0	0	1282	296	120	0	129	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:	239	808	0	0	1282	296	120	0	129	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	808	0	0	1282	296	120	0	129	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:	239	808	0	0	1282	296	120	0	129	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.92	0.92	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.62	0.38	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2851	658	1805	0	1615	0	0	0

Capacity Analysis Module:

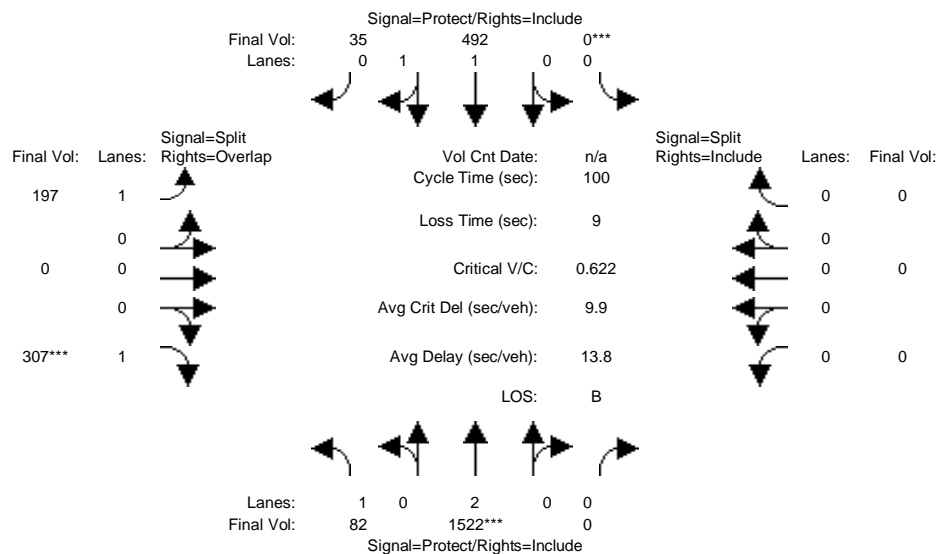
Vol/Sat:	0.13	0.22	0.00	0.00	0.45	0.45	0.07	0.00	0.08	0.00	0.00	0.00
Crit Moves:	***				****		****					
Green/Cycle:	0.19	0.84	0.00	0.00	0.65	0.65	0.10	0.00	0.29	0.00	0.00	0.00
Volume/Cap:	0.70	0.27	0.00	0.00	0.70	0.70	0.70	0.00	0.28	0.00	0.00	0.00
Delay/Veh:	55.3	2.3	0.0	0.0	15.8	15.8	68.8	0.0	36.4	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:	55.3	2.3	0.0	0.0	15.8	15.8	68.8	0.0	36.4	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	E	A	D	A	A	A
HCM2kAvgQ:	9	4	0	0	21	21	6	0	4	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #9: University Avenue and O'Brien Drive



Street Name:	University Avenue						O'Brien Drive					
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	0	0	10	10	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	82	1522	0	0	492	35	197	0	307	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:	82	1522	0	0	492	35	197	0	307	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:	82	1522	0	0	492	35	197	0	307	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:	82	1522	0	0	492	35	197	0	307	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1522	0	0	492	35	197	0	307	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
Final Volume:	82	1522	0	0	492	35	197	0	307	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3337	237	1805	0	1615	0	0	0

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.42	0.00	0.00	0.15	0.15	0.11	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.23	0.71	0.00	0.00	0.48	0.48	0.20	0.00	0.43	0.00	0.00	0.00
Volume/Cap:	0.20	0.60	0.00	0.00	0.31	0.31	0.54	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	31.5	7.7	0.0	0.0	15.9	15.9	37.4	0.0	20.5	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:	31.5	7.7	0.0	0.0	15.9	15.9	37.4	0.0	20.5	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	C	A	A	A
HCM2kAvgQ:	2	12	0	0	5	5	6	0	7	0	0	0

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #10: University Avenue and Notre Dame Avenue

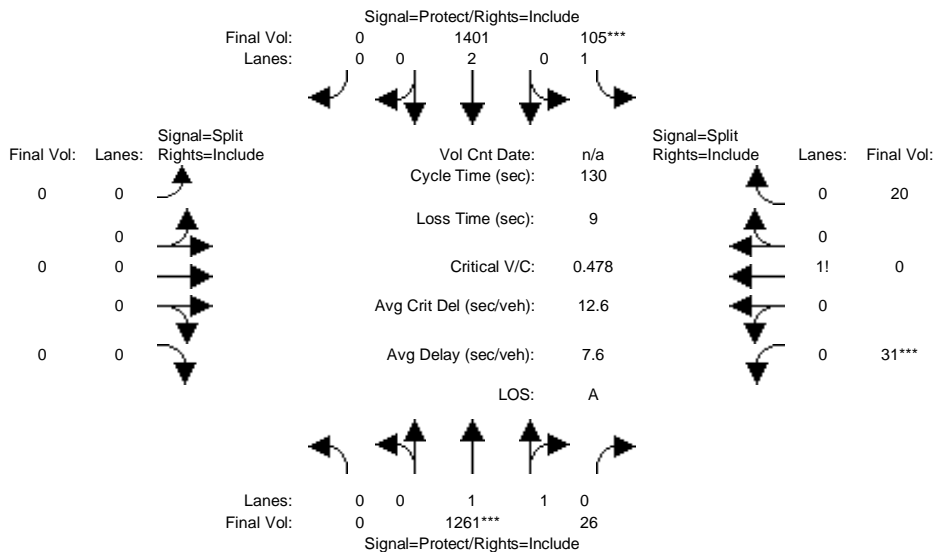


Table with 4 columns: Street Name, Approach, Movement, and timing values (Min. Green, Y+R).

Volume Module table showing various adjustment factors and final volumes for different lane configurations.

Saturation Flow Module table showing saturation flow rates and adjustment factors.

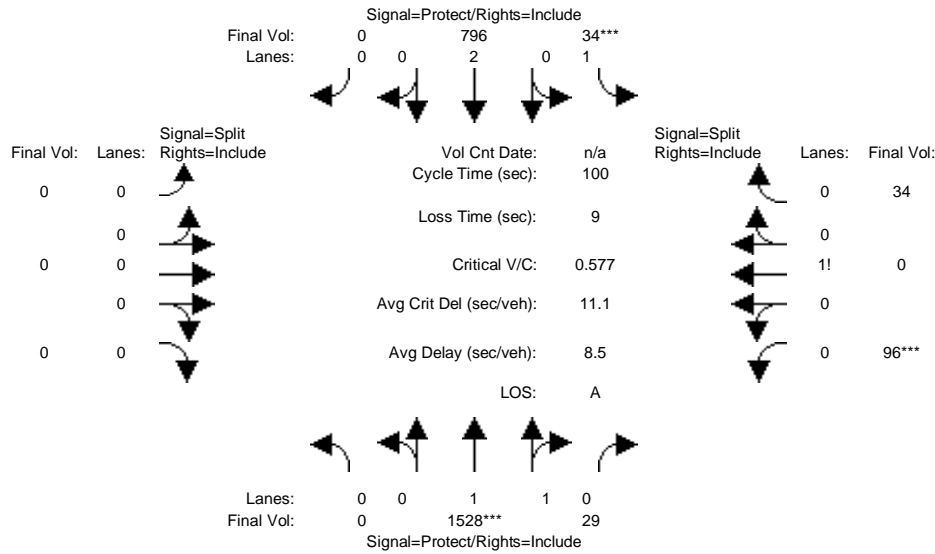
Capacity Analysis Module table showing capacity ratios, delay values, and LOS by move.

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #10: University Avenue and Notre Dame Avenue



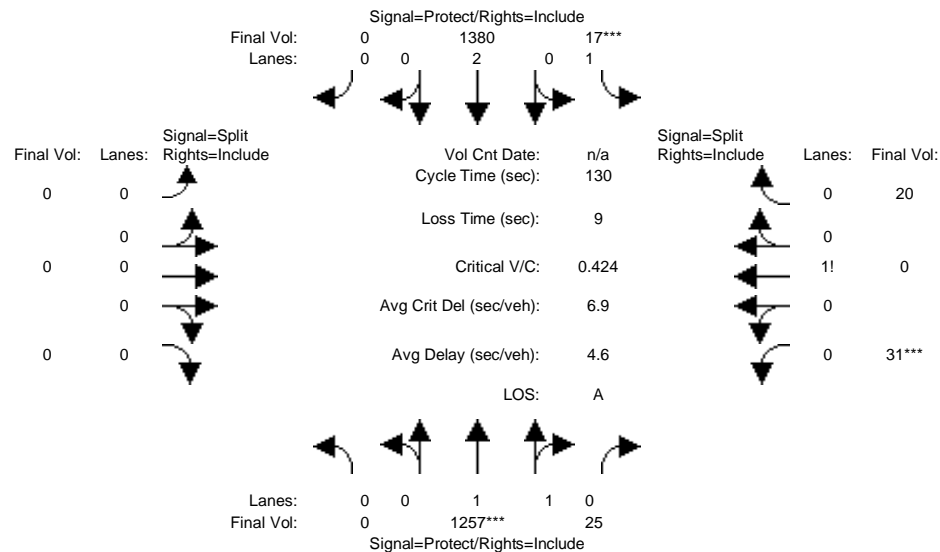
Street Name:	University Avenue						Notre Dame Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1528	29	34	796	0	0	0	0	96	0	34
Growth Adj:	1.00	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	1528	29	34	796	0	0	0	0	96	0	34
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	1528	29	34	796	0	0	0	0	96	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1528	29	34	796	0	0	0	0	96	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1528	29	34	796	0	0	0	0	96	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1528	29	34	796	0	0	0	0	96	0	34
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.74	0.00	0.26
Final Sat.:	0	3532	67	1805	3610	0	0	0	0	1305	0	462
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.02	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.72	0.72	0.07	0.79	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Volume/Cap:	0.00	0.60	0.60	0.27	0.28	0.00	0.00	0.00	0.00	0.60	0.00	0.60
Delay/Veh:	0.0	7.4	7.4	45.2	2.9	0.0	0.0	0.0	0.0	46.3	0.0	46.3
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	7.4	7.4	45.2	2.9	0.0	0.0	0.0	0.0	46.3	0.0	46.3
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	12	12	1	4	0	0	0	0	4	0	4

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame Avenue					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	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	1257	25	17	1380	0	0	0	0	31	0	20
Growth Adj:	1.00	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	1257	25	17	1380	0	0	0	0	31	0	20
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	1257	25	17	1380	0	0	0	0	31	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1257	25	17	1380	0	0	0	0	31	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1257	25	17	1380	0	0	0	0	31	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1257	25	17	1380	0	0	0	0	31	0	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.92
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.61	0.00	0.39
Final Sat.:	0	3529	70	1805	3610	0	0	0	0	1061	0	684

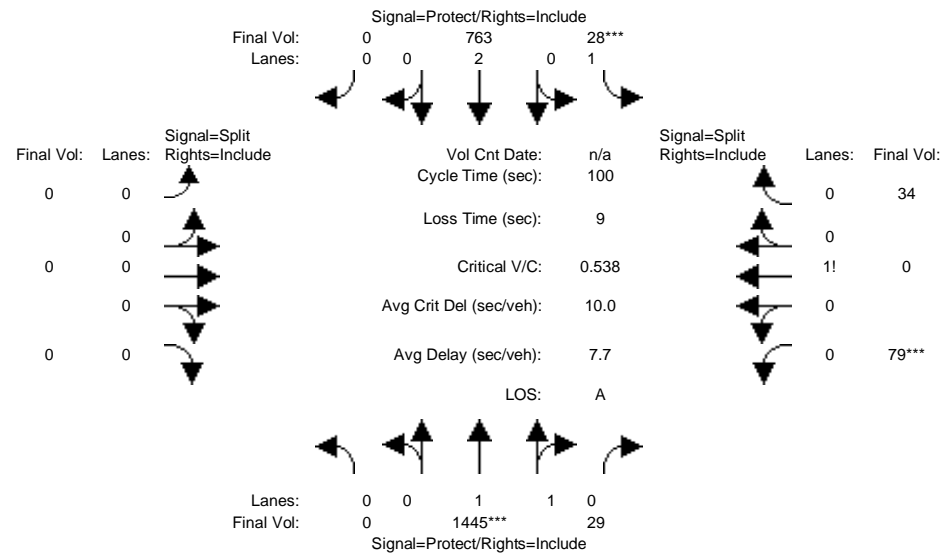
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.01	0.38	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:	****		****						****			
Green/Cycle:	0.00	0.80	0.80	0.05	0.85	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.45	0.45	0.17	0.45	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Delay/Veh:	0.0	4.1	4.1	59.6	2.4	0.0	0.0	0.0	0.0	58.8	0.0	58.8
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	4.1	4.1	59.6	2.4	0.0	0.0	0.0	0.0	58.8	0.0	58.8
LOS by Move:	A	A	A	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	8	8	1	7	0	0	0	0	2	0	2

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame 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	10	10	7	10	0	0	0	0	10	0	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	1445	29	28	763	0	0	0	0	79	0	34
Growth Adj:	1.00	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	1445	29	28	763	0	0	0	0	79	0	34
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	1445	29	28	763	0	0	0	0	79	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1445	29	28	763	0	0	0	0	79	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1445	29	28	763	0	0	0	0	79	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1445	29	28	763	0	0	0	0	79	0	34

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.70	0.00	0.30
Final Sat.:	0	3528	71	1805	3610	0	0	0	0	1231	0	530

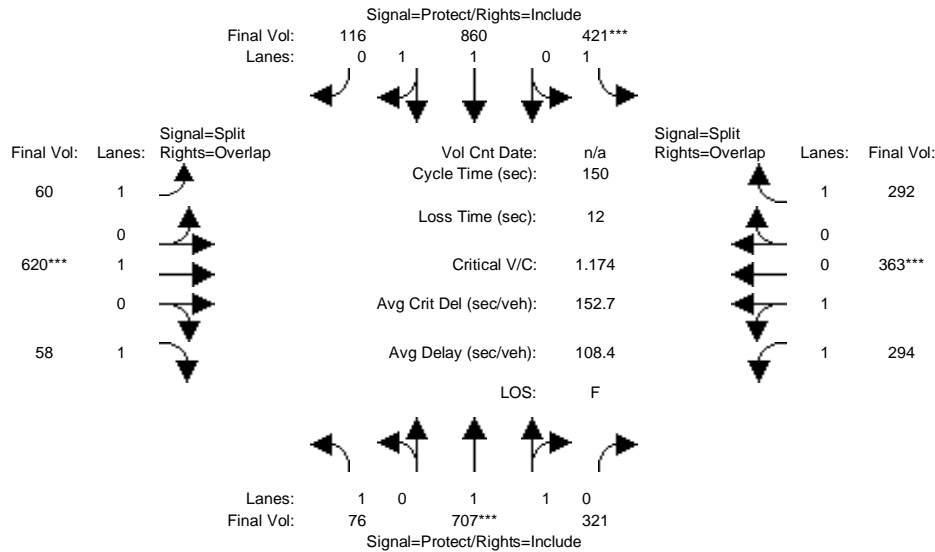
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.41	0.02	0.21	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:		****		****						****		
Green/Cycle:	0.00	0.73	0.73	0.07	0.80	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.00	0.56	0.56	0.22	0.27	0.00	0.00	0.00	0.00	0.56	0.00	0.56
Delay/Veh:	0.0	6.6	6.6	44.8	2.7	0.0	0.0	0.0	0.0	45.6	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.6	6.6	44.8	2.7	0.0	0.0	0.0	0.0	45.6	0.0	45.6
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	11	11	1	3	0	0	0	0	3	0	3

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	76	707	321	421	860	116	60	620	58	294	363	292
Growth Adj:	1.00	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	707	321	421	860	116	60	620	58	294	363	292
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	707	321	421	860	116	60	620	58	294	363	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	707	321	421	860	116	60	620	58	294	363	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	707	321	421	860	116	60	620	58	294	363	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	707	321	421	860	116	60	620	58	294	363	292

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.92	0.91	0.91	0.93	0.98	0.83	0.96	0.96	0.83
Lanes:	1.00	1.38	0.62	1.00	1.76	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1753	2297	1043	1753	3033	409	1769	1862	1583	1821	1821	1583

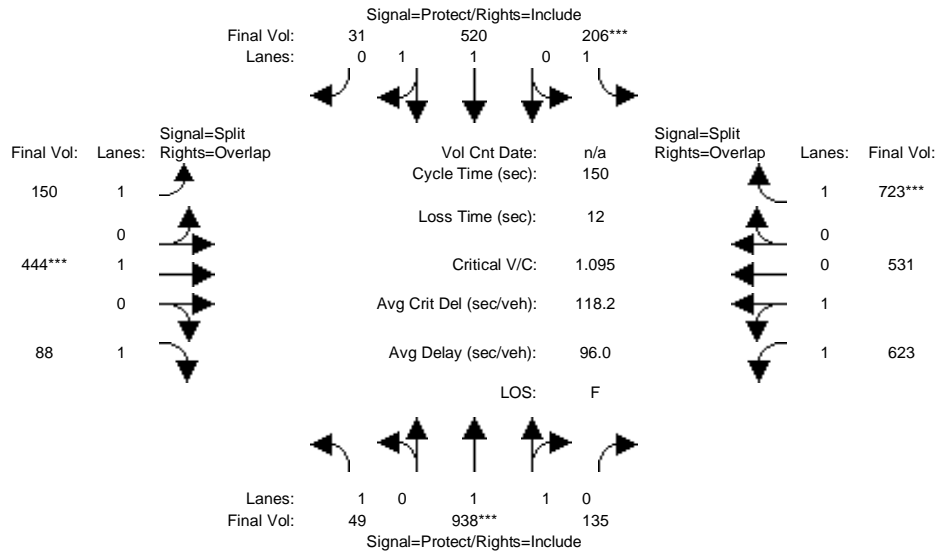
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.31	0.31	0.24	0.28	0.28	0.03	0.33	0.04	0.16	0.20	0.18
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.26	0.26	0.20	0.40	0.40	0.28	0.28	0.35	0.17	0.17	0.37
Volume/Cap:	0.66	1.17	1.17	1.17	0.71	0.71	0.12	1.17	0.10	0.95	1.17	0.49
Delay/Veh:	81.4	146	145.7	163.6	39.3	39.3	40.0	151	33.0	84.5	158	36.6
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:	81.4	146	145.7	163.6	39.3	39.3	40.0	151	33.0	84.5	158	36.6
LOS by Move:	F	F	F	F	D	D	D	F	C	F	F	D
HCM2kAvgQ:	5	37	37	30	20	20	2	42	2	17	26	10

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

Ravenswood Specific Plan Update
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2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	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:	49	938	135	206	520	31	150	444	88	623	531	723
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	938	135	206	520	31	150	444	88	623	531	723
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:	49	938	135	206	520	31	150	444	88	623	531	723
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	938	135	206	520	31	150	444	88	623	531	723
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	938	135	206	520	31	150	444	88	623	531	723
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:	49	938	135	206	520	31	150	444	88	623	531	723

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.92	0.92	0.93	0.98	0.83	0.95	0.95	0.83
Lanes:	1.00	1.75	0.25	1.00	1.89	0.11	1.00	1.00	1.00	1.08	0.92	1.00
Final Sat.:	1753	3006	433	1753	3282	196	1769	1862	1583	1958	1669	1583

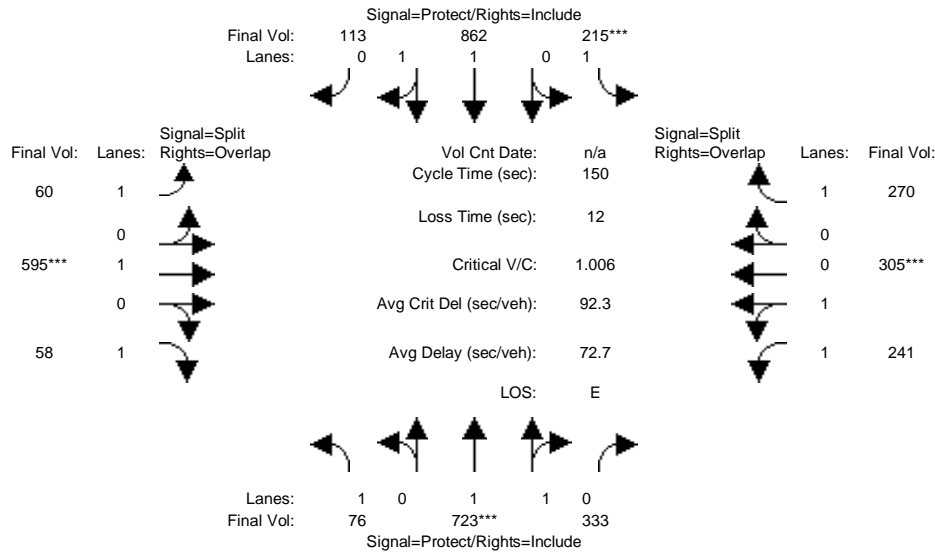
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.12	0.16	0.16	0.08	0.24	0.06	0.32	0.32	0.46
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.28	0.28	0.11	0.30	0.30	0.22	0.22	0.31	0.31	0.31	0.42
Volume/Cap:	0.31	1.09	1.09	1.09	0.52	0.52	0.39	1.09	0.18	1.03	1.03	1.09
Delay/Veh:	65.1	112	111.9	160.2	43.8	43.8	50.8	131	38.3	85.6	85.6	107.5
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:	65.1	112	111.9	160.2	43.8	43.8	50.8	131	38.3	85.6	85.6	107.5
LOS by Move:	E	F	F	F	D	D	D	F	D	F	F	F
HCM2kAvgQ:	2	36	36	15	11	11	6	29	3	34	34	44

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #11: University Avenue and Bay Road



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

Volume Module:	University Avenue NB			University Avenue SB			Bay Road EB			Bay Road WB		
Base Vol:	76	723	333	215	862	113	60	595	58	241	305	270
Growth Adj:	1.00	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	723	333	215	862	113	60	595	58	241	305	270
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	723	333	215	862	113	60	595	58	241	305	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	723	333	215	862	113	60	595	58	241	305	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	723	333	215	862	113	60	595	58	241	305	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	723	333	215	862	113	60	595	58	241	305	270

Saturation Flow Module:	University Avenue NB			University Avenue SB			Bay Road EB			Bay Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.92	0.91	0.91	0.93	0.98	0.83	0.96	0.96	0.83
Lanes:	1.00	1.37	0.63	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1753	2287	1053	1753	3046	399	1769	1862	1583	1821	1821	1583

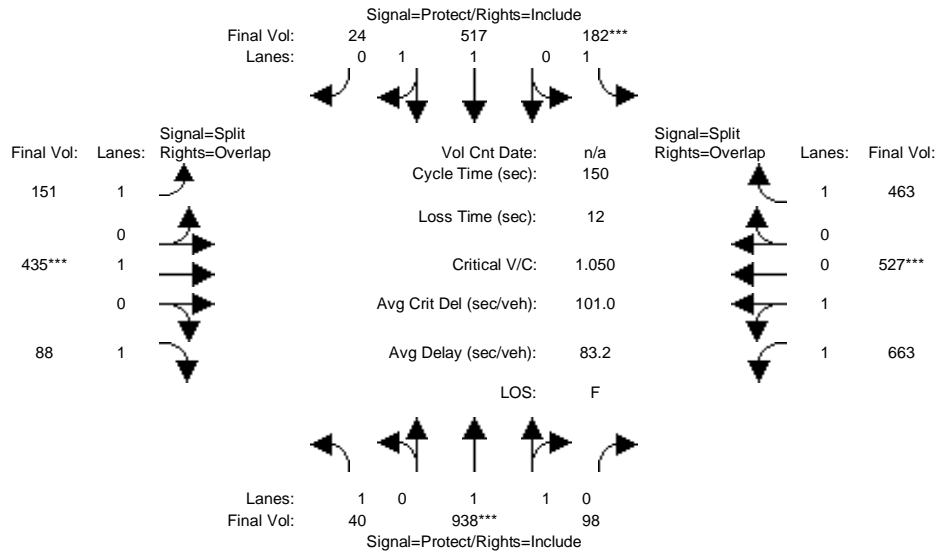
Capacity Analysis Module:	University Avenue NB			University Avenue SB			Bay Road EB			Bay Road WB		
Vol/Sat:	0.04	0.32	0.32	0.12	0.28	0.28	0.03	0.32	0.04	0.13	0.17	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.31	0.31	0.12	0.37	0.37	0.32	0.32	0.38	0.17	0.17	0.29
Volume/Cap:	0.70	1.01	1.01	1.01	0.76	0.76	0.11	1.01	0.10	0.80	1.01	0.59
Delay/Veh:	87.7	80.8	80.8	129.1	43.6	43.6	36.2	89.8	30.1	66.5	103	47.9
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:	87.7	80.8	80.8	129.1	43.6	43.6	36.2	89.8	30.1	66.5	103	47.9
LOS by Move:	F	F	F	F	D	D	D	F	C	E	F	D
HCM2kAvgQ:	5	32	32	14	21	21	2	34	2	12	19	11

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	40	938	98	182	517	24	151	435	88	663	527	463
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	938	98	182	517	24	151	435	88	663	527	463
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	938	98	182	517	24	151	435	88	663	527	463
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	938	98	182	517	24	151	435	88	663	527	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	938	98	182	517	24	151	435	88	663	527	463
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	938	98	182	517	24	151	435	88	663	527	463

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.92	0.92	0.93	0.98	0.83	0.95	0.95	0.83
Lanes:	1.00	1.81	0.19	1.00	1.91	0.09	1.00	1.00	1.00	1.11	0.89	1.00
Final Sat.:	1753	3129	327	1753	3326	154	1769	1862	1583	2019	1605	1583

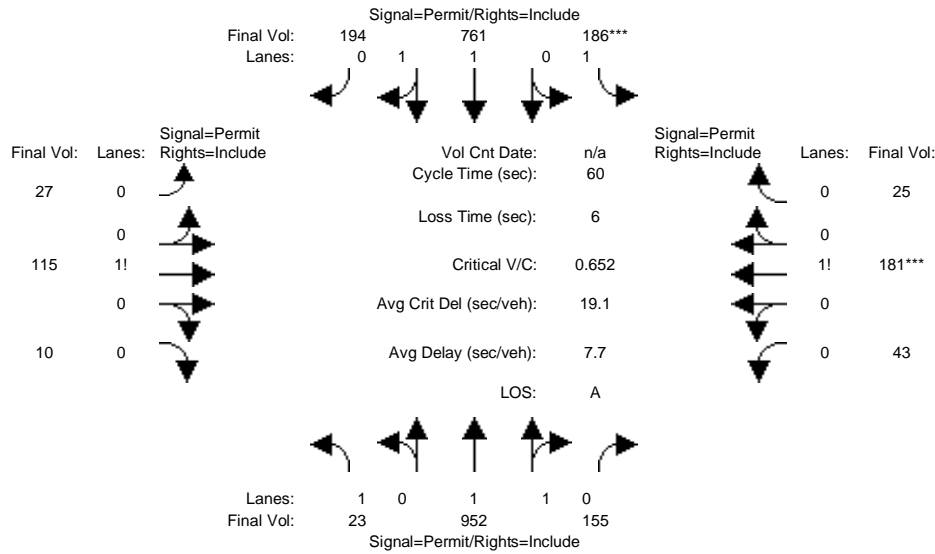
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.30	0.30	0.10	0.16	0.16	0.09	0.23	0.06	0.33	0.33	0.29
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.29	0.29	0.10	0.30	0.30	0.22	0.22	0.31	0.31	0.31	0.41
Volume/Cap:	0.26	1.05	1.05	1.05	0.53	0.53	0.38	1.05	0.18	1.05	1.05	0.71
Delay/Veh:	64.6	96.1	96.1	149.6	44.5	44.5	50.2	116	37.8	92.3	92.3	40.3
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:	64.6	96.1	96.1	149.6	44.5	44.5	50.2	116	37.8	92.3	92.3	40.3
LOS by Move:	E	F	F	F	D	D	D	F	D	F	F	D
HCM2kAvgQ:	2	33	33	13	11	11	6	27	3	35	35	18

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	23	952	155	186	761	194	27	115	10	43	181	25
Growth Adj:	1.00	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	952	155	186	761	194	27	115	10	43	181	25
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	952	155	186	761	194	27	115	10	43	181	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	952	155	186	761	194	27	115	10	43	181	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	952	155	186	761	194	27	115	10	43	181	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	952	155	186	761	194	27	115	10	43	181	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.93	0.93	0.22	0.92	0.92	0.90	0.90	0.90	0.93	0.93	0.93
Lanes:	1.00	1.72	0.28	1.00	1.59	0.41	0.18	0.76	0.06	0.17	0.73	0.10
Final Sat.:	511	3039	495	418	2790	711	305	1299	113	304	1279	177

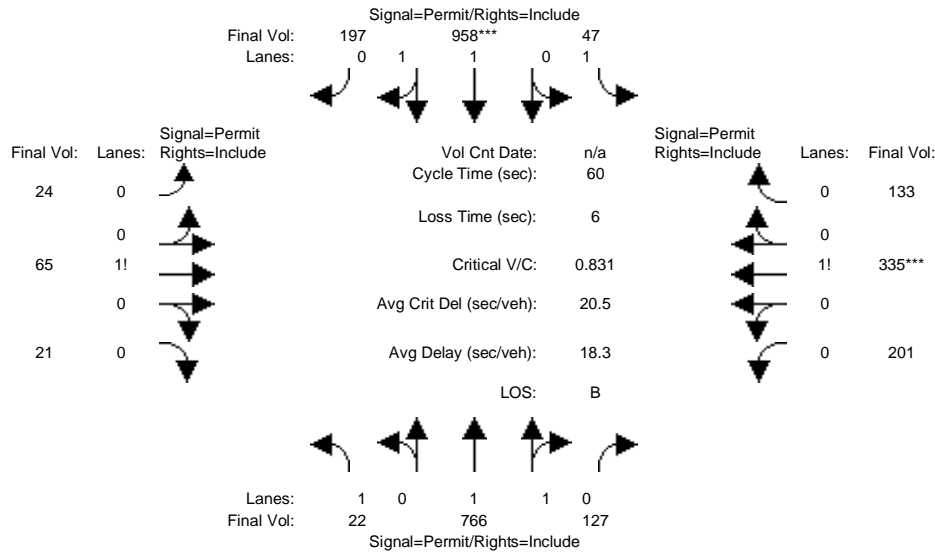
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.44	0.27	0.27	0.09	0.09	0.09	0.14	0.14	0.14
Crit Moves:				****						****		
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.07	0.46	0.46	0.65	0.40	0.40	0.41	0.41	0.41	0.65	0.65	0.65
Delay/Veh:	3.2	4.5	4.5	10.7	4.3	4.3	20.9	20.9	20.9	25.4	25.4	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	4.5	4.5	10.7	4.3	4.3	20.9	20.9	20.9	25.4	25.4	25.4
LOS by Move:	A	A	A	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	5	3	4	4	3	3	3	5	5	5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	22	766	127	47	958	197	24	65	21	201	335	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	766	127	47	958	197	24	65	21	201	335	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	766	127	47	958	197	24	65	21	201	335	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	766	127	47	958	197	24	65	21	201	335	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	766	127	47	958	197	24	65	21	201	335	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	766	127	47	958	197	24	65	21	201	335	133

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.17	0.93	0.93	0.19	0.93	0.93	0.84	0.84	0.84	0.84	0.84	0.84
Lanes:	1.00	1.72	0.28	1.00	1.66	0.34	0.22	0.59	0.19	0.30	0.50	0.20
Final Sat.:	321	3032	503	353	2916	600	349	945	305	479	799	317

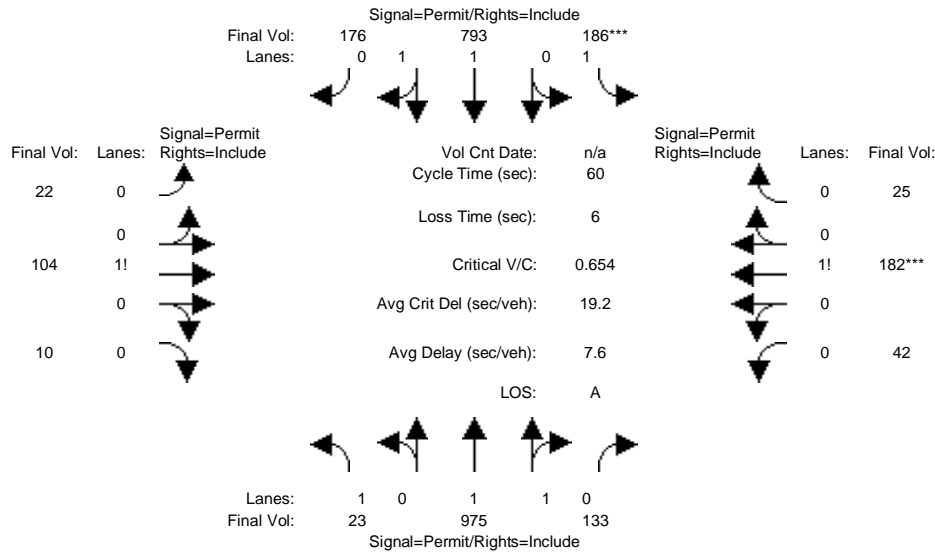
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.13	0.33	0.33	0.07	0.07	0.07	0.42	0.42	0.42
Crit Moves:					****						****	
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.50	0.50	0.50	0.50	0.50	0.50
Volume/Cap:	0.17	0.64	0.64	0.34	0.83	0.83	0.14	0.14	0.14	0.83	0.83	0.83
Delay/Veh:	12.4	15.7	15.7	14.1	20.7	20.7	8.0	8.0	8.0	20.0	20.0	20.0
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:	12.4	15.7	15.7	14.1	20.7	20.7	8.0	8.0	8.0	20.0	20.0	20.0
LOS by Move:	B	B	B	B	C	C	A	A	A	B	B	B
HCM2kAvgQ:	0	7	7	1	13	13	1	1	1	13	13	13

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #12: University Avenue and Runnymede Street



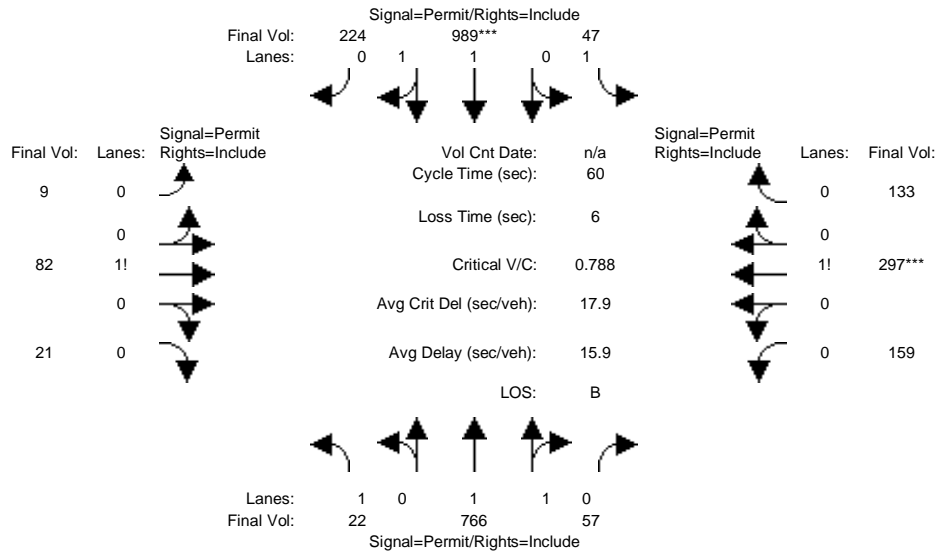
Street Name:	University Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	975	133	186	793	176	22	104	10	42	182	25
Growth Adj:	1.00	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	975	133	186	793	176	22	104	10	42	182	25
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	975	133	186	793	176	22	104	10	42	182	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	975	133	186	793	176	22	104	10	42	182	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	975	133	186	793	176	22	104	10	42	182	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	975	133	186	793	176	22	104	10	42	182	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.26	0.93	0.93	0.22	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.76	0.24	1.00	1.64	0.36	0.16	0.77	0.07	0.17	0.73	0.10
Final Sat.:	502	3119	426	416	2875	638	283	1336	128	296	1284	176
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.45	0.28	0.28	0.08	0.08	0.08	0.14	0.14	0.14
Crit Moves:				****						****		
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.07	0.46	0.46	0.65	0.40	0.40	0.36	0.36	0.36	0.65	0.65	0.65
Delay/Veh:	3.2	4.5	4.5	10.8	4.3	4.3	20.5	20.5	20.5	25.5	25.5	25.5
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:	3.2	4.5	4.5	10.8	4.3	4.3	20.5	20.5	20.5	25.5	25.5	25.5
LOS by Move:	A	A	A	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	5	3	4	4	2	2	2	6	6	6

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	22	766	57	47	989	224	9	82	21	159	297	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	766	57	47	989	224	9	82	21	159	297	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	766	57	47	989	224	9	82	21	159	297	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	766	57	47	989	224	9	82	21	159	297	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	766	57	47	989	224	9	82	21	159	297	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	766	57	47	989	224	9	82	21	159	297	133

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.15	0.94	0.94	0.24	0.92	0.92	0.94	0.94	0.94	0.85	0.85	0.85
Lanes:	1.00	1.86	0.14	1.00	1.63	0.37	0.08	0.73	0.19	0.27	0.50	0.23
Final Sat.:	289	3326	248	454	2861	648	143	1303	334	437	816	365

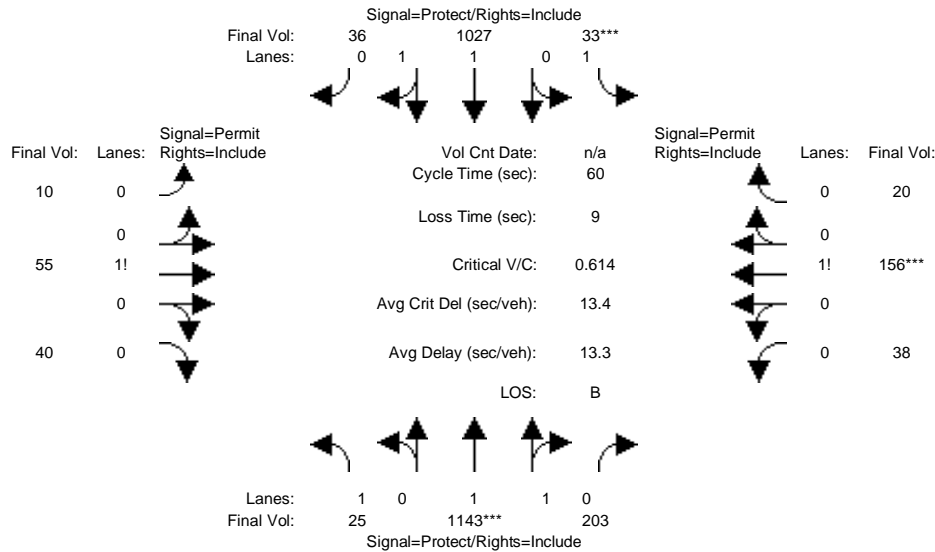
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.23	0.23	0.10	0.35	0.35	0.06	0.06	0.06	0.36	0.36	0.36
Crit Moves:					****						****	
Green/Cycle:	0.44	0.44	0.44	0.44	0.44	0.44	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.17	0.53	0.53	0.24	0.79	0.79	0.14	0.14	0.14	0.79	0.79	0.79
Delay/Veh:	10.9	12.6	12.6	11.2	17.3	17.3	9.4	9.4	9.4	19.3	19.3	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	12.6	12.6	11.2	17.3	17.3	9.4	9.4	9.4	19.3	19.3	19.3
LOS by Move:	B	B	B	B	B	B	A	A	A	B	B	B
HCM2kAvgQ:	0	6	6	1	12	12	1	1	1	12	12	12

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #13: University Avenue and Bell Street



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

Volume Module:												
Base Vol:	25	1143	203	33	1027	36	10	55	40	38	156	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1143	203	33	1027	36	10	55	40	38	156	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1143	203	33	1027	36	10	55	40	38	156	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1143	203	33	1027	36	10	55	40	38	156	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1143	203	33	1027	36	10	55	40	38	156	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	1143	203	33	1027	36	10	55	40	38	156	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	1.70	0.30	1.00	1.93	0.07	0.10	0.52	0.38	0.18	0.73	0.09
Final Sat.:	1805	2995	532	1805	3470	122	166	912	664	312	1280	164

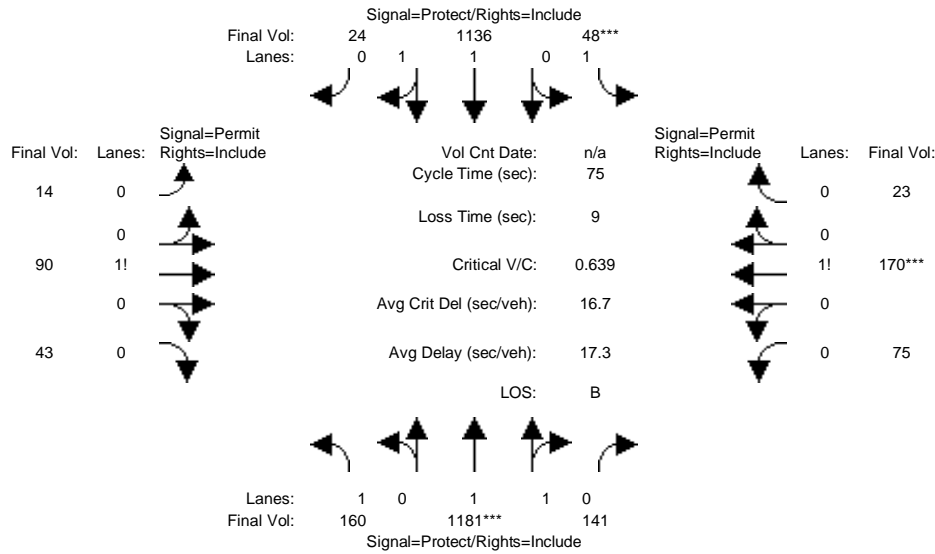
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.02	0.30	0.30	0.06	0.06	0.06	0.12	0.12	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.19	0.56	0.56	0.12	0.48	0.48	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.07	0.69	0.69	0.16	0.61	0.61	0.34	0.34	0.34	0.69	0.69	0.69
Delay/Veh:	20.0	10.6	10.6	24.2	12.1	12.1	22.3	22.3	22.3	29.4	29.4	29.4
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:	20.0	10.6	10.6	24.2	12.1	12.1	22.3	22.3	22.3	29.4	29.4	29.4
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	9	9	1	8	8	2	2	2	5	5	5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #13: University Avenue and Bell Street



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

Volume Module:												
Base Vol:	160	1181	141	48	1136	24	14	90	43	75	170	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1181	141	48	1136	24	14	90	43	75	170	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	1181	141	48	1136	24	14	90	43	75	170	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	1181	141	48	1136	24	14	90	43	75	170	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1181	141	48	1136	24	14	90	43	75	170	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	160	1181	141	48	1136	24	14	90	43	75	170	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.93	0.93	0.93	0.86	0.86	0.86
Lanes:	1.00	1.79	0.21	1.00	1.96	0.04	0.10	0.61	0.29	0.28	0.63	0.09
Final Sat.:	1805	3173	379	1805	3525	74	168	1082	517	459	1041	141

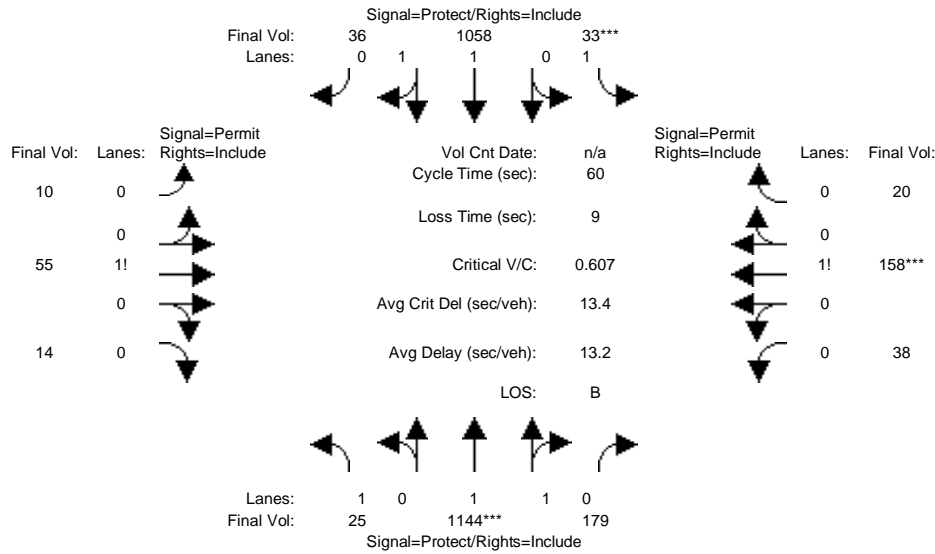
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.03	0.32	0.32	0.08	0.08	0.08	0.16	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.14	0.55	0.55	0.09	0.50	0.50	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.62	0.68	0.68	0.28	0.65	0.65	0.35	0.35	0.35	0.68	0.68	0.68
Delay/Veh:	34.6	13.3	13.3	32.6	14.9	14.9	24.1	24.1	24.1	30.7	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	13.3	13.3	32.6	14.9	14.9	24.1	24.1	24.1	30.7	30.7	30.7
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	12	12	1	10	10	3	3	3	7	7	7

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #13: University Avenue and Bell Street



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

Volume Module:												
Base Vol:	25	1144	179	33	1058	36	10	55	14	38	158	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1144	179	33	1058	36	10	55	14	38	158	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1144	179	33	1058	36	10	55	14	38	158	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1144	179	33	1058	36	10	55	14	38	158	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1144	179	33	1058	36	10	55	14	38	158	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	1144	179	33	1058	36	10	55	14	38	158	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.94	0.94	0.94	0.92	0.92	0.92
Lanes:	1.00	1.73	0.27	1.00	1.93	0.07	0.13	0.69	0.18	0.18	0.73	0.09
Final Sat.:	1805	3059	479	1805	3474	118	225	1237	315	308	1280	162

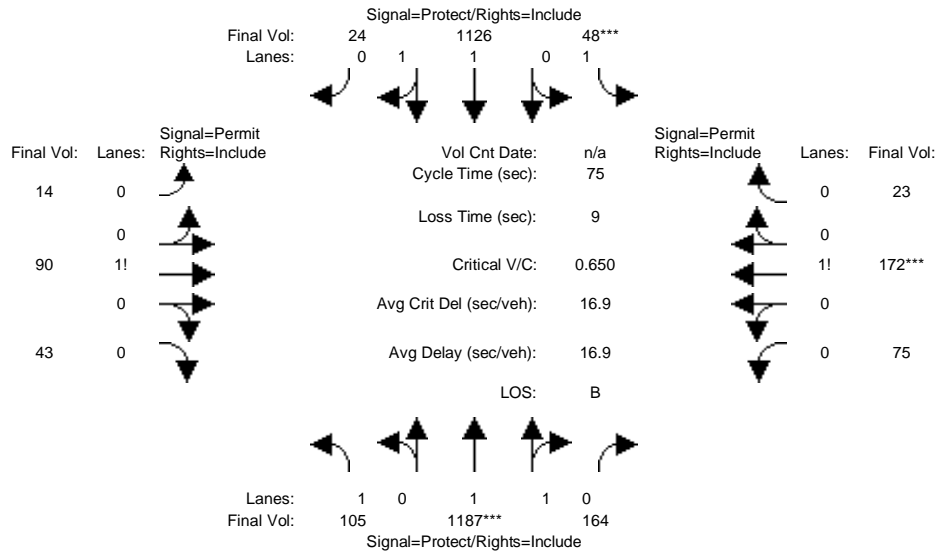
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.02	0.30	0.30	0.04	0.04	0.04	0.12	0.12	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.19	0.55	0.55	0.12	0.48	0.48	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.07	0.68	0.68	0.16	0.63	0.63	0.24	0.24	0.24	0.68	0.68	0.68
Delay/Veh:	20.3	10.6	10.6	24.2	12.3	12.3	21.4	21.4	21.4	28.7	28.7	28.7
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:	20.3	10.6	10.6	24.2	12.3	12.3	21.4	21.4	21.4	28.7	28.7	28.7
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	9	9	1	8	8	1	1	1	5	5	5

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

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #13: University Avenue and Bell Street



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

Volume Module:												
Base Vol:	105	1187	164	48	1126	24	14	90	43	75	172	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1187	164	48	1126	24	14	90	43	75	172	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1187	164	48	1126	24	14	90	43	75	172	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1187	164	48	1126	24	14	90	43	75	172	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1187	164	48	1126	24	14	90	43	75	172	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	1187	164	48	1126	24	14	90	43	75	172	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.93	0.93	0.93	0.86	0.86	0.86
Lanes:	1.00	1.76	0.24	1.00	1.96	0.04	0.10	0.61	0.29	0.28	0.64	0.08
Final Sat.:	1805	3115	430	1805	3524	75	168	1081	516	456	1045	140

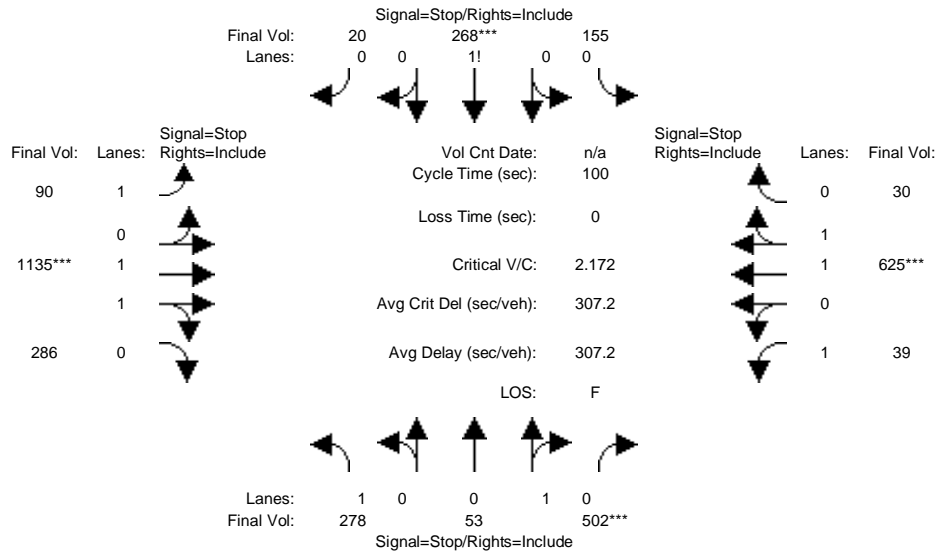
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.38	0.03	0.32	0.32	0.08	0.08	0.08	0.16	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.15	0.55	0.55	0.09	0.50	0.50	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.40	0.69	0.69	0.28	0.64	0.64	0.35	0.35	0.35	0.69	0.69	0.69
Delay/Veh:	30.1	13.4	13.4	32.6	14.7	14.7	24.3	24.3	24.3	31.5	31.5	31.5
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:	30.1	13.4	13.4	32.6	14.7	14.7	24.3	24.3	24.3	31.5	31.5	31.5
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	2	12	12	1	10	10	3	3	3	7	7	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #21: Clarke Avenue and Bay Road

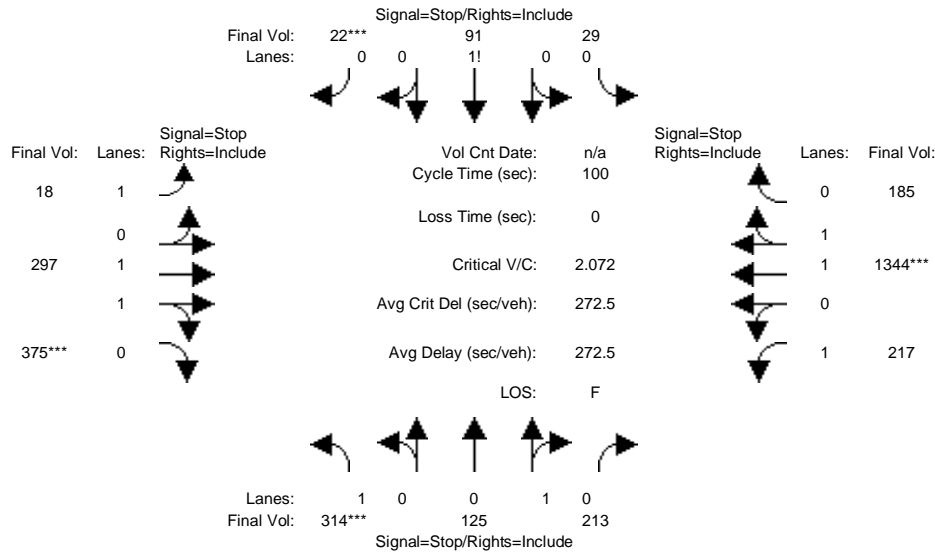


Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	278	53	502	155	268	20	90	1135	286	39	625	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	53	502	155	268	20	90	1135	286	39	625	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	53	502	155	268	20	90	1135	286	39	625	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	53	502	155	268	20	90	1135	286	39	625	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	53	502	155	268	20	90	1135	286	39	625	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	53	502	155	268	20	90	1135	286	39	625	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.10	0.90	0.35	0.60	0.05	1.00	1.60	0.40	1.00	1.91	0.09
Final Sat.:	338	36	342	129	222	17	309	523	134	301	607	29
Capacity Analysis Module:												
Vol/Sat:	0.82	1.47	1.47	1.21	1.21	1.21	0.29	2.17	2.14	0.13	1.03	1.03
Crit Moves:		****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	47.8	249	249.0	145.5	146	145.5	19.0	559	543.1	16.3	93.5	92.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	249	249.0	145.5	146	145.5	19.0	559	543.1	16.3	93.5	92.5
LOS by Move:	E	F	F	F	F	F	C	F	F	C	F	F
ApproachDel:	181.8			145.5			523.9			89.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	181.8			145.5			523.9			89.1		
LOS by Appr:		F			F			F			F	
AllWayAvgQ:	3.2	24.9	24.9	13.5	13.5	13.5	0.4	49.9	48.9	0.1	7.1	7.0

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #21: Clarke Avenue and Bay Road



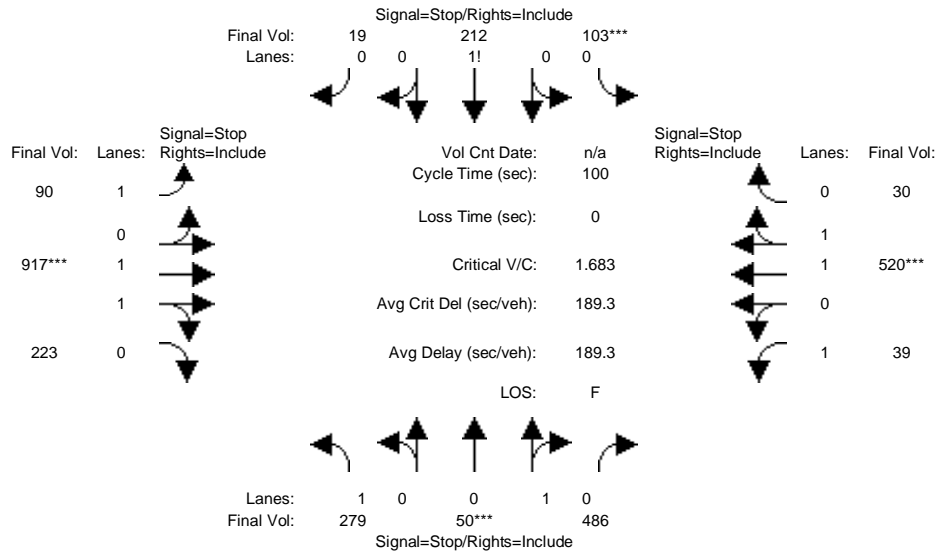
Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	314	125	213	29	91	22	18	297	375	217	1344	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	125	213	29	91	22	18	297	375	217	1344	185
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:	314	125	213	29	91	22	18	297	375	217	1344	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	125	213	29	91	22	18	297	375	217	1344	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	125	213	29	91	22	18	297	375	217	1344	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	314	125	213	29	91	22	18	297	375	217	1344	185
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.37	0.63	0.20	0.65	0.15	1.00	1.00	1.00	1.00	1.76	0.24
Final Sat.:	362	148	252	76	238	57	305	326	350	345	649	90
Capacity Analysis Module:												
Vol/Sat:	0.87	0.85	0.85	0.38	0.38	0.38	0.06	0.91	1.07	0.63	2.07	2.05
Crit Moves:	***					***			***		***	
Delay/Veh:	51.7	44.8	44.8	18.5	18.5	18.5	14.9	63.0	101.6	28.6	513	503.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.7	44.8	44.8	18.5	18.5	18.5	14.9	63.0	101.6	28.6	513	503.7
LOS by Move:	F	E	E	C	C	C	B	F	F	D	F	F
ApproachDel:	48.1			18.5			82.7			451.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	48.1			18.5			82.7			451.9		
LOS by Appr:	E			C			F			F		
AllWayAvgQ:	3.9	3.7	3.7	0.6	0.6	0.6	0.1	4.5	8.6	1.5	51.6	50.9

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #21: Clarke Avenue and Bay Road

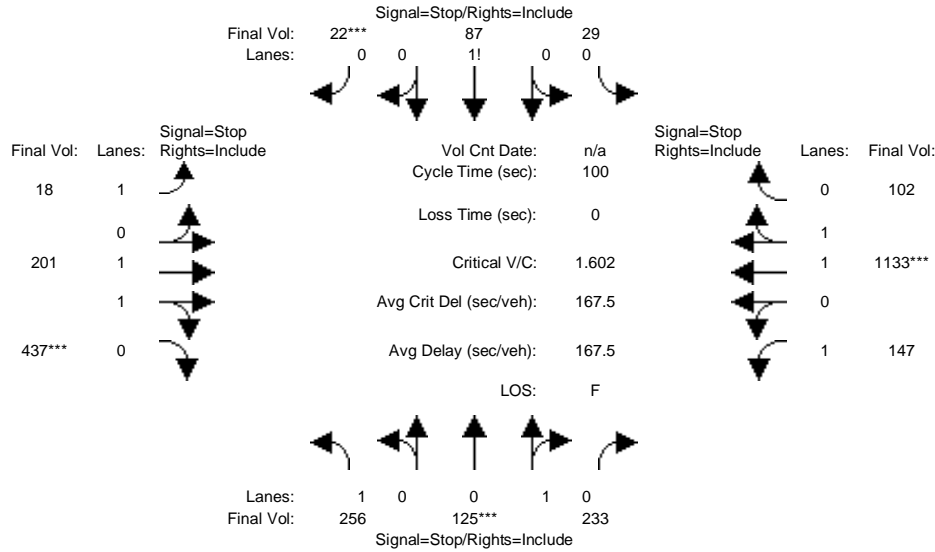


Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	279	50	486	103	212	19	90	917	223	39	520	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	50	486	103	212	19	90	917	223	39	520	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	50	486	103	212	19	90	917	223	39	520	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	50	486	103	212	19	90	917	223	39	520	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	50	486	103	212	19	90	917	223	39	520	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	50	486	103	212	19	90	917	223	39	520	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.09	0.91	0.31	0.63	0.06	1.00	1.61	0.39	1.00	1.89	0.11
Final Sat.:	349	37	357	114	235	21	315	545	135	305	609	35
Capacity Analysis Module:												
Vol/Sat:	0.80	1.36	1.36	0.90	0.90	0.90	0.29	1.68	1.66	0.13	0.85	0.85
Crit Moves:	****			****			****			****		
Delay/Veh:	43.4	204	204.5	57.6	57.6	57.6	18.2	344	331.3	16.1	53.8	53.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	204	204.5	57.6	57.6	57.6	18.2	344	331.3	16.1	53.8	53.2
LOS by Move:	E	F	F	F	F	F	C	F	F	C	F	F
ApproachDel:	149.3			57.6			317.5			51.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	149.3			57.6			317.5			51.3		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	2.9	21.0	21.0	4.6	4.6	4.6	0.4	31.4	30.4	0.1	3.6	3.5

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #21: Clarke Avenue and Bay Road



Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	256	125	233	29	87	22	18	201	437	147	1133	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	125	233	29	87	22	18	201	437	147	1133	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	125	233	29	87	22	18	201	437	147	1133	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	125	233	29	87	22	18	201	437	147	1133	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	125	233	29	87	22	18	201	437	147	1133	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	125	233	29	87	22	18	201	437	147	1133	102

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	1.00	0.35	0.65	0.21	0.63	0.16	1.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	376	146	272	78	235	59	327	346	375	359	707	64

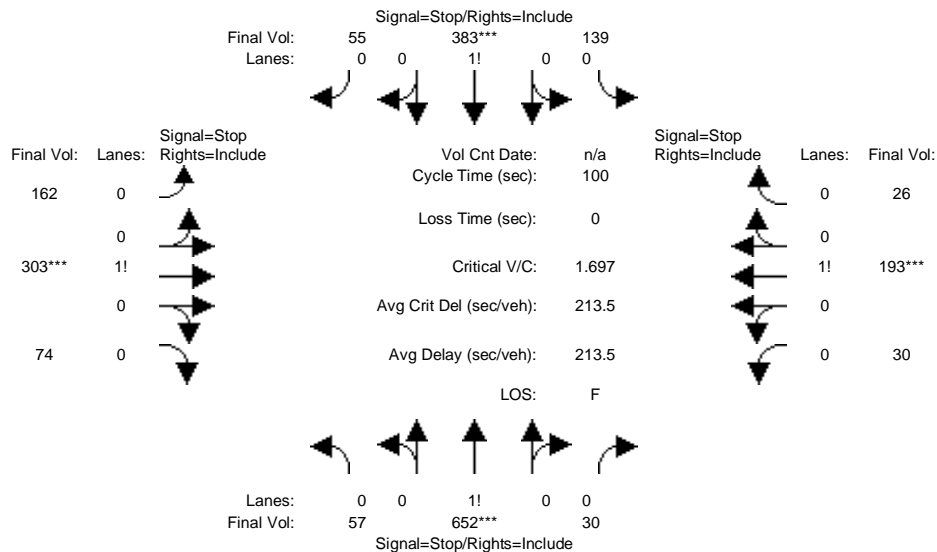
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.68	0.86	0.86	0.37	0.37	0.37	0.06	0.58	1.17	0.41	1.60	1.59
Crit Moves:	****			****			****			****		
Delay/Veh:	30.2	44.7	44.7	18.1	18.1	18.1	14.1	26.0	129.5	19.1	305	300.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.2	44.7	44.7	18.1	18.1	18.1	14.1	26.0	129.5	19.1	305	300.1
LOS by Move:	D	E	E	C	C	C	B	D	F	C	F	F
ApproachDel:	38.7			18.1			94.6			274.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	38.7			18.1			94.6			274.2		
LOS by Appr:	E			C			F			F		
AllWayAvgQ:	1.9	3.9	3.9	0.6	0.6	0.6	0.1	1.3	12.2	0.7	31.6	31.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #23: Clarke Avenue and Runnymede Street



Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	57	652	30	139	383	55	162	303	74	30	193	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	652	30	139	383	55	162	303	74	30	193	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	652	30	139	383	55	162	303	74	30	193	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	652	30	139	383	55	162	303	74	30	193	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	652	30	139	383	55	162	303	74	30	193	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	652	30	139	383	55	162	303	74	30	193	26

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.88	0.04	0.24	0.66	0.10	0.30	0.56	0.14	0.12	0.78	0.10
Final Sat.:	34	384	18	105	289	41	131	245	60	48	307	41

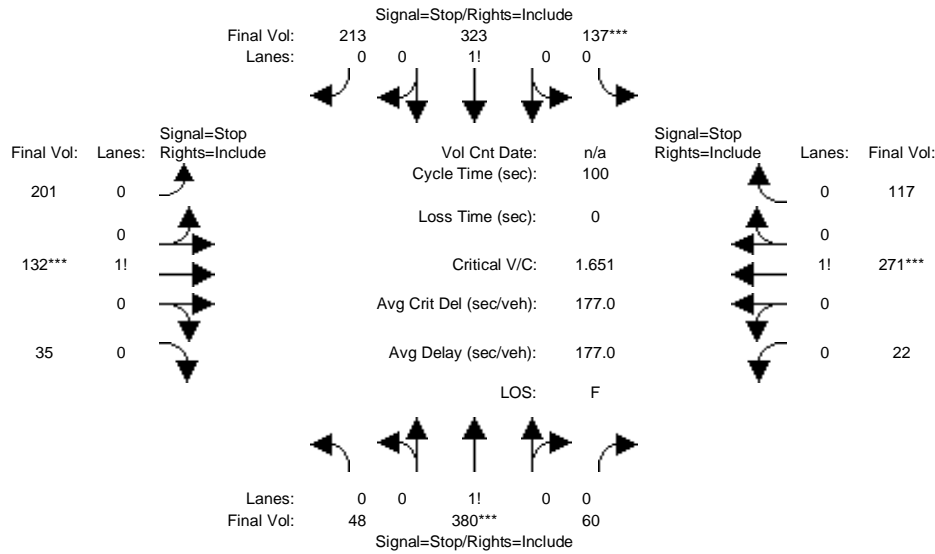
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	1.70	1.70	1.70	1.33	1.33	1.33	1.24	1.24	1.24	0.63	0.63	0.63
Crit Moves:	****			****			****			****		
Delay/Veh:	344.1	344	344.1	185.9	186	185.9	150.5	150	150.5	26.2	26.2	26.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	344.1	344	344.1	185.9	186	185.9	150.5	150	150.5	26.2	26.2	26.2
LOS by Move:	F	F	F	F	F	F	F	F	F	D	D	D
ApproachDel:	344.1			185.9			150.5			26.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	344.1			185.9			150.5			26.2		
LOS by Appr:	F			F			F			D		
AllWayAvgQ:	40.2	40.2	40.2	21.1	21.1	21.1	16.9	16.9	16.9	1.6	1.6	1.6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #23: Clarke Avenue and Runnymede Street



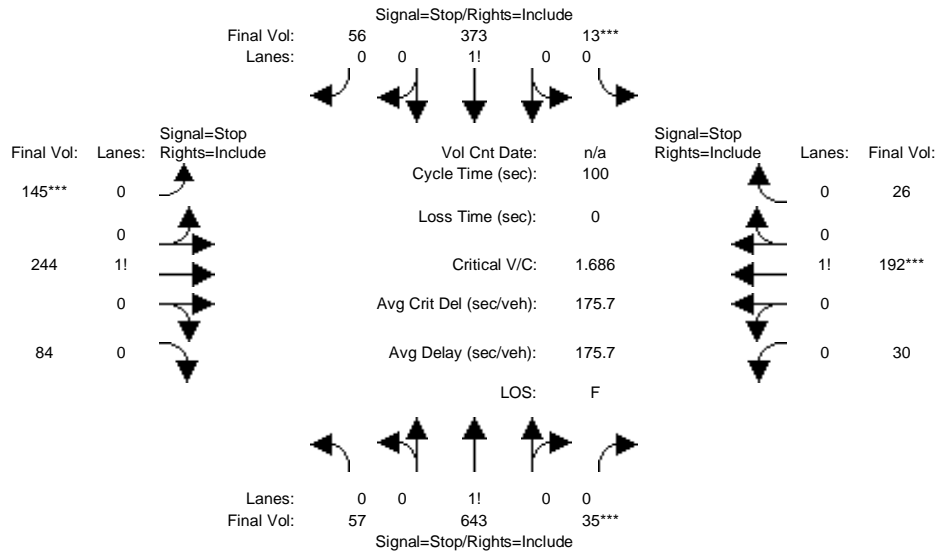
Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	48	380	60	137	323	213	201	132	35	22	271	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	380	60	137	323	213	201	132	35	22	271	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	380	60	137	323	213	201	132	35	22	271	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	380	60	137	323	213	201	132	35	22	271	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	380	60	137	323	213	201	132	35	22	271	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	48	380	60	137	323	213	201	132	35	22	271	117
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.78	0.12	0.20	0.48	0.32	0.55	0.36	0.09	0.05	0.66	0.29
Final Sat.:	40	314	50	83	196	129	214	141	37	22	270	116
Capacity Analysis Module:												
Vol/Sat:	1.21	1.21	1.21	1.65	1.65	1.65	0.94	0.94	0.94	1.00	1.00	1.00
Crit Moves:	****			****			****			****		
Delay/Veh:	143.5	143	143.5	325.8	326	325.8	62.0	62.0	62.0	76.0	76.0	76.0
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:	143.5	143	143.5	325.8	326	325.8	62.0	62.0	62.0	76.0	76.0	76.0
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	143.5			325.8			62.0			76.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	143.5			325.8			62.0			76.0		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	14.7	14.7	14.7	35.5	35.5	35.5	5.4	5.4	5.4	7.3	7.3	7.3

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #23: Clarke Avenue and Runnymede Street



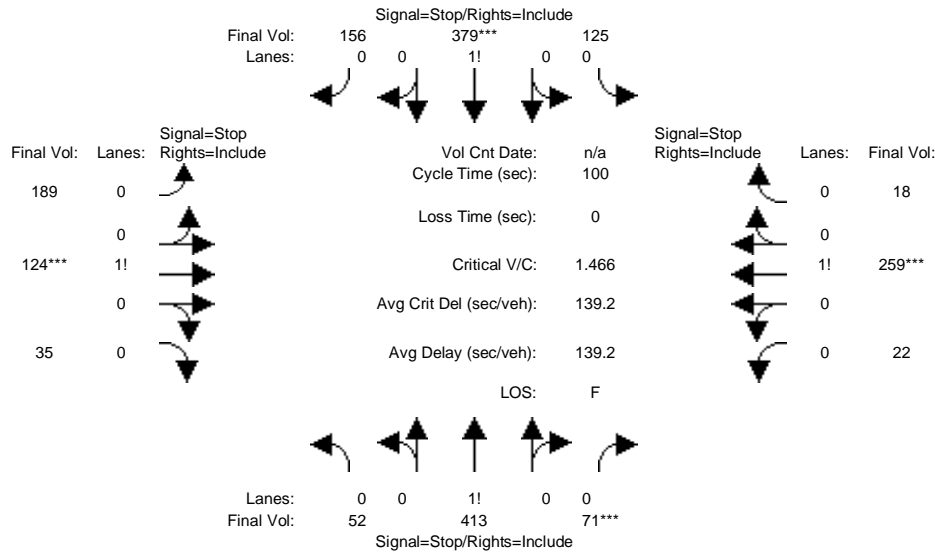
Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	57	643	35	13	373	56	145	244	84	30	192	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	643	35	13	373	56	145	244	84	30	192	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	643	35	13	373	56	145	244	84	30	192	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	643	35	13	373	56	145	244	84	30	192	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	643	35	13	373	56	145	244	84	30	192	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	643	35	13	373	56	145	244	84	30	192	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.87	0.05	0.03	0.84	0.13	0.31	0.51	0.18	0.12	0.78	0.10
Final Sat.:	34	381	21	13	370	56	134	226	78	48	307	42
Capacity Analysis Module:												
Vol/Sat:	1.69	1.69	1.69	1.01	1.01	1.01	1.08	1.08	1.08	0.63	0.63	0.63
Crit Moves:	****			****			****			****		
Delay/Veh:	339.2	339	339.2	73.8	73.8	73.8	95.3	95.3	95.3	26.1	26.1	26.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	339.2	339	339.2	73.8	73.8	73.8	95.3	95.3	95.3	26.1	26.1	26.1
LOS by Move:	F	F	F	F	F	F	F	F	F	D	D	D
ApproachDel:	339.2			73.8			95.3			26.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	339.2			73.8			95.3			26.1		
LOS by Appr:	F			F			F			D		
AllWayAvgQ:	39.7	39.7	39.7	7.6	7.6	7.6	10.2	10.2	10.2	1.5	1.5	1.5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #23: Clarke Avenue and Runnymede Street



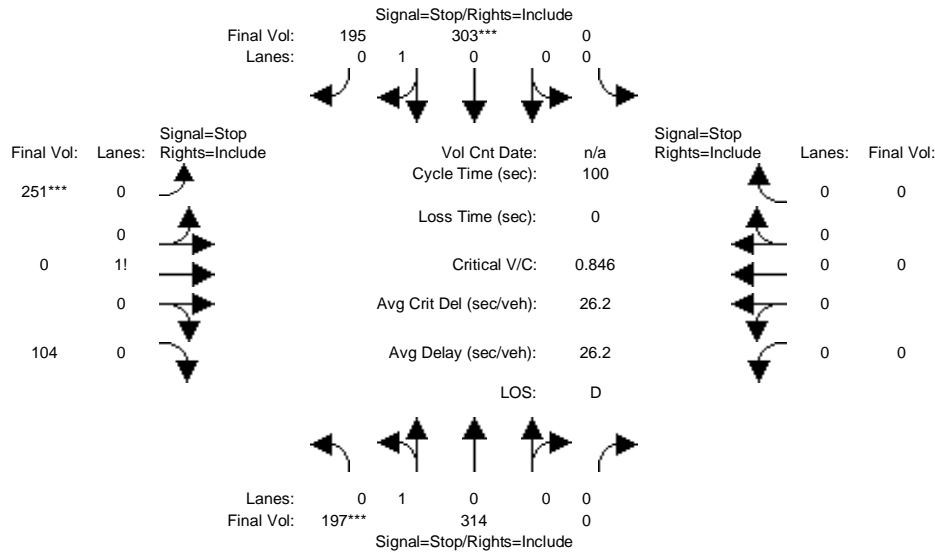
Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	52	413	71	125	379	156	189	124	35	22	259	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	413	71	125	379	156	189	124	35	22	259	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:	52	413	71	125	379	156	189	124	35	22	259	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:	52	413	71	125	379	156	189	124	35	22	259	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	413	71	125	379	156	189	124	35	22	259	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:	52	413	71	125	379	156	189	124	35	22	259	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.77	0.13	0.19	0.57	0.24	0.54	0.36	0.10	0.07	0.87	0.06
Final Sat.:	43	345	59	85	258	106	227	149	42	30	353	25
Capacity Analysis Module:												
Vol/Sat:	1.20	1.20	1.20	1.47	1.47	1.47	0.83	0.83	0.83	0.73	0.73	0.73
Crit Moves:		****			****			****			****	
Delay/Veh:	134.8	135	134.8	243.5	244	243.5	41.0	41.0	41.0	31.3	31.3	31.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	134.8	135	134.8	243.5	244	243.5	41.0	41.0	41.0	31.3	31.3	31.3
LOS by Move:	F	F	F	F	F	F	E	E	E	D	D	D
ApproachDel:	134.8			243.5			41.0			31.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	134.8			243.5			41.0			31.3		
LOS by Appr:	F			F			E			D		
AllWayAvgQ:	15.4	15.4	15.4	29.1	29.1	29.1	3.4	3.4	3.4	2.2	2.2	2.2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #24: Clarke Avenue and Donohoe Street



Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	Clarke Avenue NB			Clarke Avenue SB			Donohoe Street EB			Donohoe Street WB		
Base Vol:	197	314	0	0	303	195	251	0	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	314	0	0	303	195	251	0	104	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	314	0	0	303	195	251	0	104	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	314	0	0	303	195	251	0	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	314	0	0	303	195	251	0	104	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	314	0	0	303	195	251	0	104	0	0	0

Saturation Flow Module:	Clarke Avenue NB			Clarke Avenue SB			Donohoe Street EB			Donohoe Street WB		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.39	0.61	0.00	0.00	0.61	0.39	0.71	0.00	0.29	0.00	0.00	0.00
Final Sat.:	233	371	0	0	382	246	386	0	160	0	0	0

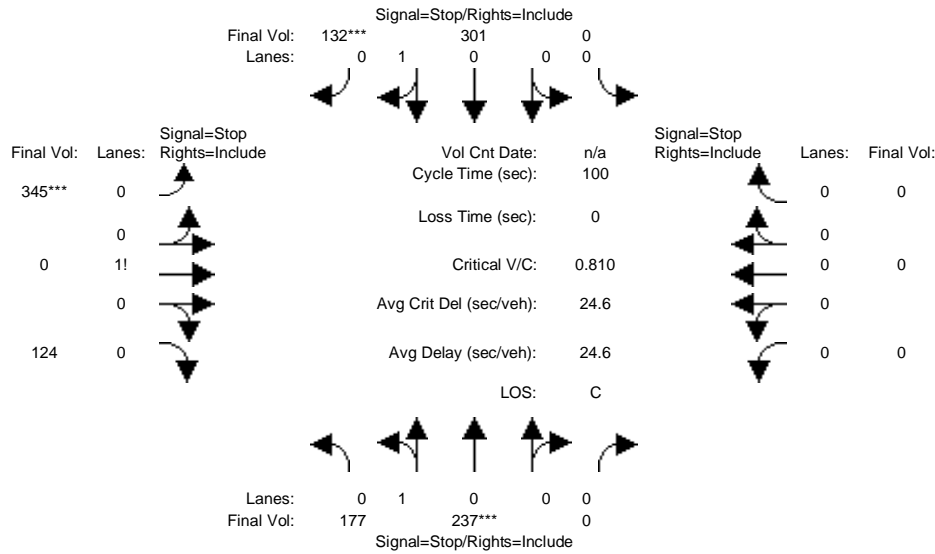
Capacity Analysis Module:	Clarke Avenue NB			Clarke Avenue SB			Donohoe Street EB			Donohoe Street WB		
Vol/Sat:	0.85	0.85	xxxx	xxxx	0.79	0.79	0.65	xxxx	0.65	xxxx	xxxx	xxxx
Crit Moves:	***				***		***					
Delay/Veh:	31.7	31.7	0.0	0.0	25.6	25.6	19.0	0.0	19.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.7	31.7	0.0	0.0	25.6	25.6	19.0	0.0	19.0	0.0	0.0	0.0
LOS by Move:	D	D	*	*	D	D	C	*	C	*	*	*
ApproachDel:		31.7			25.6			19.0		xxxxxx		
Delay Adj:		1.00			1.00			1.00		xxxxxx		
ApprAdjDel:		31.7			25.6			19.0		xxxxxx		
LOS by Appr:		D			D			C			*	
AllWayAvgQ:	3.8	3.8	3.8	3.0	3.0	3.0	1.5	1.5	1.5	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #24: Clarke Avenue and Donohoe Street



Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module:	Clarke Avenue NB			Clarke Avenue SB			Donohoe Street EB			Donohoe Street WB		
Base Vol:	177	237	0	0	301	132	345	0	124	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	237	0	0	301	132	345	0	124	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	237	0	0	301	132	345	0	124	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	237	0	0	301	132	345	0	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	237	0	0	301	132	345	0	124	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	177	237	0	0	301	132	345	0	124	0	0	0

Saturation Flow Module:	Clarke Avenue NB			Clarke Avenue SB			Donohoe Street EB			Donohoe Street WB		
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:	0.43	0.57	0.00	0.00	0.70	0.30	0.74	0.00	0.26	0.00	0.00	0.00
Final Sat.:	242	325	0	0	412	180	426	0	153	0	0	0

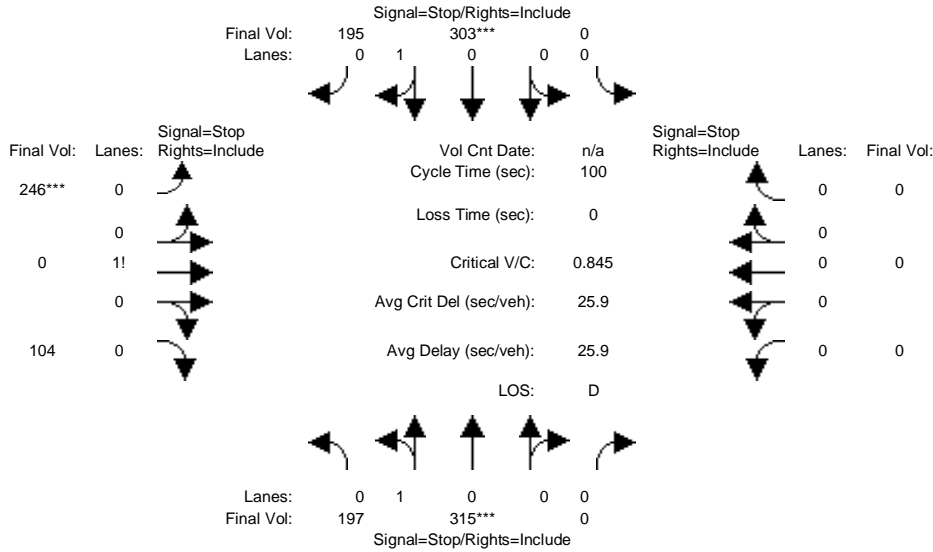
Capacity Analysis Module:	Clarke Avenue NB			Clarke Avenue SB			Donohoe Street EB			Donohoe Street WB		
Vol/Sat:	0.73	0.73	xxxx	xxxx	0.73	0.73	0.81	xxxx	0.81	xxxx	xxxx	xxxx
Crit Moves:	****				****	****	****					
Delay/Veh:	23.0	23.0	0.0	0.0	22.2	22.2	28.2	0.0	28.2	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	23.0	0.0	0.0	22.2	22.2	28.2	0.0	28.2	0.0	0.0	0.0
LOS by Move:	C	C	*	*	C	C	D	*	D	*	*	*
ApproachDel:	23.0				22.2		28.2			xxxxxx		
Delay Adj:	1.00				1.00		1.00			xxxxxx		
ApprAdjDel:	23.0				22.2		28.2			xxxxxx		
LOS by Appr:	C				C		D			*		
AllWayAvgQ:	2.2	2.2	2.2	2.2	2.2	2.2	3.1	3.1	3.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #24: Clarke Avenue and Donohoe Street



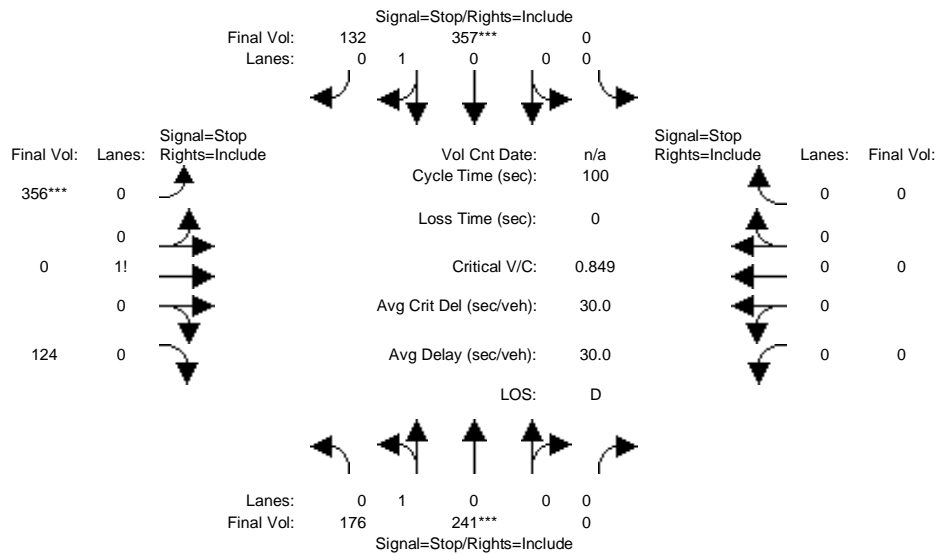
Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	197	315	0	0	303	195	246	0	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	315	0	0	303	195	246	0	104	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	315	0	0	303	195	246	0	104	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	315	0	0	303	195	246	0	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	315	0	0	303	195	246	0	104	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	315	0	0	303	195	246	0	104	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.62	0.00	0.00	0.61	0.39	0.70	0.00	0.30	0.00	0.00	0.00
Final Sat.:	233	373	0	0	384	247	384	0	162	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.84	0.84	xxxx	xxxx	0.79	0.79	0.64	xxxx	0.64	xxxx	xxxx	xxxx
Crit Moves:	****				****		****					
Delay/Veh:	31.5	31.5	0.0	0.0	25.3	25.3	18.6	0.0	18.6	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	31.5	0.0	0.0	25.3	25.3	18.6	0.0	18.6	0.0	0.0	0.0
LOS by Move:	D	D	*	*	D	D	C	*	C	*	*	*
ApproachDel:	31.5				25.3		18.6			xxxxxx		
Delay Adj:	1.00				1.00		1.00			xxxxxx		
ApprAdjDel:	31.5				25.3		18.6			xxxxxx		
LOS by Appr:	D				D		C			*		
AllWayAvgQ:	3.8	3.8	3.8	2.9	2.9	2.9	1.4	1.4	1.4	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #24: Clarke Avenue and Donohoe Street



Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	176	241	0	0	357	132	356	0	124	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	241	0	0	357	132	356	0	124	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	241	0	0	357	132	356	0	124	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	241	0	0	357	132	356	0	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	241	0	0	357	132	356	0	124	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	241	0	0	357	132	356	0	124	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	0.42	0.58	0.00	0.00	0.73	0.27	0.74	0.00	0.26	0.00	0.00	0.00
Final Sat.:	232	318	0	0	427	158	419	0	146	0	0	0

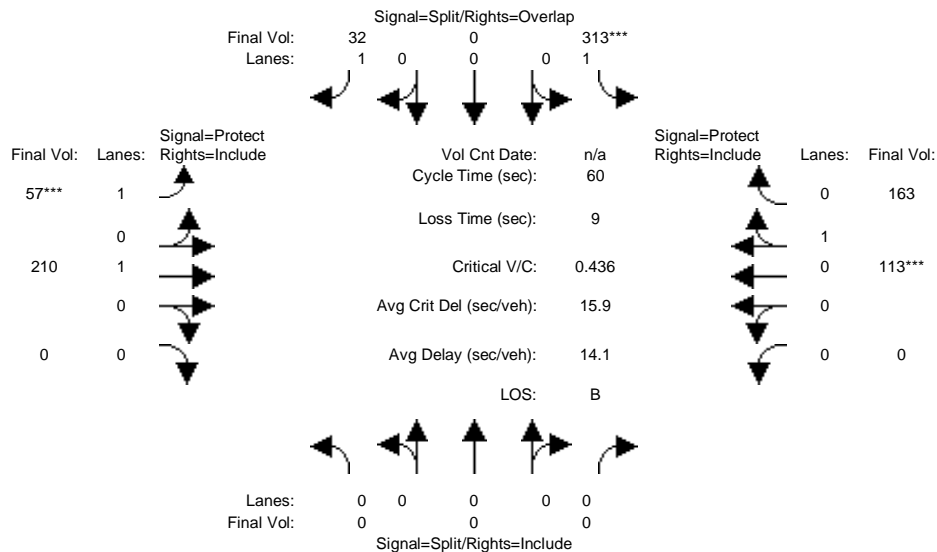
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.76	0.76	xxxx	xxxx	0.84	0.84	0.85	xxxx	0.85	xxxx	xxxx	xxxx
Crit Moves:	****				****		****					
Delay/Veh:	25.4	25.4	0.0	0.0	31.0	31.0	33.0	0.0	33.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	25.4	0.0	0.0	31.0	31.0	33.0	0.0	33.0	0.0	0.0	0.0
LOS by Move:	D	D	*	*	D	D	D	*	D	*	*	*
ApproachDel:	25.4				31.0		33.0			xxxxxx		
Delay Adj:	1.00				1.00		1.00			xxxxxx		
ApprAdjDel:	25.4				31.0		33.0			xxxxxx		
LOS by Appr:	D				D		D			*		
AllWayAvgQ:	2.4	2.4	2.4	3.6	3.6	3.6	3.7	3.7	3.7	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	313	0	32	57	210	0	0	113	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	313	0	32	57	210	0	0	113	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	313	0	32	57	210	0	0	113	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	313	0	32	57	210	0	0	113	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	313	0	32	57	210	0	0	113	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	313	0	32	57	210	0	0	113	163

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.90	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.41	0.59
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	701	1012

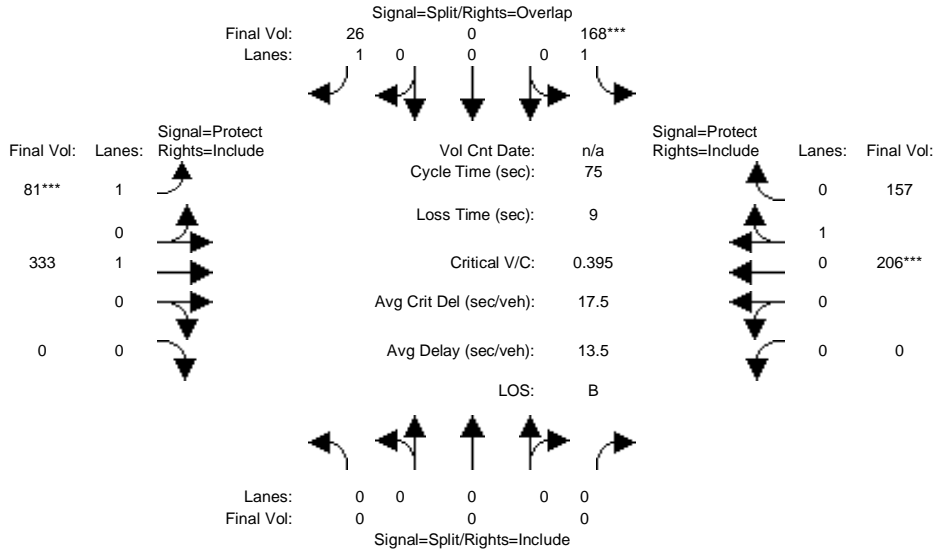
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.03	0.11	0.00	0.00	0.16	0.16
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.50	0.12	0.47	0.00	0.00	0.35	0.35
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.04	0.28	0.24	0.00	0.00	0.46	0.46
Delay/Veh:	0.0	0.0	0.0	14.3	0.0	7.7	24.9	9.8	0.0	0.0	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.3	0.0	7.7	24.9	9.8	0.0	0.0	15.7	15.7
LOS by Move:	A	A	A	B	A	A	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	5	0	0	1	2	0	0	4	4

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	168	0	26	81	333	0	0	206	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	0	0	168	0	26	81	333	0	0	206	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	0	0	168	0	26	81	333	0	0	206	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	0	0	168	0	26	81	333	0	0	206	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	168	0	26	81	333	0	0	206	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
Final Volume:	0	0	0	168	0	26	81	333	0	0	206	157

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.57	0.43
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	995	759

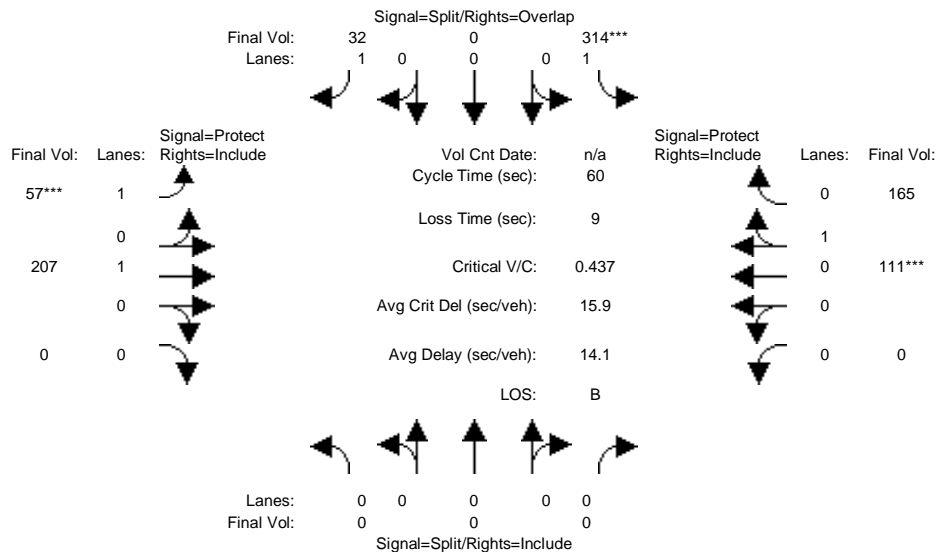
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.02	0.05	0.18	0.00	0.00	0.21	0.21
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.36	0.12	0.64	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.05	0.40	0.28	0.00	0.00	0.40	0.40
Delay/Veh:	0.0	0.0	0.0	24.5	0.0	15.8	32.0	6.1	0.0	0.0	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.5	0.0	15.8	32.0	6.1	0.0	0.0	11.0	11.0
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	4	0	0	2	3	0	0	5	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	314	0	32	57	207	0	0	111	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	314	0	32	57	207	0	0	111	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	314	0	32	57	207	0	0	111	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	314	0	32	57	207	0	0	111	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	314	0	32	57	207	0	0	111	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	314	0	32	57	207	0	0	111	165

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.90	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.40	0.60
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	688	1023

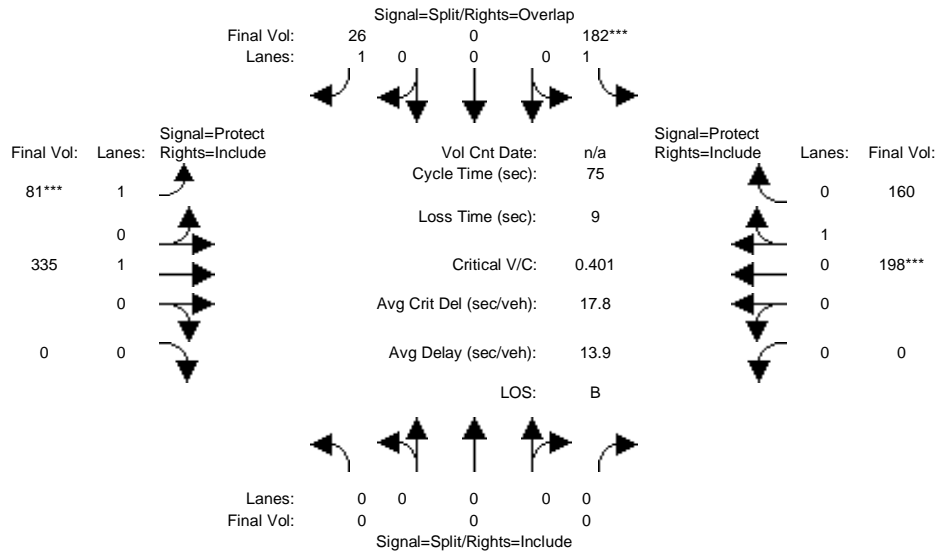
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.03	0.11	0.00	0.00	0.16	0.16
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.50	0.12	0.47	0.00	0.00	0.35	0.35
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.04	0.28	0.24	0.00	0.00	0.46	0.46
Delay/Veh:	0.0	0.0	0.0	14.3	0.0	7.6	24.9	9.8	0.0	0.0	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.3	0.0	7.6	24.9	9.8	0.0	0.0	15.7	15.7
LOS by Move:	A	A	A	B	A	A	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	5	0	0	1	2	0	0	4	4

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	182	0	26	81	335	0	0	198	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	182	0	26	81	335	0	0	198	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	182	0	26	81	335	0	0	198	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	182	0	26	81	335	0	0	198	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	182	0	26	81	335	0	0	198	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	182	0	26	81	335	0	0	198	160

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.55	0.45
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	968	782

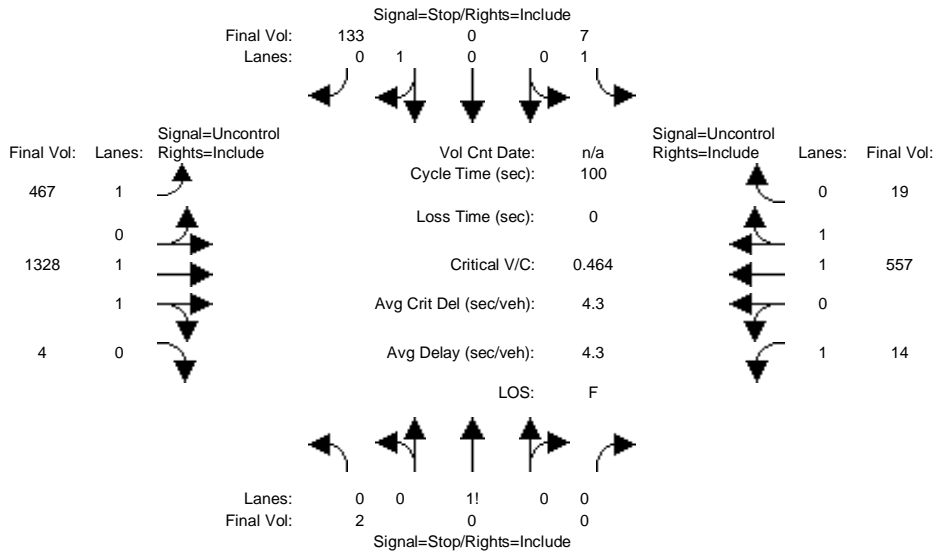
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.02	0.05	0.18	0.00	0.00	0.20	0.20
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.26	0.00	0.37	0.11	0.62	0.00	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	0.40	0.00	0.04	0.40	0.29	0.00	0.00	0.40	0.40
Delay/Veh:	0.0	0.0	0.0	23.7	0.0	15.1	32.2	6.6	0.0	0.0	11.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.7	0.0	15.1	32.2	6.6	0.0	0.0	11.6	11.6
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	4	0	0	2	3	0	0	5	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #26: Demeter Street and Bay Road



Street Name: Demeter Street Bay Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	Demeter Street North Bound			Demeter Street South Bound			Bay Road East Bound			Bay Road West Bound		
Base Vol:	2	0	0	7	0	133	467	1328	4	14	557	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	7	0	133	467	1328	4	14	557	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	7	0	133	467	1328	4	14	557	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	7	0	133	467	1328	4	14	557	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	2	0	0	7	0	133	467	1328	4	14	557	19

Critical Gap Module:	Demeter Street North Bound			Demeter Street South Bound			Bay Road East Bound			Bay Road West Bound		
Critical Gp:	7.5	xxxx	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Demeter Street North Bound			Demeter Street South Bound			Bay Road East Bound			Bay Road West Bound		
Cnflct Vol:	2571	xxxx	xxxxx	2193	2861	288	576	xxxx	xxxxx	1332	xxxx	xxxxx
Potent Cap.:	13	xxxx	xxxxx	26	17	715	1007	xxxx	xxxxx	525	xxxx	xxxxx
Move Cap.:	7	xxxx	xxxxx	16	9	715	1007	xxxx	xxxxx	525	xxxx	xxxxx
Volume/Cap:	0.30	xxxx	xxxx	0.43	0.00	0.19	0.46	xxxx	xxxx	0.03	xxxx	xxxx

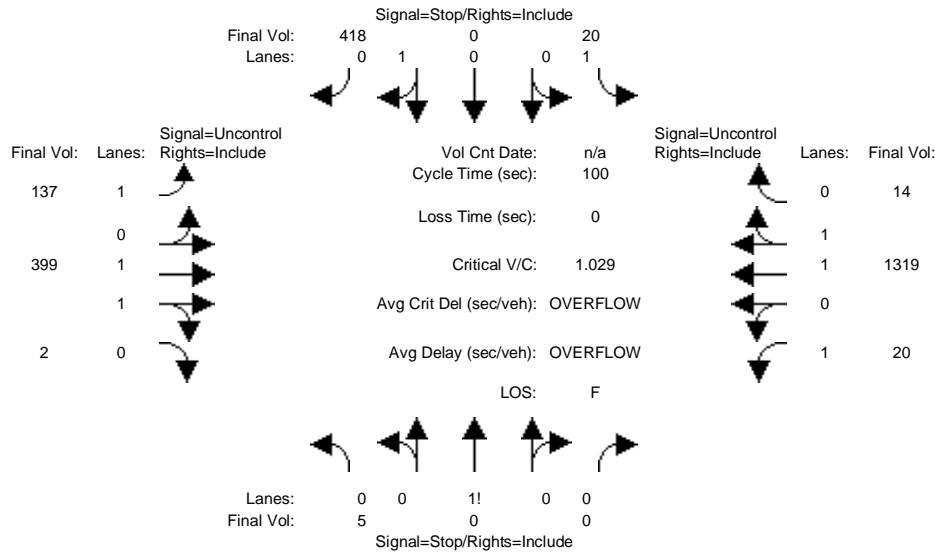
Level Of Service Module:	Demeter Street North Bound			Demeter Street South Bound			Bay Road East Bound			Bay Road West Bound		
2Way95thQ:	0.6	xxxx	xxxxx	1.1	xxxx	xxxxx	2.5	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	693.0	xxxx	xxxxx	345.3	xxxx	xxxxx	11.6	xxxx	xxxxx	12.0	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	715	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	693.0			27.9			xxxxxxx				xxxxxxx	
ApproachLOS:	F			D			*				*	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #26: Demeter Street and Bay Road



Street Name:	Demeter Street						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:												
Base Vol:	5	0	0	20	0	418	137	399	2	20	1319	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	20	0	418	137	399	2	20	1319	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	20	0	418	137	399	2	20	1319	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	20	0	418	137	399	2	20	1319	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	0	20	0	418	137	399	2	20	1319	14

Critical Gap Module:												
Critical Gp:	7.5	xxxx	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	1374	xxxx	xxxxx	1840	2041	667	1333	xxxx	xxxxx	401	xxxx	xxxxx
Potent Cap.:	107	xxxx	xxxxx	48	57	406	524	xxxx	xxxxx	1169	xxxx	xxxxx
Move Cap.:	0	xxxx	xxxxx	38	41	406	524	xxxx	xxxxx	1169	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.53	0.00	1.03	0.26	xxxx	xxxx	0.02	xxxx	xxxx

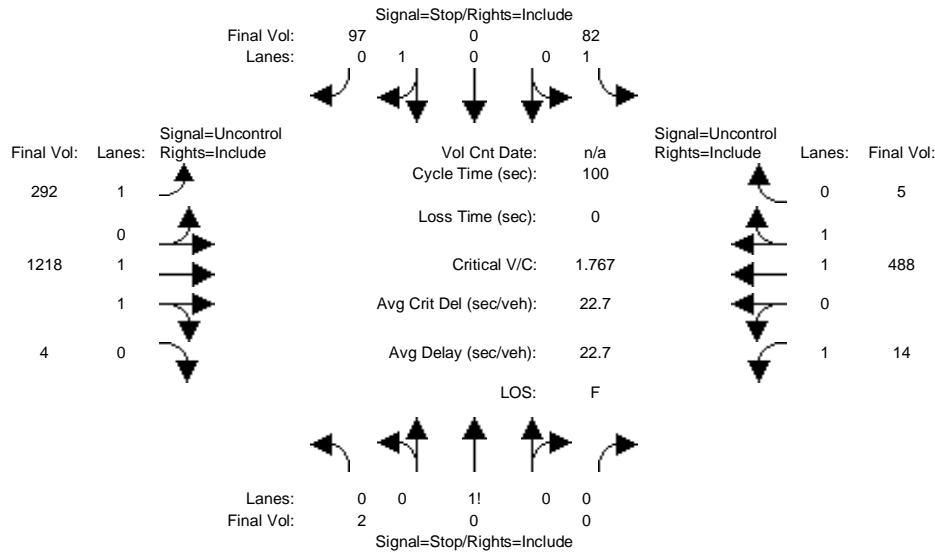
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	1.8	xxxx	xxxxx	1.0	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	179.0	xxxx	xxxxx	14.3	xxxx	xxxxx	8.1	xxxx	xxxxx			
LOS by Move:	*	*	*	F	*	*	B	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	406	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	84.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	F	*	*	*	*	*	*			
ApproachDel:		+Inf			89.0			xxxxxxx			xxxxxxx				
ApproachLOS:		F			F			*			*				

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #26: Demeter Street and Bay Road



Street Name: Demeter Street Bay Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	2	0	0	82	0	97	292	1218	4	14	488	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:	2	0	0	82	0	97	292	1218	4	14	488	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:	2	0	0	82	0	97	292	1218	4	14	488	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:	2	0	0	82	0	97	292	1218	4	14	488	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	2	0	0	82	0	97	292	1218	4	14	488	5

Critical Gap Module:												
Critical Gp:	7.5	xxxx	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	2076	xxxx	xxxxx	1712	2325	247	493	xxxx	xxxxx	1222	xxxx	xxxxx
Potent Cap.:	32	xxxx	xxxxx	60	38	760	1081	xxxx	xxxxx	578	xxxx	xxxxx
Move Cap.:	21	xxxx	xxxxx	46	27	760	1081	xxxx	xxxxx	578	xxxx	xxxxx
Volume/Cap:	0.09	xxxx	xxxx	1.77	0.00	0.13	0.27	xxxx	xxxx	0.02	xxxx	xxxx

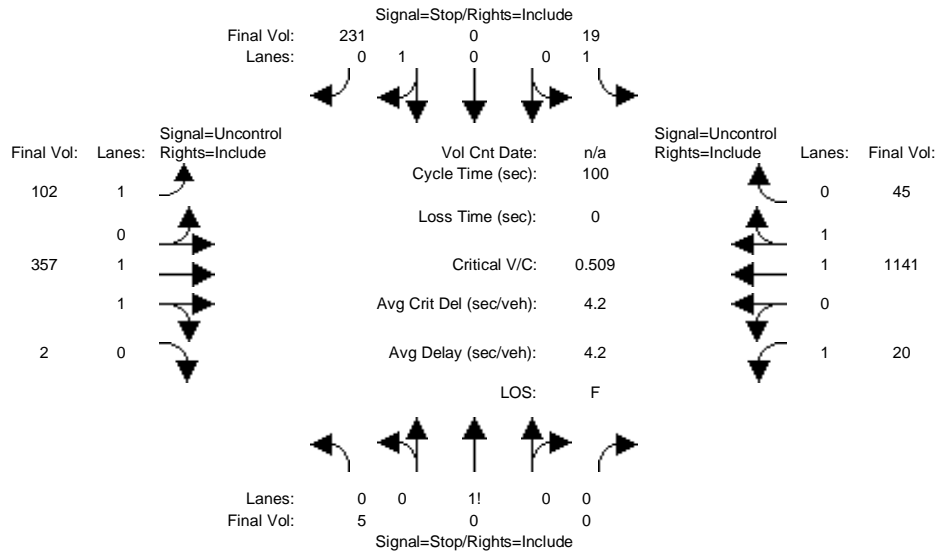
Level Of Service Module:														
2Way95thQ:	0.3	xxxx	xxxxx	8.2	xxxx	xxxxx	1.1	xxxx	xxxxx	0.1	xxxx	xxxxx		
Control Del:	189.1	xxxx	xxxxx	557.4	xxxx	xxxxx	9.6	xxxx	xxxxx	11.4	xxxx	xxxxx		
LOS by Move:	F	*	*	F	*	*	A	*	*	B	*	*		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	760	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*		
ApproachDel:	189.1			261.0			xxxxxx			xxxxxx				
ApproachLOS:	F			F			*			*				

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #26: Demeter Street and Bay Road



Street Name:	Demeter Street						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	Demeter Street NB			Demeter Street SB			Bay Road EB			Bay Road WB		
Base Vol:	5	0	0	19	0	231	102	357	2	20	1141	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:	5	0	0	19	0	231	102	357	2	20	1141	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:	5	0	0	19	0	231	102	357	2	20	1141	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:	5	0	0	19	0	231	102	357	2	20	1141	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	0	19	0	231	102	357	2	20	1141	45

Critical Gap Module:	Demeter Street NB			Demeter Street SB			Bay Road EB			Bay Road WB		
Critical Gp:	7.5	xxxx	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	Demeter Street NB			Demeter Street SB			Bay Road EB			Bay Road WB		
Cnflct Vol:	1173	xxxx	xxxxx	1586	1767	593	1186	xxxx	xxxxx	359	xxxx	xxxxx
Potent Cap.:	150	xxxx	xxxxx	74	85	454	596	xxxx	xxxxx	1211	xxxx	xxxxx
Move Cap.:	63	xxxx	xxxxx	64	69	454	596	xxxx	xxxxx	1211	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	xxxx	0.30	0.00	0.51	0.17	xxxx	xxxx	0.02	xxxx	xxxx

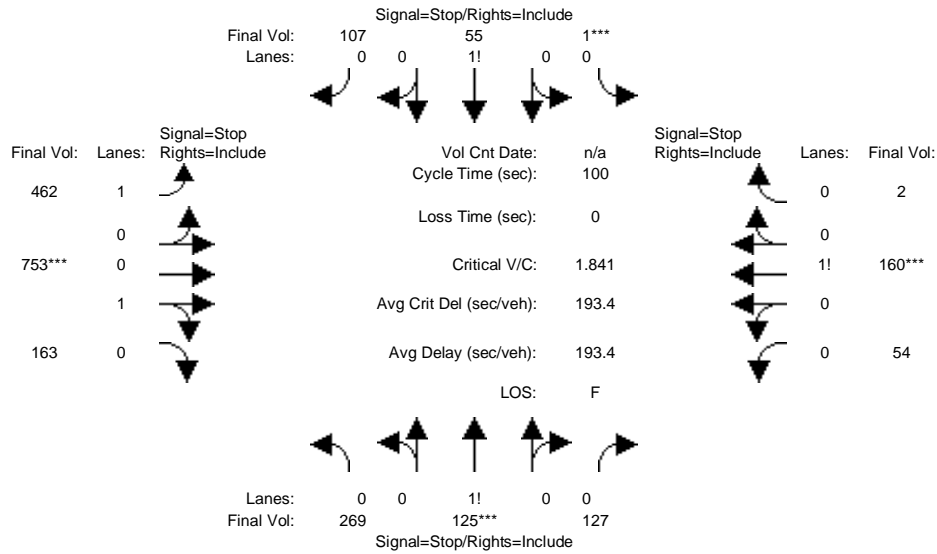
Level Of Service Module:	Demeter Street NB			Demeter Street SB			Bay Road EB			Bay Road WB		
2Way95thQ:	0.2	xxxx	xxxxx	1.1	xxxx	xxxxx	0.6	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	66.9	xxxx	xxxxx	84.1	xxxx	xxxxx	12.3	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	454	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	2.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	20.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	C	*	*	*	*	*	*
ApproachDel:	66.9			25.7			xxxxxxx			xxxxxxx		
ApproachLOS:	F			D			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #27: Pulgas Avenue and Bay Road



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

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:	269	125	127	1	55	107	462	753	163	54	160	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	125	127	1	55	107	462	753	163	54	160	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	125	127	1	55	107	462	753	163	54	160	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	125	127	1	55	107	462	753	163	54	160	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	125	127	1	55	107	462	753	163	54	160	2
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:	269	125	127	1	55	107	462	753	163	54	160	2

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.24	0.24	0.01	0.34	0.65	1.00	0.82	0.18	0.25	0.74	0.01
Final Sat.:	273	127	129	3	156	304	458	409	89	113	336	4

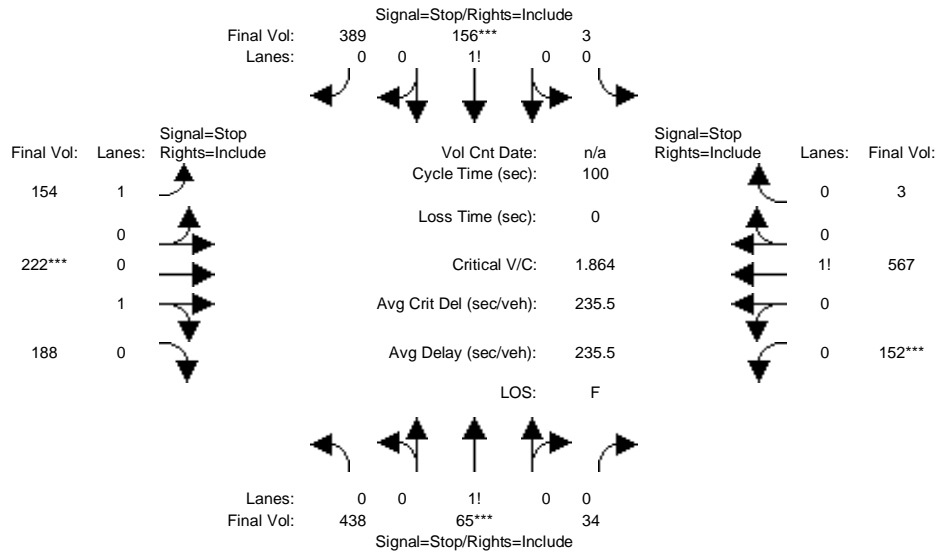
Capacity Analysis Module:												
Vol/Sat:	0.99	0.99	0.99	0.35	0.35	0.35	1.01	1.84	1.84	0.48	0.48	0.48
Crit Moves:	****			****			****			****		
Delay/Veh:	61.8	61.8	61.8	14.4	14.4	14.4	72.0	403	402.8	17.4	17.4	17.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	61.8	61.8	14.4	14.4	14.4	72.0	403	402.8	17.4	17.4	17.4
LOS by Move:	F	F	F	B	B	B	F	F	F	C	C	C
ApproachDel:		61.8			14.4			291.9			17.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		61.8			14.4			291.9			17.4	
LOS by Appr:		F			B			F			C	
AllWayAvgQ:	7.6	7.6	7.6	0.5	0.5	0.5	7.8	54.3	54.3	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #27: Pulgas Avenue and Bay Road

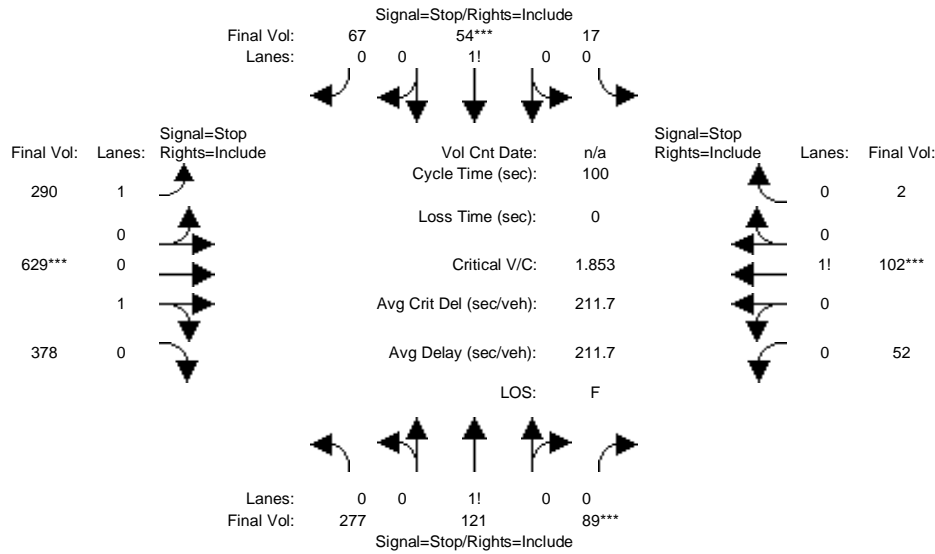


Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	438	65	34	3	156	389	154	222	188	152	567	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	65	34	3	156	389	154	222	188	152	567	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	65	34	3	156	389	154	222	188	152	567	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	65	34	3	156	389	154	222	188	152	567	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	65	34	3	156	389	154	222	188	152	567	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	438	65	34	3	156	389	154	222	188	152	567	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.12	0.06	0.01	0.28	0.71	1.00	0.54	0.46	0.21	0.78	0.01
Final Sat.:	316	47	25	2	117	293	367	217	184	82	304	2
Capacity Analysis Module:												
Vol/Sat:	1.38	1.38	1.38	1.33	1.33	1.33	0.42	1.02	1.02	1.86	1.86	1.86
Crit Moves:	****			****			****			****		
Delay/Veh:	214.0	214	214.0	189.3	189	189.3	19.4	81.2	81.2	420.4	420	420.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	214.0	214	214.0	189.3	189	189.3	19.4	81.2	81.2	420.4	420	420.4
LOS by Move:	F	F	F	F	F	F	C	F	F	F	F	F
ApproachDel:	214.0			189.3			64.3			420.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	214.0			189.3			64.3			420.4		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	21.7	21.7	21.7	20.3	20.3	20.3	0.7	7.7	7.7	43.9	43.9	43.9

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #27: Pulgas Avenue and Bay Road



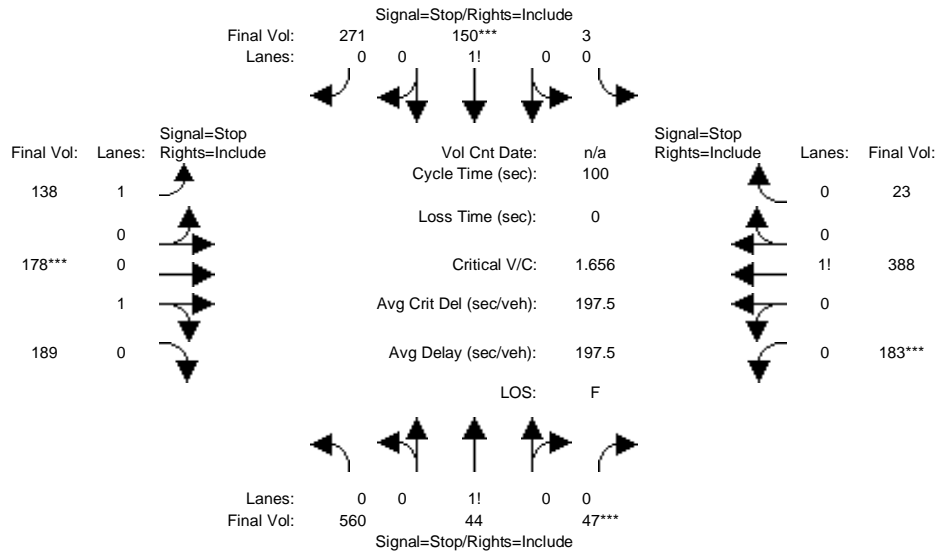
Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	277	121	89	17	54	67	290	629	378	52	102	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	121	89	17	54	67	290	629	378	52	102	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	121	89	17	54	67	290	629	378	52	102	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	121	89	17	54	67	290	629	378	52	102	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	121	89	17	54	67	290	629	378	52	102	2
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:	277	121	89	17	54	67	290	629	378	52	102	2
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.57	0.25	0.18	0.12	0.39	0.49	1.00	0.62	0.38	0.33	0.66	0.01
Final Sat.:	312	136	100	59	187	232	487	339	204	154	301	6
Capacity Analysis Module:												
Vol/Sat:	0.89	0.89	0.89	0.29	0.29	0.29	0.60	1.85	1.85	0.34	0.34	0.34
Crit Moves:			****			****			****			****
Delay/Veh:	41.0	41.0	41.0	12.9	12.9	12.9	20.4	407	407.2	13.9	13.9	13.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	41.0	41.0	12.9	12.9	12.9	20.4	407	407.2	13.9	13.9	13.9
LOS by Move:	E	E	E	B	B	B	C	F	F	B	B	B
ApproachDel:		41.0			12.9			320.7			13.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		41.0			12.9			320.7			13.9	
LOS by Appr:		E			B			F			B	
AllWayAvgQ:	4.8	4.8	4.8	0.4	0.4	0.4	1.4	60.1	60.1	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #27: Pulgas Avenue and Bay Road



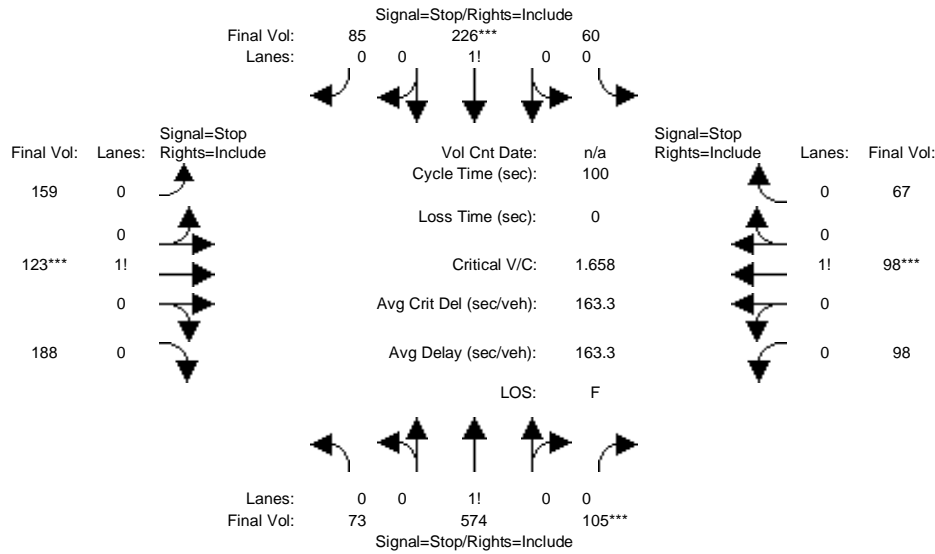
Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	560	44	47	3	150	271	138	178	189	183	388	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	44	47	3	150	271	138	178	189	183	388	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	44	47	3	150	271	138	178	189	183	388	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	44	47	3	150	271	138	178	189	183	388	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	44	47	3	150	271	138	178	189	183	388	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	560	44	47	3	150	271	138	178	189	183	388	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.86	0.07	0.07	0.01	0.35	0.64	1.00	0.49	0.51	0.31	0.65	0.04
Final Sat.:	338	27	28	3	147	266	367	195	207	121	256	15
Capacity Analysis Module:												
Vol/Sat:	1.66	1.66	1.66	1.02	1.02	1.02	0.38	0.91	0.91	1.51	1.51	1.51
Crit Moves:			****			****			****			****
Delay/Veh:	329.1	329	329.1	78.9	78.9	78.9	18.3	55.4	55.4	267.4	267	267.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	329.1	329	329.1	78.9	78.9	78.9	18.3	55.4	55.4	267.4	267	267.4
LOS by Move:	F	F	F	F	F	F	C	F	F	F	F	F
ApproachDel:		329.1			78.9			45.2			267.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		329.1			78.9			45.2			267.4	
LOS by Appr:		F			F			E			F	
AllWayAvgQ:	34.6	34.6	34.6	7.8	7.8	7.8	0.6	4.9	4.9	27.8	27.8	27.8

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #29: Pulgas Avenue and Runnymead Street

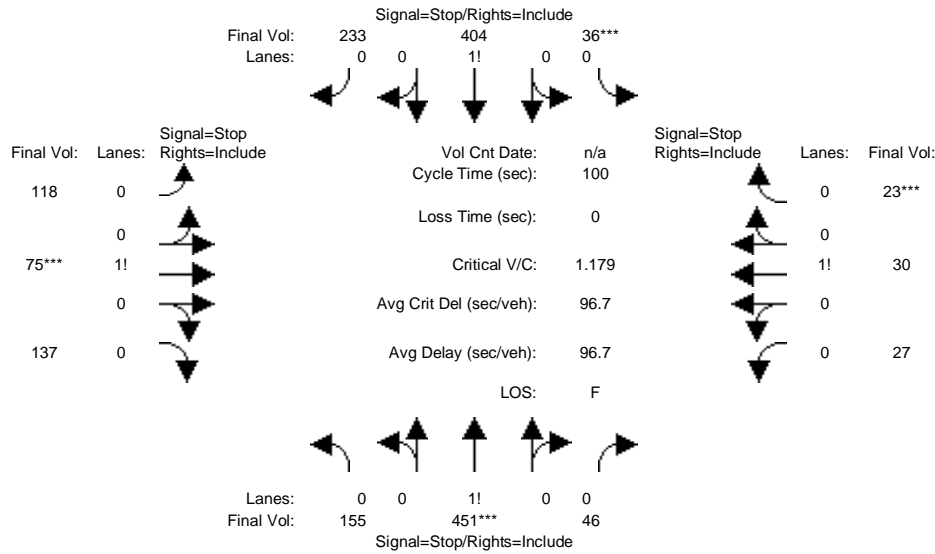


Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	73	574	105	60	226	85	159	123	188	98	98	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	574	105	60	226	85	159	123	188	98	98	67
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	574	105	60	226	85	159	123	188	98	98	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	574	105	60	226	85	159	123	188	98	98	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	574	105	60	226	85	159	123	188	98	98	67
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	574	105	60	226	85	159	123	188	98	98	67
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.76	0.14	0.16	0.61	0.23	0.34	0.26	0.40	0.38	0.37	0.25
Final Sat.:	44	346	63	71	266	100	156	120	184	151	151	103
Capacity Analysis Module:												
Vol/Sat:	1.66	1.66	1.66	0.85	0.85	0.85	1.02	1.02	1.02	0.65	0.65	0.65
Crit Moves:		****			****			****			****	
Delay/Veh:	325.9	326	325.9	41.9	41.9	41.9	76.1	76.1	76.1	25.6	25.6	25.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	325.9	326	325.9	41.9	41.9	41.9	76.1	76.1	76.1	25.6	25.6	25.6
LOS by Move:	F	F	F	E	E	E	F	F	F	D	D	D
ApproachDel:		325.9			41.9			76.1			25.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		325.9			41.9			76.1			25.6	
LOS by Appr:		F			E			F			D	
AllWayAvgQ:	39.7	39.7	39.7	3.7	3.7	3.7	8.3	8.3	8.3	1.6	1.6	1.6

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #29: Pulgas Avenue and Runnymead Street

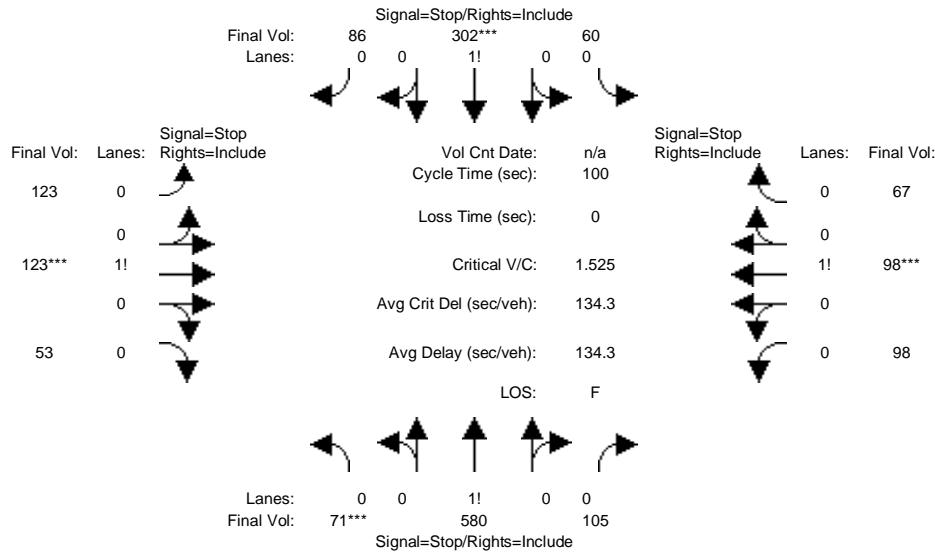


Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	155	451	46	36	404	233	118	75	137	27	30	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	451	46	36	404	233	118	75	137	27	30	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	451	46	36	404	233	118	75	137	27	30	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	451	46	36	404	233	118	75	137	27	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	451	46	36	404	233	118	75	137	27	30	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	451	46	36	404	233	118	75	137	27	30	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.69	0.07	0.05	0.60	0.35	0.36	0.23	0.41	0.34	0.37	0.29
Final Sat.:	131	382	39	31	343	198	181	115	210	141	157	120
Capacity Analysis Module:												
Vol/Sat:	1.18	1.18	1.18	1.18	1.18	1.18	0.65	0.65	0.65	0.19	0.19	0.19
Crit Moves:	****			****			****			****		
Delay/Veh:	120.7	121	120.7	119.8	120	119.8	22.3	22.3	22.3	13.0	13.0	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.7	121	120.7	119.8	120	119.8	22.3	22.3	22.3	13.0	13.0	13.0
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B
ApproachDel:	120.7			119.8			22.3			13.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	120.7			119.8			22.3			13.0		
LOS by Appr:	F			F			C			B		
AllWayAvgQ:	17.1	17.1	17.1	17.5	17.5	17.5	1.7	1.7	1.7	0.2	0.2	0.2

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #29: Pulgas Avenue and Runnymead Street

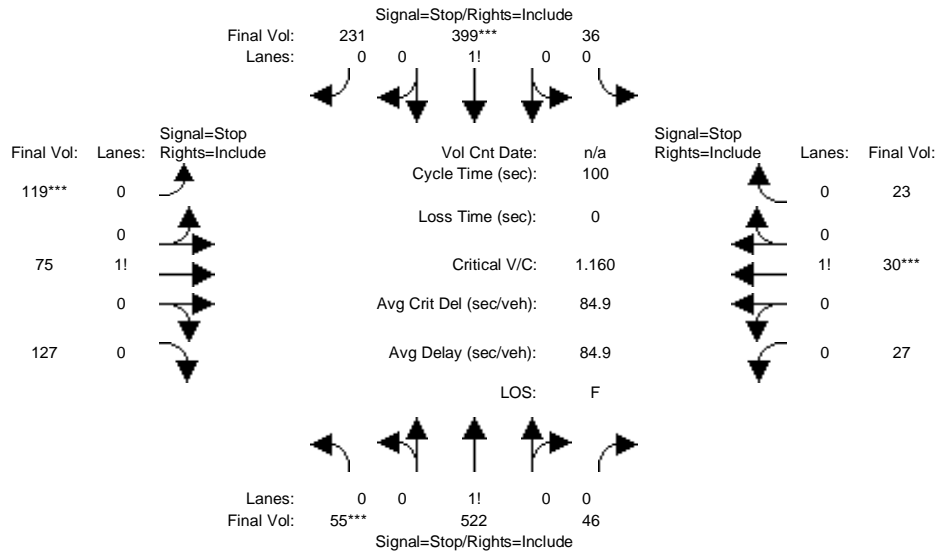


Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	71	580	105	60	302	86	123	123	53	98	98	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	580	105	60	302	86	123	123	53	98	98	67
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	580	105	60	302	86	123	123	53	98	98	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	580	105	60	302	86	123	123	53	98	98	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	580	105	60	302	86	123	123	53	98	98	67
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	580	105	60	302	86	123	123	53	98	98	67
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.77	0.14	0.13	0.68	0.19	0.41	0.41	0.18	0.38	0.37	0.25
Final Sat.:	47	380	69	65	327	93	178	178	77	158	158	108
Capacity Analysis Module:												
Vol/Sat:	1.53	1.53	1.53	0.92	0.92	0.92	0.69	0.69	0.69	0.62	0.62	0.62
Crit Moves:	***			***			***			***		
Delay/Veh:	266.2	266	266.2	49.9	49.9	49.9	25.6	25.6	25.6	22.3	22.3	22.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	266.2	266	266.2	49.9	49.9	49.9	25.6	25.6	25.6	22.3	22.3	22.3
LOS by Move:	F	F	F	E	E	E	D	D	D	C	C	C
ApproachDel:	266.2			49.9			25.6			22.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	266.2			49.9			25.6			22.3		
LOS by Appr:	F			E			D			C		
AllWayAvgQ:	35.2	35.2	35.2	5.3	5.3	5.3	1.8	1.8	1.8	1.3	1.3	1.3

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #29: Pulgas Avenue and Runnymead Street

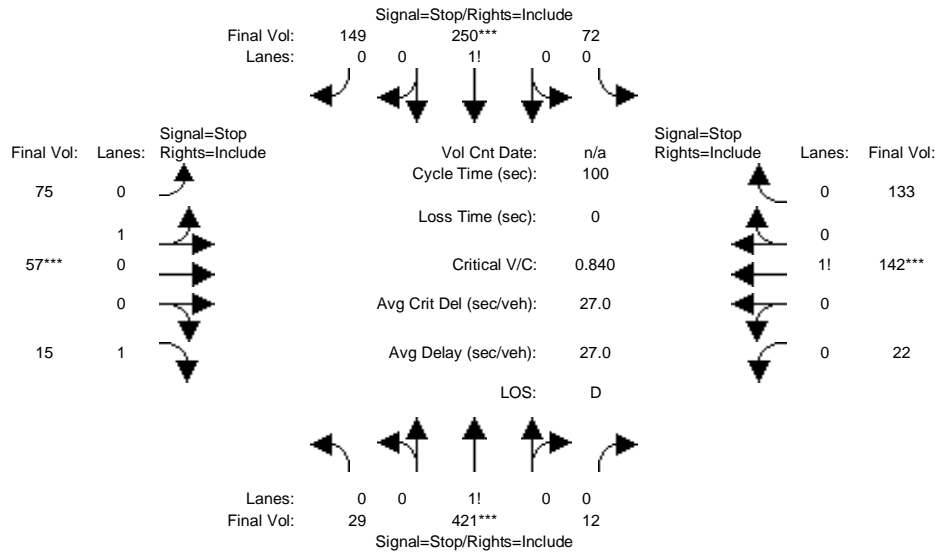


Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	55	522	46	36	399	231	119	75	127	27	30	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	522	46	36	399	231	119	75	127	27	30	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	522	46	36	399	231	119	75	127	27	30	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	522	46	36	399	231	119	75	127	27	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	522	46	36	399	231	119	75	127	27	30	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	522	46	36	399	231	119	75	127	27	30	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.84	0.07	0.05	0.60	0.35	0.37	0.23	0.40	0.34	0.37	0.29
Final Sat.:	49	468	41	31	344	199	187	118	199	142	158	121
Capacity Analysis Module:												
Vol/Sat:	1.11	1.11	1.11	1.16	1.16	1.16	0.64	0.64	0.64	0.19	0.19	0.19
Crit Moves:	****				****		****				****	
Delay/Veh:	97.3	97.3	97.3	112.5	112	112.5	21.5	21.5	21.5	13.0	13.0	13.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.3	97.3	97.3	112.5	112	112.5	21.5	21.5	21.5	13.0	13.0	13.0
LOS by Move:	F	F	F	F	F	F	C	C	C	B	B	B
ApproachDel:		97.3			112.5			21.5			13.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		97.3			112.5			21.5			13.0	
LOS by Appr:		F			F			C			B	
AllWayAvgQ:	13.6	13.6	13.6	16.5	16.5	16.5	1.6	1.6	1.6	0.2	0.2	0.2

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #30: Pulgas Avenue and O'Connor Street



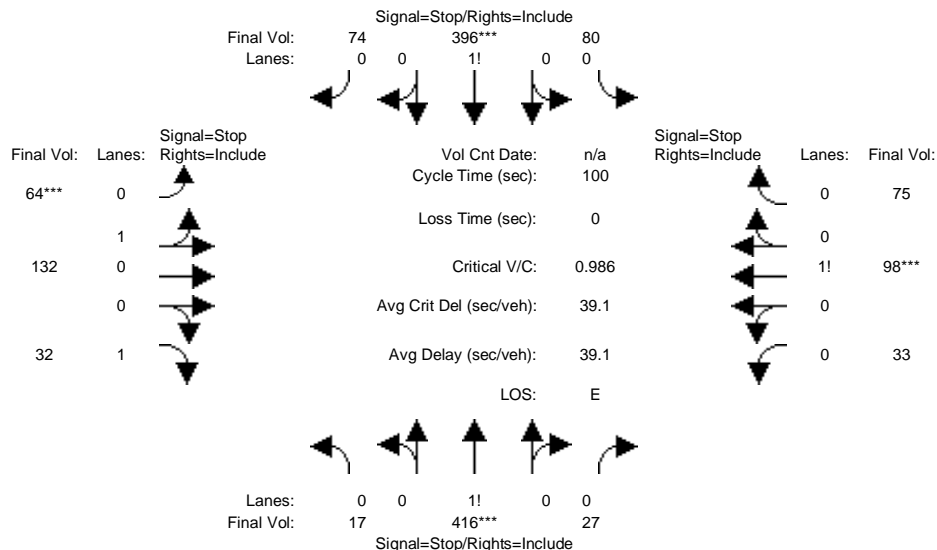
Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	421	12	72	250	149	75	57	15	22	142	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	421	12	72	250	149	75	57	15	22	142	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	421	12	72	250	149	75	57	15	22	142	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	421	12	72	250	149	75	57	15	22	142	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	421	12	72	250	149	75	57	15	22	142	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	421	12	72	250	149	75	57	15	22	142	133
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.15	0.53	0.32	0.57	0.43	1.00	0.07	0.48	0.45
Final Sat.:	35	501	14	86	298	178	226	171	445	36	230	215
Capacity Analysis Module:												
Vol/Sat:	0.84	0.84	0.84	0.84	0.84	0.84	0.33	0.33	0.03	0.62	0.62	0.62
Crit Moves:	****			****			****			****		
Delay/Veh:	32.3	32.3	32.3	31.3	31.3	31.3	14.4	14.4	10.1	18.5	18.5	18.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	32.3	32.3	31.3	31.3	31.3	14.4	14.4	10.1	18.5	18.5	18.5
LOS by Move:	D	D	D	D	D	D	B	B	B	C	C	C
ApproachDel:		32.3			31.3			13.9			18.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		32.3			31.3			13.9			18.5	
LOS by Appr:		D			D			B			C	
AllWayAvgQ:	3.5	3.5	3.5	3.4	3.4	3.4	0.4	0.4	0.0	1.2	1.2	1.2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #30: Pulgas Avenue and O'Connor Street



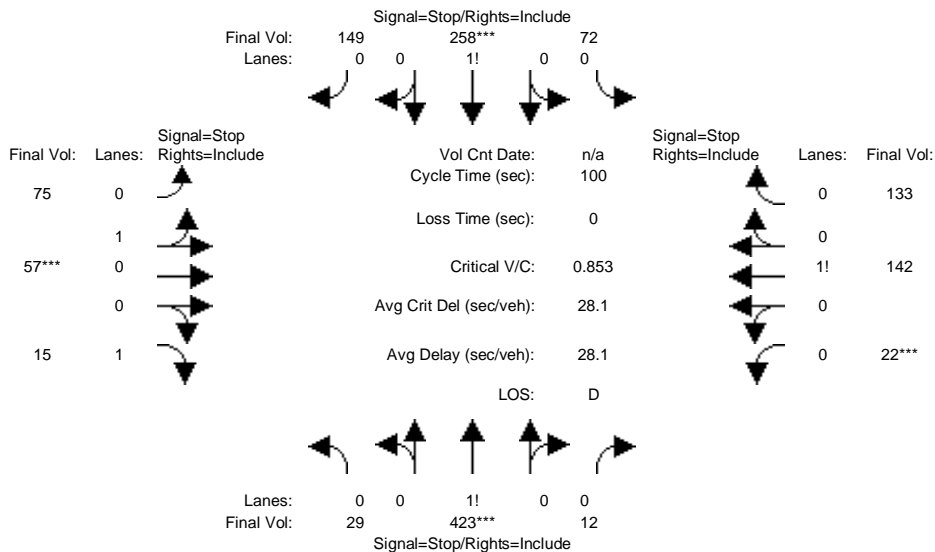
Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	17	416	27	80	396	74	64	132	32	33	98	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	416	27	80	396	74	64	132	32	33	98	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:	17	416	27	80	396	74	64	132	32	33	98	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:	17	416	27	80	396	74	64	132	32	33	98	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	416	27	80	396	74	64	132	32	33	98	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:	17	416	27	80	396	74	64	132	32	33	98	75
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.15	0.72	0.13	0.33	0.67	1.00	0.16	0.48	0.36
Final Sat.:	20	484	31	81	402	75	138	284	468	72	214	164
Capacity Analysis Module:												
Vol/Sat:	0.86	0.86	0.86	0.99	0.99	0.99	0.47	0.47	0.07	0.46	0.46	0.46
Crit Moves:	****			****			****			****		
Delay/Veh:	36.3	36.3	36.3	59.4	59.4	59.4	17.2	17.2	10.5	16.2	16.2	16.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	36.3	36.3	59.4	59.4	59.4	17.2	17.2	10.5	16.2	16.2	16.2
LOS by Move:	E	E	E	F	F	F	C	C	B	C	C	C
ApproachDel:	36.3			59.4			16.3			16.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	36.3			59.4			16.3			16.2		
LOS by Appr:	E			F			C			C		
AllWayAvgQ:	4.0	4.0	4.0	7.7	7.7	7.7	0.7	0.7	0.1	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #30: Pulgas Avenue and O'Connor Street

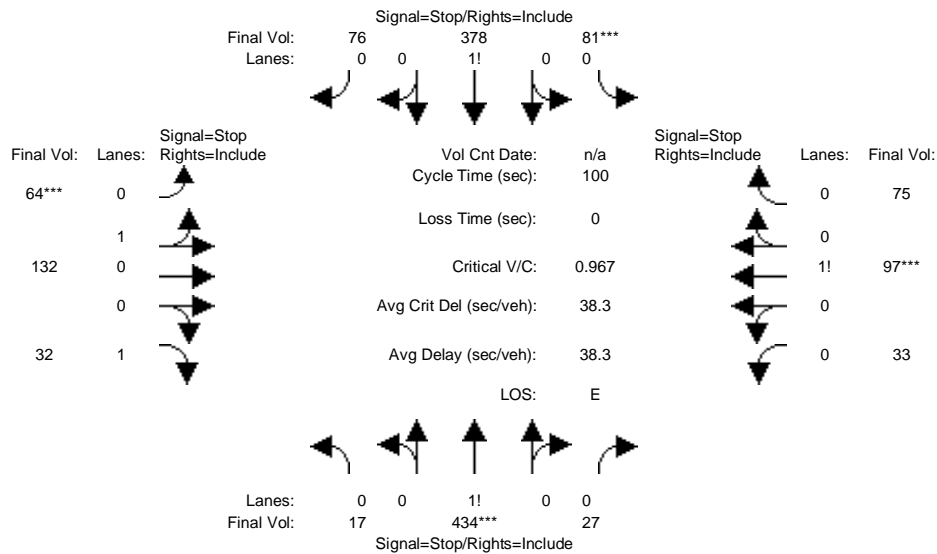


Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	423	12	72	258	149	75	57	15	22	142	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	423	12	72	258	149	75	57	15	22	142	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	423	12	72	258	149	75	57	15	22	142	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	423	12	72	258	149	75	57	15	22	142	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	423	12	72	258	149	75	57	15	22	142	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	423	12	72	258	149	75	57	15	22	142	133
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.15	0.54	0.31	0.57	0.43	1.00	0.07	0.48	0.45
Final Sat.:	34	499	14	84	302	175	225	171	445	35	229	214
Capacity Analysis Module:												
Vol/Sat:	0.85	0.85	0.85	0.85	0.85	0.85	0.33	0.33	0.03	0.62	0.62	0.62
Crit Moves:	****			****			****			****		
Delay/Veh:	33.3	33.3	33.3	33.2	33.2	33.2	14.5	14.5	10.2	18.7	18.7	18.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	33.3	33.3	33.2	33.2	33.2	14.5	14.5	10.2	18.7	18.7	18.7
LOS by Move:	D	D	D	D	D	D	B	B	B	C	C	C
ApproachDel:		33.3			33.2			14.0			18.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		33.3			33.2			14.0			18.7	
LOS by Appr:		D			D			B			C	
AllWayAvgQ:	3.6	3.6	3.6	3.7	3.7	3.7	0.4	0.4	0.0	1.2	1.2	1.2

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #30: Pulgas Avenue and O'Connor Street



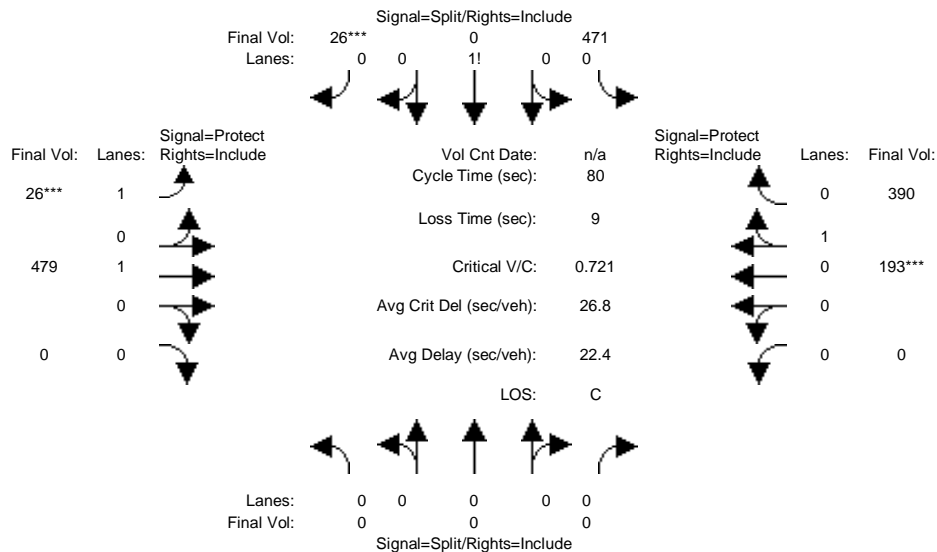
Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	17	434	27	81	378	76	64	132	32	33	97	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	434	27	81	378	76	64	132	32	33	97	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:	17	434	27	81	378	76	64	132	32	33	97	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:	17	434	27	81	378	76	64	132	32	33	97	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	434	27	81	378	76	64	132	32	33	97	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
Final Volume:	17	434	27	81	378	76	64	132	32	33	97	75
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.91	0.06	0.15	0.71	0.14	0.33	0.67	1.00	0.16	0.47	0.37
Final Sat.:	19	487	30	84	391	79	137	284	469	72	213	164
Capacity Analysis Module:												
Vol/Sat:	0.89	0.89	0.89	0.97	0.97	0.97	0.47	0.47	0.07	0.46	0.46	0.46
Crit Moves:	****			****			****			****		
Delay/Veh:	40.1	40.1	40.1	54.6	54.6	54.6	17.2	17.2	10.5	16.2	16.2	16.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	40.1	40.1	54.6	54.6	54.6	17.2	17.2	10.5	16.2	16.2	16.2
LOS by Move:	E	E	E	F	F	F	C	C	B	C	C	C
ApproachDel:	40.1			54.6			16.3			16.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	40.1			54.6			16.3			16.2		
LOS by Appr:	E			F			C			C		
AllWayAvgQ:	4.5	4.5	4.5	6.9	6.9	6.9	0.7	0.7	0.1	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	471	0	26	26	479	0	0	193	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	471	0	26	26	479	0	0	193	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	471	0	26	26	479	0	0	193	390
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	471	0	26	26	479	0	0	193	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	471	0	26	26	479	0	0	193	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	471	0	26	26	479	0	0	193	390

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.93	0.93	0.98	1.00	1.00	0.89	0.89
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	1.00	1.00	0.00	0.00	0.33	0.67
Final Sat.:	0	0	0	1673	0	92	1769	1862	0	0	561	1133

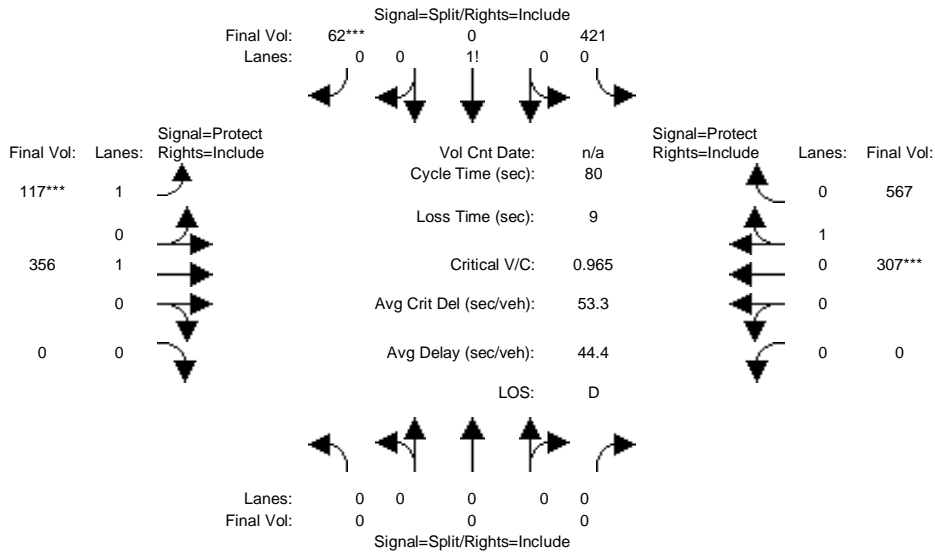
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.01	0.26	0.00	0.00	0.34	0.34
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.00	0.36	0.09	0.53	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.78	0.17	0.49	0.00	0.00	0.78	0.78
Delay/Veh:	0.0	0.0	0.0	29.1	0.0	29.1	34.3	12.4	0.0	0.0	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.1	0.0	29.1	34.3	12.4	0.0	0.0	24.5	24.5
LOS by Move:	A	A	A	C	A	C	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	13	0	13	1	7	0	0	14	14

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	421	0	62	117	356	0	0	307	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	421	0	62	117	356	0	0	307	567
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	421	0	62	117	356	0	0	307	567
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	421	0	62	117	356	0	0	307	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	421	0	62	117	356	0	0	307	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	421	0	62	117	356	0	0	307	567

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	0.93	0.98	1.00	1.00	0.89	0.89
Lanes:	0.00	0.00	0.00	0.87	0.00	0.13	1.00	1.00	0.00	0.00	0.35	0.65
Final Sat.:	0	0	0	1528	0	225	1769	1862	0	0	596	1102

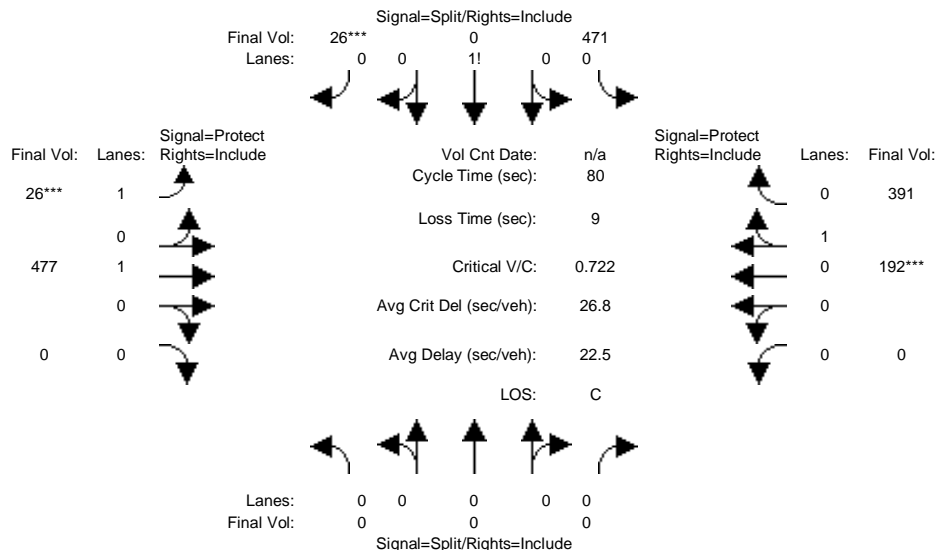
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.07	0.19	0.00	0.00	0.51	0.51
Crit Moves:						****	****					****
Green/Cycle:	0.00	0.00	0.00	0.28	0.00	0.28	0.09	0.61	0.00	0.00	0.52	0.52
Volume/Cap:	0.00	0.00	0.00	0.99	0.00	0.99	0.76	0.31	0.00	0.00	0.99	0.99
Delay/Veh:	0.0	0.0	0.0	66.1	0.0	66.1	54.7	7.7	0.0	0.0	46.0	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	66.1	0.0	66.1	54.7	7.7	0.0	0.0	46.0	46.0
LOS by Move:	A	A	A	E	A	E	D	A	A	A	D	D
HCM2kAvgQ:	0	0	0	18	0	18	3	4	0	0	29	29

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #31: Pulgas Avenue and East Bayshore Road



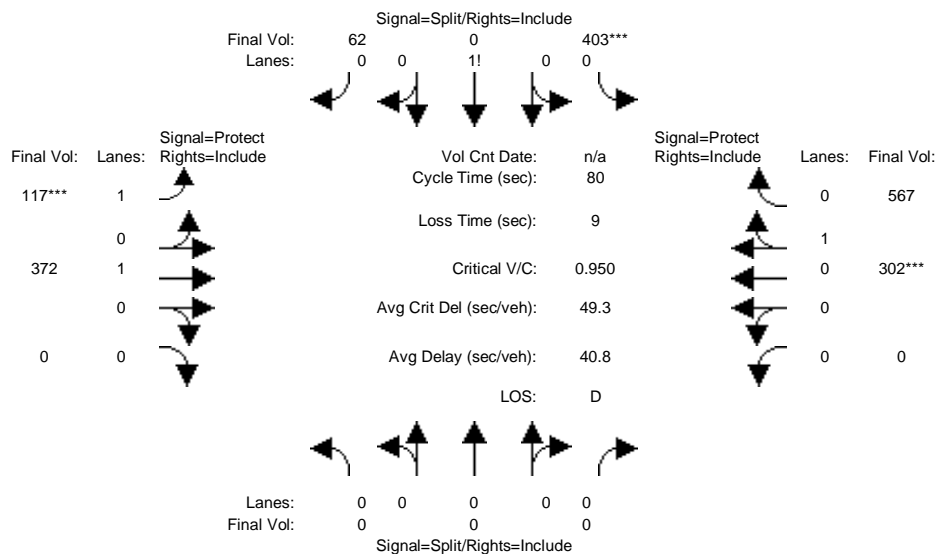
Street Name:	Pulgas Avenue						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	471	0	26	26	477	0	0	192	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	471	0	26	26	477	0	0	192	391
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	471	0	26	26	477	0	0	192	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	471	0	26	26	477	0	0	192	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	471	0	26	26	477	0	0	192	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	471	0	26	26	477	0	0	192	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.93	0.93	0.98	1.00	1.00	0.89	0.89
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	1.00	1.00	0.00	0.00	0.33	0.67
Final Sat.:	0	0	0	1673	0	92	1769	1862	0	0	557	1135
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.01	0.26	0.00	0.00	0.34	0.34
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.00	0.36	0.09	0.53	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.78	0.17	0.49	0.00	0.00	0.78	0.78
Delay/Veh:	0.0	0.0	0.0	29.1	0.0	29.1	34.3	12.4	0.0	0.0	24.5	24.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.1	0.0	29.1	34.3	12.4	0.0	0.0	24.5	24.5
LOS by Move:	A	A	A	C	A	C	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	13	0	13	1	7	0	0	14	14

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name: Pulgas Avenue East Bayshore Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	0	0	403	0	62	117	372	0	0	302	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	403	0	62	117	372	0	0	302	567
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	403	0	62	117	372	0	0	302	567
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	403	0	62	117	372	0	0	302	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	403	0	62	117	372	0	0	302	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	403	0	62	117	372	0	0	302	567

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	0.93	0.98	1.00	1.00	0.89	0.89
Lanes:	0.00	0.00	0.00	0.87	0.00	0.13	1.00	1.00	0.00	0.00	0.35	0.65
Final Sat.:	0	0	0	1518	0	234	1769	1862	0	0	590	1108

Capacity Analysis Module:

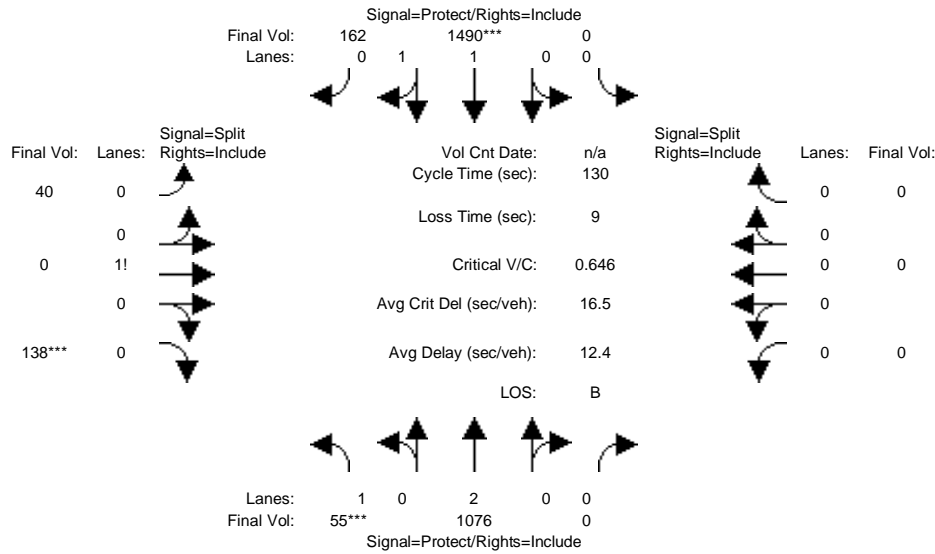
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.27	0.07	0.20	0.00	0.00	0.51	0.51
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.27	0.00	0.27	0.09	0.61	0.00	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.97	0.00	0.97	0.76	0.33	0.00	0.00	0.97	0.97
Delay/Veh:	0.0	0.0	0.0	62.5	0.0	62.5	54.7	7.6	0.0	0.0	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	62.5	0.0	62.5	54.7	7.6	0.0	0.0	41.6	41.6
LOS by Move:	A	A	A	E	A	E	D	A	A	A	D	D
HCM2kAvgQ:	0	0	0	17	0	17	3	4	0	0	28	28

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
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	0	0	10	10	10	0	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:	University Avenue NB			University Avenue SB			Kavanaugh Drive EB			Kavanaugh Drive WB		
Base Vol:	55	1076	0	0	1490	162	40	0	138	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:	55	1076	0	0	1490	162	40	0	138	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:	55	1076	0	0	1490	162	40	0	138	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:	55	1076	0	0	1490	162	40	0	138	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	1076	0	0	1490	162	40	0	138	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
Final Volume:	55	1076	0	0	1490	162	40	0	138	0	0	0

Saturation Flow Module:	University Avenue NB			University Avenue SB			Kavanaugh Drive EB			Kavanaugh Drive WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.89	1.00	0.89	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	0.22	0.00	0.78	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3207	349	378	0	1304	0	0	0

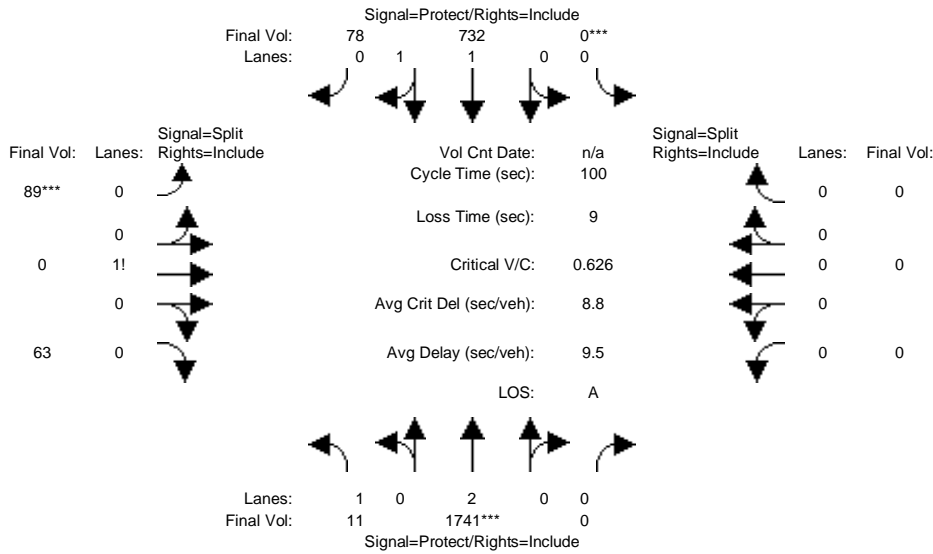
Capacity Analysis Module:	University Avenue NB			University Avenue SB			Kavanaugh Drive EB			Kavanaugh Drive WB		
Vol/Sat:	0.03	0.30	0.00	0.00	0.46	0.46	0.11	0.00	0.11	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green/Cycle:	0.05	0.77	0.00	0.00	0.71	0.71	0.16	0.00	0.16	0.00	0.00	0.00
Volume/Cap:	0.57	0.39	0.00	0.00	0.65	0.65	0.65	0.00	0.65	0.00	0.00	0.00
Delay/Veh:	67.6	5.1	0.0	0.0	10.5	10.5	56.4	0.0	56.4	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:	67.6	5.1	0.0	0.0	10.5	10.5	56.4	0.0	56.4	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	E	A	E	A	A	A
HCM2kAvgQ:	3	7	0	0	18	18	8	0	8	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
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	0	0	10	10	10	0	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:	11	1741	0	0	732	78	89	0	63	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1741	0	0	732	78	89	0	63	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1741	0	0	732	78	89	0	63	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1741	0	0	732	78	89	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1741	0	0	732	78	89	0	63	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
Final Volume:	11	1741	0	0	732	78	89	0	63	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.81	0.19	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3217	343	1021	0	723	0	0	0

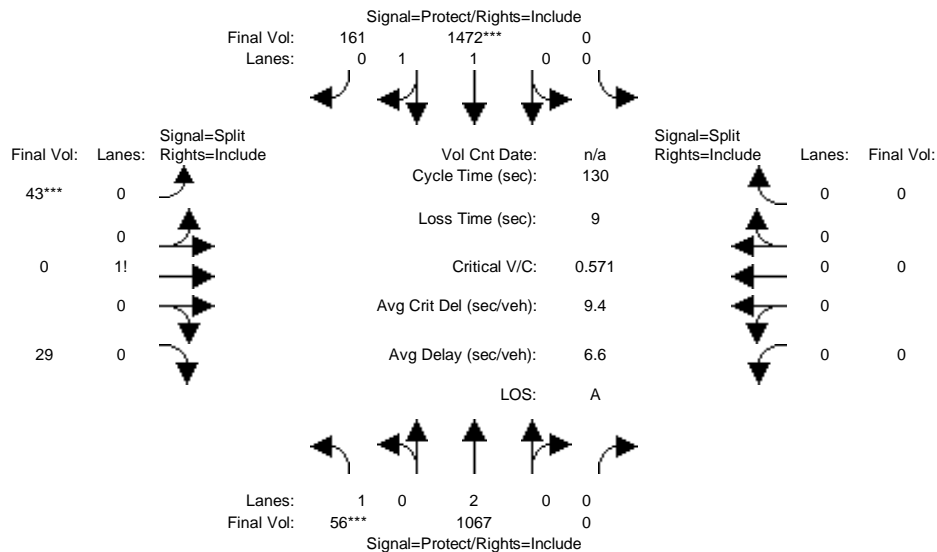
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.00	0.00	0.23	0.23	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.18	0.77	0.00	0.00	0.59	0.59	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.03	0.63	0.00	0.00	0.39	0.39	0.63	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	33.8	5.5	0.0	0.0	11.0	11.0	45.6	0.0	45.6	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:	33.8	5.5	0.0	0.0	11.0	11.0	45.6	0.0	45.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	0	13	0	0	7	7	5	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
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	0	0	10	10	10	0	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	1067	0	0	1472	161	43	0	29	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	1067	0	0	1472	161	43	0	29	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	1067	0	0	1472	161	43	0	29	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	1067	0	0	1472	161	43	0	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1067	0	0	1472	161	43	0	29	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
Final Volume:	56	1067	0	0	1472	161	43	0	29	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	0.60	0.00	0.40	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3205	351	1042	0	703	0	0	0

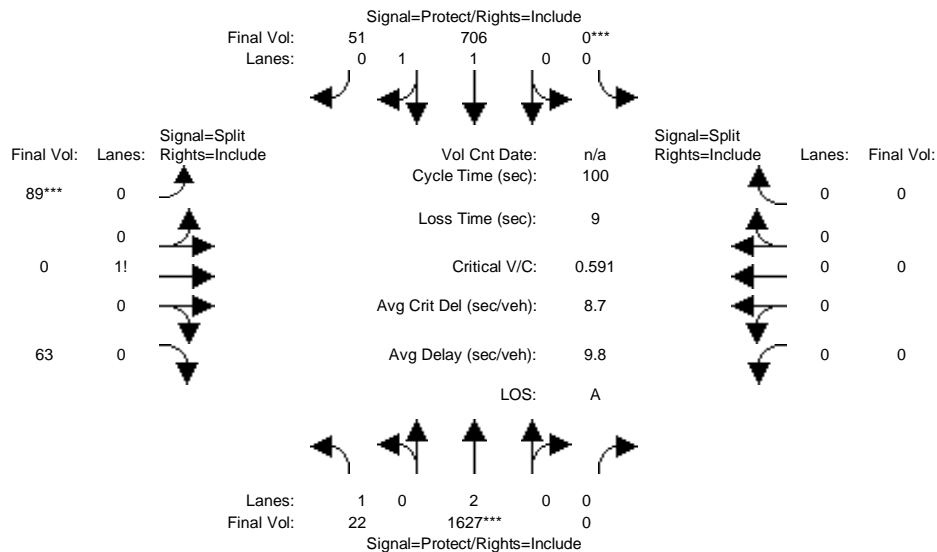
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.00	0.00	0.46	0.46	0.04	0.00	0.04	0.00	0.00	0.00
Crit Moves:	***			****			****					
Green/Cycle:	0.05	0.85	0.00	0.00	0.80	0.80	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.57	0.35	0.00	0.00	0.57	0.57	0.54	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	68.1	2.0	0.0	0.0	5.1	5.1	62.0	0.0	62.0	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:	68.1	2.0	0.0	0.0	5.1	5.1	62.0	0.0	62.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	3	5	0	0	13	13	4	0	4	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #33: University Avenue and Kavanaugh Drive



Street Name: University Avenue Kavanaugh Drive
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	0	0	10	10	10	0	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:	22	1627	0	0	706	51	89	0	63	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:	22	1627	0	0	706	51	89	0	63	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:	22	1627	0	0	706	51	89	0	63	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:	22	1627	0	0	706	51	89	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1627	0	0	706	51	89	0	63	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
Final Volume:	22	1627	0	0	706	51	89	0	63	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.87	0.13	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3333	241	1021	0	723	0	0	0

Capacity Analysis Module:

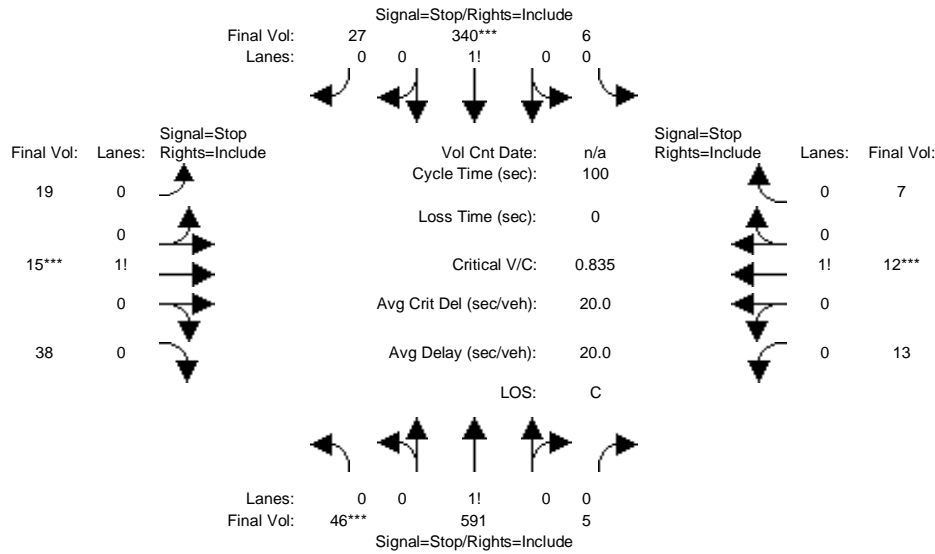
Vol/Sat:	0.01	0.45	0.00	0.00	0.21	0.21	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****		****				****					
Green/Cycle:	0.19	0.76	0.00	0.00	0.57	0.57	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.06	0.59	0.00	0.00	0.37	0.37	0.59	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	33.3	5.5	0.0	0.0	11.7	11.7	43.4	0.0	43.4	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:	33.3	5.5	0.0	0.0	11.7	11.7	43.4	0.0	43.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	1	12	0	0	6	6	5	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #201: Pulgas Ave & Beech St



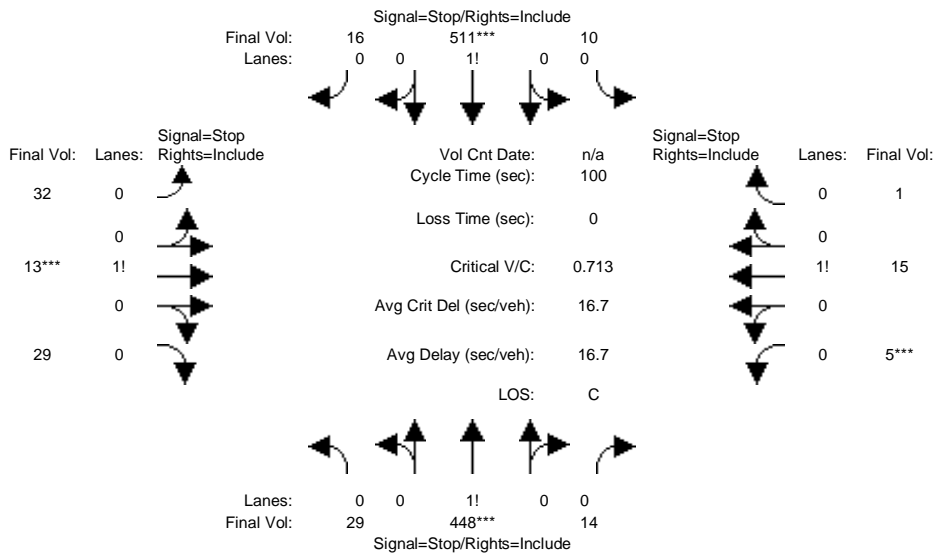
Street Name:	Pulgas Ave						Beech St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	46	591	5	6	340	27	19	15	38	13	12	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	591	5	6	340	27	19	15	38	13	12	7
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:	46	591	5	6	340	27	19	15	38	13	12	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	591	5	6	340	27	19	15	38	13	12	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	591	5	6	340	27	19	15	38	13	12	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	591	5	6	340	27	19	15	38	13	12	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.92	0.01	0.02	0.91	0.07	0.26	0.21	0.53	0.41	0.37	0.22
Final Sat.:	55	707	6	12	657	52	148	117	295	214	197	115
Capacity Analysis Module:												
Vol/Sat:	0.84	0.84	0.84	0.52	0.52	0.52	0.13	0.13	0.13	0.06	0.06	0.06
Crit Moves:	***				***			***			***	
Delay/Veh:	26.0	26.0	26.0	12.8	12.8	12.8	9.7	9.7	9.7	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	26.0	26.0	12.8	12.8	12.8	9.7	9.7	9.7	9.5	9.5	9.5
LOS by Move:	D	D	D	B	B	B	A	A	A	A	A	A
ApproachDel:		26.0			12.8			9.7			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		26.0			12.8			9.7			9.5	
LOS by Appr:		D			B			A			A	
AllWayAvgQ:	3.9	3.9	3.9	1.0	1.0	1.0	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #201: Pulgas Ave & Beech St

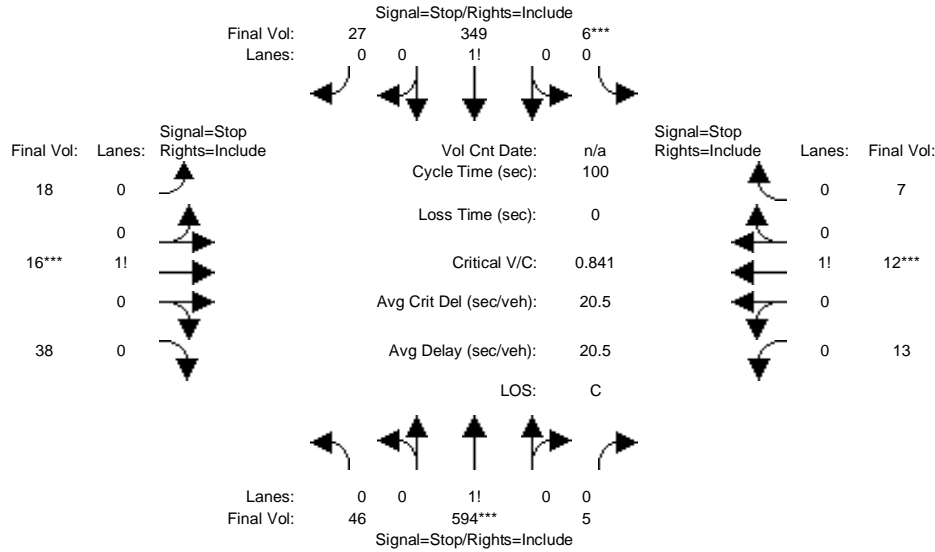


Street Name:	Pulgas Ave						Beech St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	448	14	10	511	16	32	13	29	5	15	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	448	14	10	511	16	32	13	29	5	15	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	448	14	10	511	16	32	13	29	5	15	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	448	14	10	511	16	32	13	29	5	15	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	448	14	10	511	16	32	13	29	5	15	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	448	14	10	511	16	32	13	29	5	15	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.02	0.95	0.03	0.43	0.18	0.39	0.24	0.71	0.05
Final Sat.:	44	677	21	14	716	22	230	94	209	118	354	24
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.71	0.71	0.71	0.14	0.14	0.14	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	16.3	16.3	16.3	18.2	18.2	18.2	9.8	9.8	9.8	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.3	16.3	18.2	18.2	18.2	9.8	9.8	9.8	9.5	9.5	9.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:	16.3			18.2			9.8			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.3			18.2			9.8			9.5		
LOS by Appr:	C			C			A			A		
AllWayAvgQ:	1.8	1.8	1.8	2.2	2.2	2.2	0.1	0.1	0.1	0.0	0.0	0.0

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #201: Pulgas Ave & Beech St



Street Name:	Pulgas Ave						Beech 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:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	46	594	5	6	349	27	18	16	38	13	12	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	594	5	6	349	27	18	16	38	13	12	7
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:	46	594	5	6	349	27	18	16	38	13	12	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	594	5	6	349	27	18	16	38	13	12	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	594	5	6	349	27	18	16	38	13	12	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	594	5	6	349	27	18	16	38	13	12	7

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	0.07	0.92	0.01	0.02	0.91	0.07	0.25	0.22	0.53	0.41	0.37	0.22
Final Sat.:	55	706	6	11	658	51	140	124	295	213	196	115

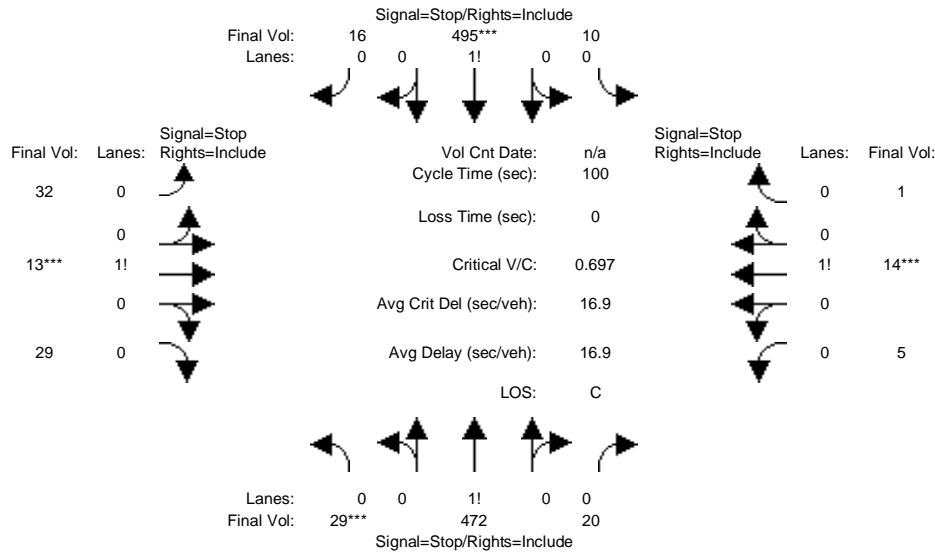
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.84	0.84	0.84	0.53	0.53	0.53	0.13	0.13	0.13	0.06	0.06	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	26.6	26.6	26.6	13.0	13.0	13.0	9.7	9.7	9.7	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	26.6	26.6	13.0	13.0	13.0	9.7	9.7	9.7	9.6	9.6	9.6
LOS by Move:	D	D	D	B	B	B	A	A	A	A	A	A
ApproachDel:	26.6			13.0			9.7			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	26.6			13.0			9.7			9.6		
LOS by Appr:	D			B			A			A		
AllWayAvgQ:	4.0	4.0	4.0	1.0	1.0	1.0	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #201: Pulgas Ave & Beech St



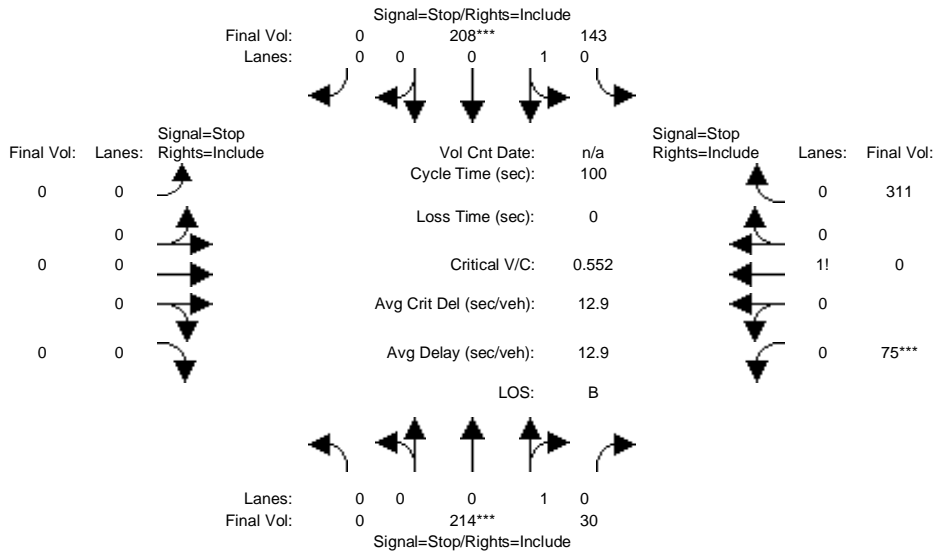
Street Name:	Pulgas Ave						Beech St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	472	20	10	495	16	32	13	29	5	14	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	472	20	10	495	16	32	13	29	5	14	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	472	20	10	495	16	32	13	29	5	14	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	472	20	10	495	16	32	13	29	5	14	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	472	20	10	495	16	32	13	29	5	14	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	472	20	10	495	16	32	13	29	5	14	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.91	0.04	0.02	0.95	0.03	0.43	0.18	0.39	0.25	0.70	0.05
Final Sat.:	42	677	29	14	710	23	228	93	207	124	346	25
Capacity Analysis Module:												
Vol/Sat:	0.70	0.70	0.70	0.70	0.70	0.70	0.14	0.14	0.14	0.04	0.04	0.04
Crit Moves:	***				***			***			***	
Delay/Veh:	17.6	17.6	17.6	17.6	17.6	17.6	9.8	9.8	9.8	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.6	17.6	17.6	17.6	17.6	17.6	9.8	9.8	9.8	9.5	9.5	9.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:		17.6			17.6			9.8			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.6			17.6			9.8			9.5	
LOS by Appr:		C			C			A			A	
AllWayAvgQ:	2.0	2.0	2.0	2.0	2.0	2.0	0.1	0.1	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #203: Clarke Ave & O'Connor St



Street Name: Clarke Ave O'Connor 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: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol:	0	214	30	143	208	0	0	0	0	75	0	311
Growth Adj:	1.00	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	214	30	143	208	0	0	0	0	75	0	311
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	214	30	143	208	0	0	0	0	75	0	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	214	30	143	208	0	0	0	0	75	0	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	214	30	143	208	0	0	0	0	75	0	311
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	214	30	143	208	0	0	0	0	75	0	311

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.88	0.12	0.41	0.59	0.00	0.00	0.00	0.00	0.19	0.00	0.81
Final Sat.:	0	566	79	267	388	0	0	0	0	136	0	564

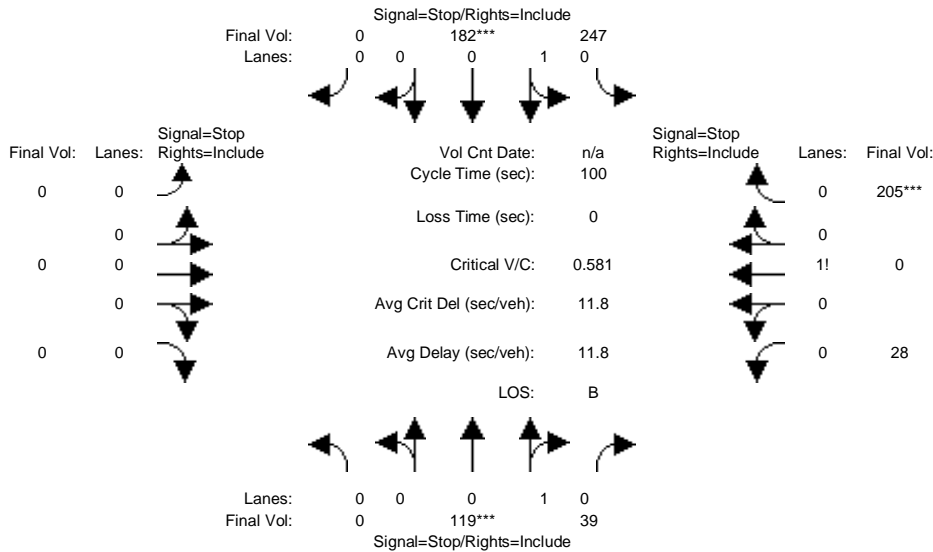
Capacity Analysis Module:

Vol/Sat:	xxxx	0.38	0.38	0.54	0.54	xxxx	xxxx	xxxx	xxxx	0.55	xxxx	0.55
Crit Moves:		****			****					****		
Delay/Veh:	0.0	11.2	11.2	13.8	13.8	0.0	0.0	0.0	0.0	13.2	0.0	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.2	11.2	13.8	13.8	0.0	0.0	0.0	0.0	13.2	0.0	13.2
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	B
ApproachDel:		11.2		13.8			xxxxxxx			13.2		
Delay Adj:		1.00		1.00			xxxxxxx			1.00		
ApprAdjDel:		11.2		13.8			xxxxxxx			13.2		
LOS by Appr:		B		B			*			B		
AllWayAvgQ:	0.5	0.5	0.5	1.0	1.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumul+2.8 Proj PM No Loop Rd

Intersection #203: Clarke Ave & O'Connor St



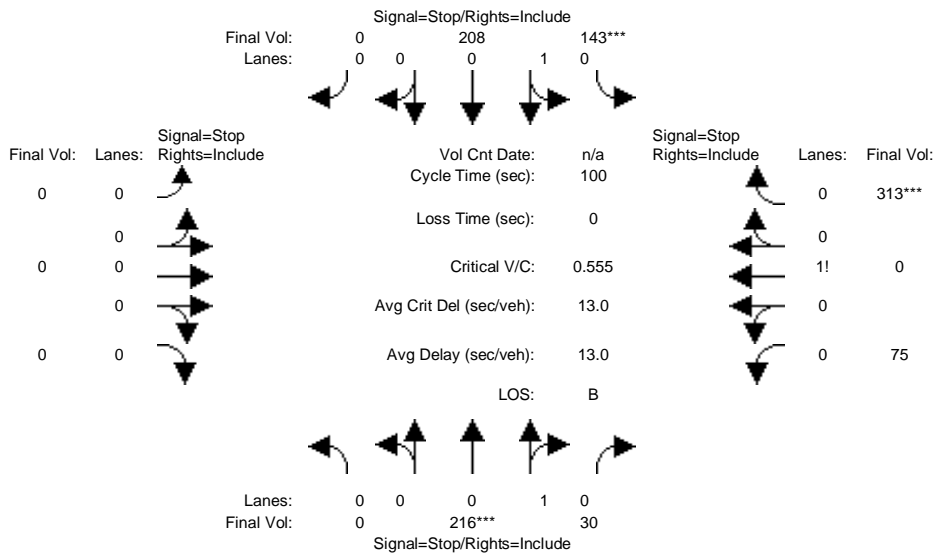
Street Name:	Clarke Ave						O'Connor St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	119	39	247	182	0	0	0	0	28	0	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	119	39	247	182	0	0	0	0	28	0	205
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	119	39	247	182	0	0	0	0	28	0	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	119	39	247	182	0	0	0	0	28	0	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	119	39	247	182	0	0	0	0	28	0	205
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	119	39	247	182	0	0	0	0	28	0	205
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.75	0.25	0.58	0.42	0.00	0.00	0.00	0.00	0.12	0.00	0.88
Final Sat.:	0	535	175	425	313	0	0	0	0	85	0	623
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.22	0.22	0.58	0.58	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.33
Crit Moves:	****			****								****
Delay/Veh:	0.0	9.1	9.1	13.8	13.8	0.0	0.0	0.0	0.0	9.8	0.0	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.1	9.1	13.8	13.8	0.0	0.0	0.0	0.0	9.8	0.0	9.8
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.1			13.8		xxxxxxx				9.8	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		9.1			13.8		xxxxxxx				9.8	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.3	0.3	0.3	1.2	1.2	1.2	0.0	0.0	0.0	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #203: Clarke Ave & O'Connor St



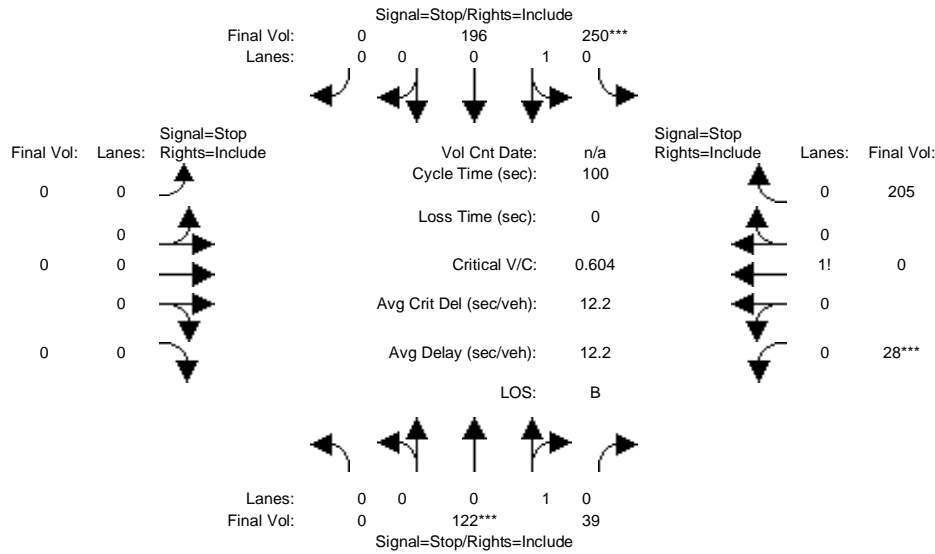
Street Name:	Clarke Ave						O'Connor St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	216	30	143	208	0	0	0	0	75	0	313
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	216	30	143	208	0	0	0	0	75	0	313
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	216	30	143	208	0	0	0	0	75	0	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	216	30	143	208	0	0	0	0	75	0	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	216	30	143	208	0	0	0	0	75	0	313
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	216	30	143	208	0	0	0	0	75	0	313
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.88	0.12	0.41	0.59	0.00	0.00	0.00	0.00	0.19	0.00	0.81
Final Sat.:	0	566	79	266	387	0	0	0	0	135	0	564
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.38	0.38	0.54	0.54	xxxx	xxxx	xxxx	xxxx	0.55	xxxx	0.55
Crit Moves:		****		****							****	
Delay/Veh:	0.0	11.3	11.3	13.8	13.8	0.0	0.0	0.0	0.0	13.3	0.0	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.3	11.3	13.8	13.8	0.0	0.0	0.0	0.0	13.3	0.0	13.3
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	B
ApproachDel:		11.3			13.8		xxxxxxx				13.3	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		11.3			13.8		xxxxxxx				13.3	
LOS by Appr:		B			B			*			B	
AllWayAvgQ:	0.5	0.5	0.5	1.0	1.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #203: Clarke Ave & O'Connor St



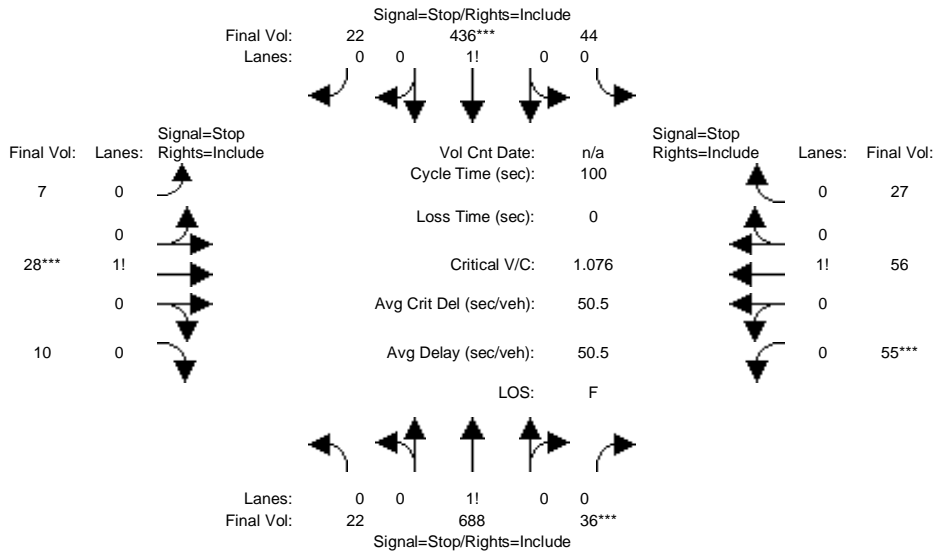
Street Name:	Clarke Ave						O'Connor St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	122	39	250	196	0	0	0	0	28	0	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	122	39	250	196	0	0	0	0	28	0	205
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	122	39	250	196	0	0	0	0	28	0	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	122	39	250	196	0	0	0	0	28	0	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	122	39	250	196	0	0	0	0	28	0	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	122	39	250	196	0	0	0	0	28	0	205
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.76	0.24	0.56	0.44	0.00	0.00	0.00	0.00	0.12	0.00	0.88
Final Sat.:	0	535	171	414	325	0	0	0	0	84	0	617
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.23	0.23	0.60	0.60	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.33
Crit Moves:		****		****						****		
Delay/Veh:	0.0	9.2	9.2	14.4	14.4	0.0	0.0	0.0	0.0	9.9	0.0	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	9.2	14.4	14.4	0.0	0.0	0.0	0.0	9.9	0.0	9.9
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.2			14.4		xxxxxxx				9.9	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		9.2			14.4		xxxxxxx				9.9	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.3	0.3	0.3	1.4	1.4	1.4	0.0	0.0	0.0	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #206: Clarke/Garden



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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	22	688	36	44	436	22	7	28	10	55	56	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	688	36	44	436	22	7	28	10	55	56	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	688	36	44	436	22	7	28	10	55	56	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	688	36	44	436	22	7	28	10	55	56	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	688	36	44	436	22	7	28	10	55	56	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	688	36	44	436	22	7	28	10	55	56	27

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.92	0.05	0.09	0.87	0.04	0.16	0.62	0.22	0.40	0.41	0.19
Final Sat.:	20	639	33	58	573	29	74	297	106	203	207	100

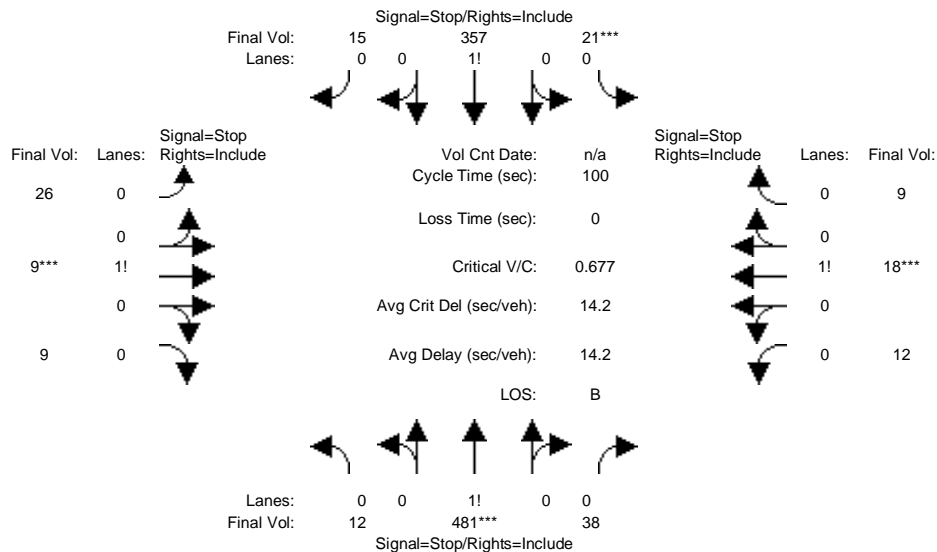
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	1.08	1.08	1.08	0.76	0.76	0.76	0.09	0.09	0.09	0.27	0.27	0.27
Crit Moves:			****			****			****			****
Delay/Veh:	78.2	78.2	78.2	23.3	23.3	23.3	10.7	10.7	10.7	12.0	12.0	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.2	78.2	78.2	23.3	23.3	23.3	10.7	10.7	10.7	12.0	12.0	12.0
LOS by Move:	F	F	F	C	C	C	B	B	B	B	B	B
ApproachDel:		78.2			23.3			10.7			12.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		78.2			23.3			10.7			12.0	
LOS by Appr:		F			C			B			B	
AllWayAvgQ:	13.5	13.5	13.5	2.7	2.7	2.7	0.1	0.1	0.1	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #206: Clarke/Garden



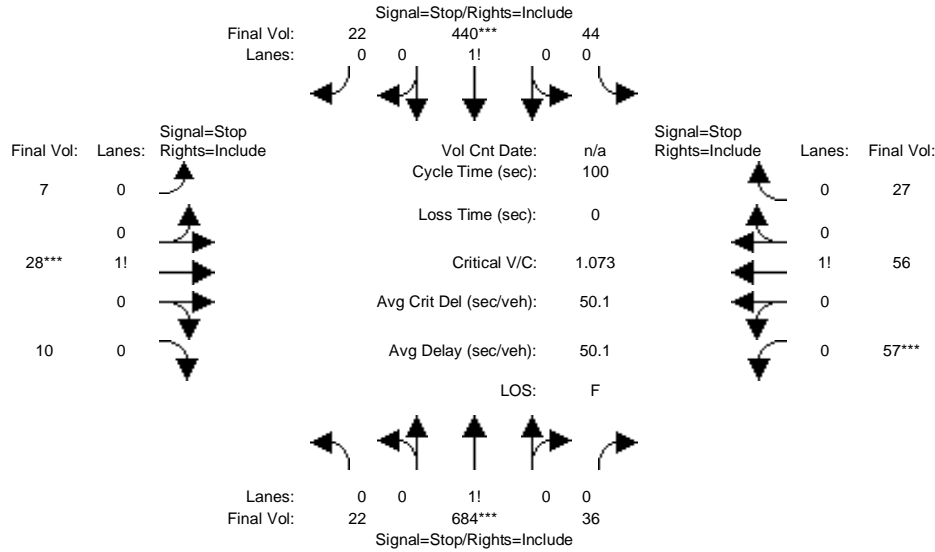
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	12	481	38	21	357	15	26	9	9	12	18	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	481	38	21	357	15	26	9	9	12	18	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:	12	481	38	21	357	15	26	9	9	12	18	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:	12	481	38	21	357	15	26	9	9	12	18	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	481	38	21	357	15	26	9	9	12	18	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	481	38	21	357	15	26	9	9	12	18	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.91	0.07	0.05	0.91	0.04	0.60	0.20	0.20	0.31	0.46	0.23
Final Sat.:	18	710	56	40	683	29	315	109	109	165	247	123
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.52	0.52	0.52	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:	****			****			****			****		
Delay/Veh:	16.2	16.2	16.2	12.5	12.5	12.5	9.4	9.4	9.4	9.3	9.3	9.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	16.2	16.2	12.5	12.5	12.5	9.4	9.4	9.4	9.3	9.3	9.3
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:	16.2			12.5			9.4			9.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.2			12.5			9.4			9.3		
LOS by Appr:	C			B			A			A		
AllWayAvgQ:	1.9	1.9	1.9	1.0	1.0	1.0	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #206: Clarke/Garden



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	22	684	36	44	440	22	7	28	10	57	56	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	684	36	44	440	22	7	28	10	57	56	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	684	36	44	440	22	7	28	10	57	56	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	684	36	44	440	22	7	28	10	57	56	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	684	36	44	440	22	7	28	10	57	56	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	684	36	44	440	22	7	28	10	57	56	27

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.92	0.05	0.09	0.87	0.04	0.16	0.62	0.22	0.41	0.40	0.19
Final Sat.:	20	637	34	57	572	29	74	297	106	207	204	98

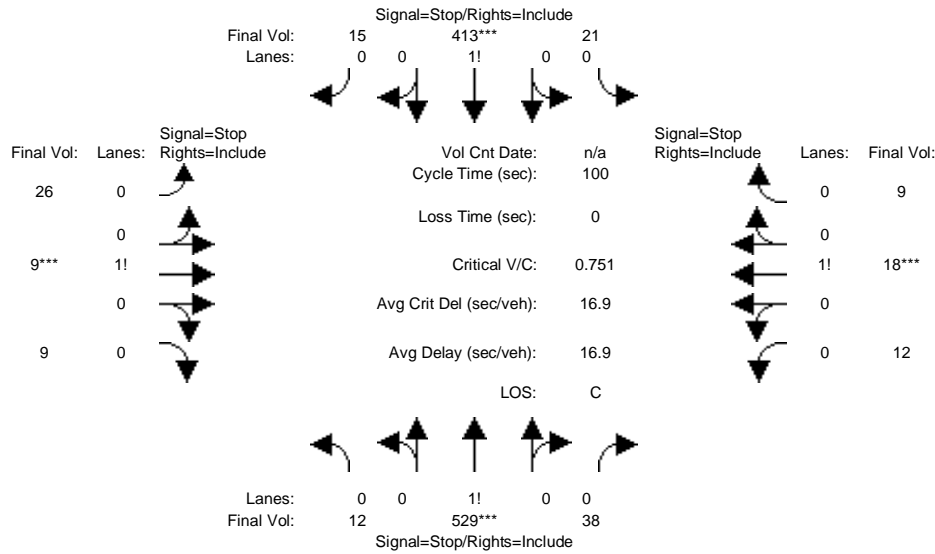
Capacity Analysis Module:												
Vol/Sat:	1.07	1.07	1.07	0.77	0.77	0.77	0.09	0.09	0.09	0.27	0.27	0.27
Crit Moves:	****			****			****			****		
Delay/Veh:	77.5	77.5	77.5	23.9	23.9	23.9	10.7	10.7	10.7	12.1	12.1	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.5	77.5	77.5	23.9	23.9	23.9	10.7	10.7	10.7	12.1	12.1	12.1
LOS by Move:	F	F	F	C	C	C	B	B	B	B	B	B
ApproachDel:	77.5			23.9			10.7			12.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	77.5			23.9			10.7			12.1		
LOS by Appr:	F			C			B			B		
AllWayAvgQ:	13.3	13.3	13.3	2.8	2.8	2.8	0.1	0.1	0.1	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #206: Clarke/Garden



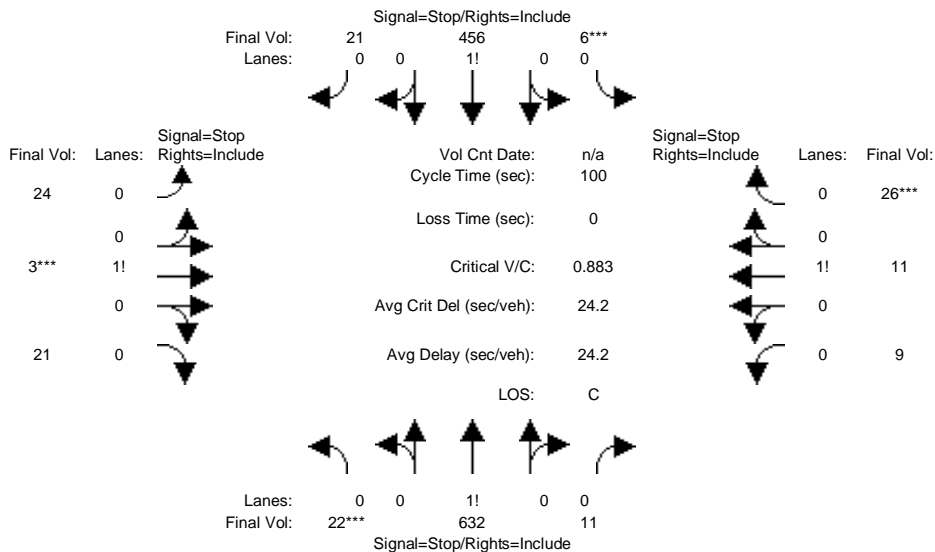
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	12	529	38	21	413	15	26	9	9	12	18	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	529	38	21	413	15	26	9	9	12	18	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:	12	529	38	21	413	15	26	9	9	12	18	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:	12	529	38	21	413	15	26	9	9	12	18	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	529	38	21	413	15	26	9	9	12	18	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:	12	529	38	21	413	15	26	9	9	12	18	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.91	0.07	0.05	0.92	0.03	0.60	0.20	0.20	0.31	0.46	0.23
Final Sat.:	16	705	51	35	683	25	308	106	106	161	242	121
Capacity Analysis Module:												
Vol/Sat:	0.75	0.75	0.75	0.60	0.60	0.60	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:	****			****			****			****		
Delay/Veh:	19.7	19.7	19.7	14.5	14.5	14.5	9.6	9.6	9.6	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	19.7	19.7	14.5	14.5	14.5	9.6	9.6	9.6	9.5	9.5	9.5
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:	19.7			14.5			9.6			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.7			14.5			9.6			9.5		
LOS by Appr:	C			B			A			A		
AllWayAvgQ:	2.6	2.6	2.6	1.4	1.4	1.4	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #210: Pulgas Ave & Garden St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	22	632	11	6	456	21	24	3	21	9	11	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	632	11	6	456	21	24	3	21	9	11	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	632	11	6	456	21	24	3	21	9	11	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	632	11	6	456	21	24	3	21	9	11	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	632	11	6	456	21	24	3	21	9	11	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	632	11	6	456	21	24	3	21	9	11	26

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.95	0.02	0.01	0.95	0.04	0.50	0.06	0.44	0.20	0.24	0.56
Final Sat.:	25	716	12	9	681	31	262	33	229	104	127	301

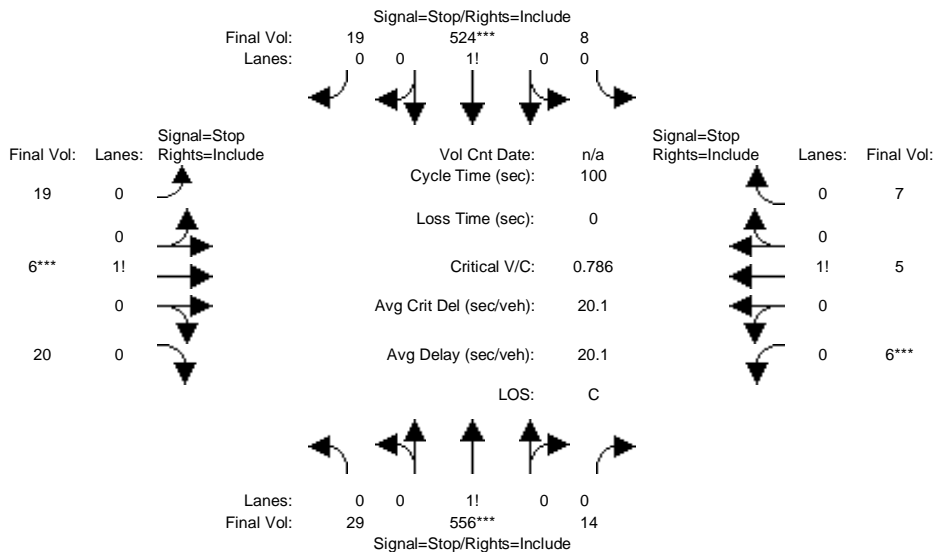
Capacity Analysis Module:												
Vol/Sat:	0.88	0.88	0.88	0.67	0.67	0.67	0.09	0.09	0.09	0.09	0.09	0.09
Crit Moves:	****			****			****					****
Delay/Veh:	31.5	31.5	31.5	16.9	16.9	16.9	9.9	9.9	9.9	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	31.5	31.5	16.9	16.9	16.9	9.9	9.9	9.9	9.7	9.7	9.7
LOS by Move:	D	D	D	C	C	C	A	A	A	A	A	A
ApproachDel:		31.5			16.9			9.9			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		31.5			16.9			9.9			9.7	
LOS by Appr:		D			C			A			A	
AllWayAvgQ:	5.0	5.0	5.0	1.8	1.8	1.8	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #210: Pulgas Ave & Garden St



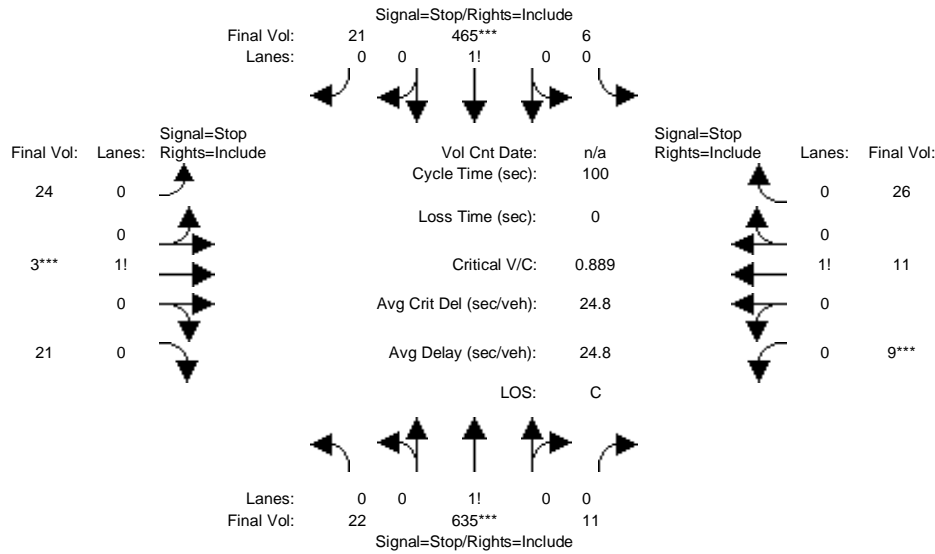
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	556	14	8	524	19	19	6	20	6	5	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	556	14	8	524	19	19	6	20	6	5	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	556	14	8	524	19	19	6	20	6	5	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	556	14	8	524	19	19	6	20	6	5	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	556	14	8	524	19	19	6	20	6	5	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	556	14	8	524	19	19	6	20	6	5	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.93	0.02	0.01	0.96	0.03	0.42	0.13	0.45	0.33	0.28	0.39
Final Sat.:	37	707	18	11	717	26	225	71	237	173	144	202
Capacity Analysis Module:												
Vol/Sat:	0.79	0.79	0.79	0.73	0.73	0.73	0.08	0.08	0.08	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	22.2	22.2	22.2	19.0	19.0	19.0	9.6	9.6	9.6	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	22.2	22.2	19.0	19.0	19.0	9.6	9.6	9.6	9.4	9.4	9.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:	22.2			19.0			9.6			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.2			19.0			9.6			9.4		
LOS by Appr:	C			C			A			A		
AllWayAvgQ:	3.1	3.1	3.1	2.4	2.4	2.4	0.1	0.1	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #210: Pulgas Ave & Garden St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	22	635	11	6	465	21	24	3	21	9	11	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	635	11	6	465	21	24	3	21	9	11	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	635	11	6	465	21	24	3	21	9	11	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	635	11	6	465	21	24	3	21	9	11	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	635	11	6	465	21	24	3	21	9	11	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	635	11	6	465	21	24	3	21	9	11	26

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.95	0.02	0.01	0.95	0.04	0.50	0.06	0.44	0.20	0.24	0.56
Final Sat.:	25	715	12	9	681	31	261	33	228	104	127	300

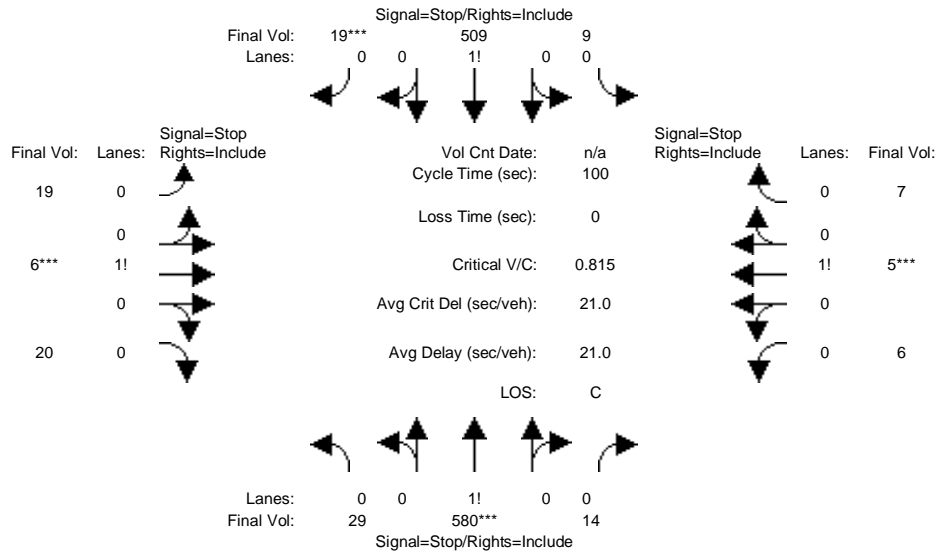
Capacity Analysis Module:												
Vol/Sat:	0.89	0.89	0.89	0.68	0.68	0.68	0.09	0.09	0.09	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Delay/Veh:	32.4	32.4	32.4	17.4	17.4	17.4	9.9	9.9	9.9	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	32.4	32.4	17.4	17.4	17.4	9.9	9.9	9.9	9.7	9.7	9.7
LOS by Move:	D	D	D	C	C	C	A	A	A	A	A	A
ApproachDel:		32.4			17.4			9.9			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		32.4			17.4			9.9			9.7	
LOS by Appr:		D			C			A			A	
AllWayAvgQ:	5.1	5.1	5.1	1.9	1.9	1.9	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #210: Pulgas Ave & Garden St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	29	580	14	9	509	19	19	6	20	6	5	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	580	14	9	509	19	19	6	20	6	5	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	580	14	9	509	19	19	6	20	6	5	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	580	14	9	509	19	19	6	20	6	5	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	580	14	9	509	19	19	6	20	6	5	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	580	14	9	509	19	19	6	20	6	5	7

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.93	0.02	0.02	0.95	0.03	0.42	0.13	0.45	0.33	0.28	0.39
Final Sat.:	36	712	17	13	710	27	224	71	236	173	144	202

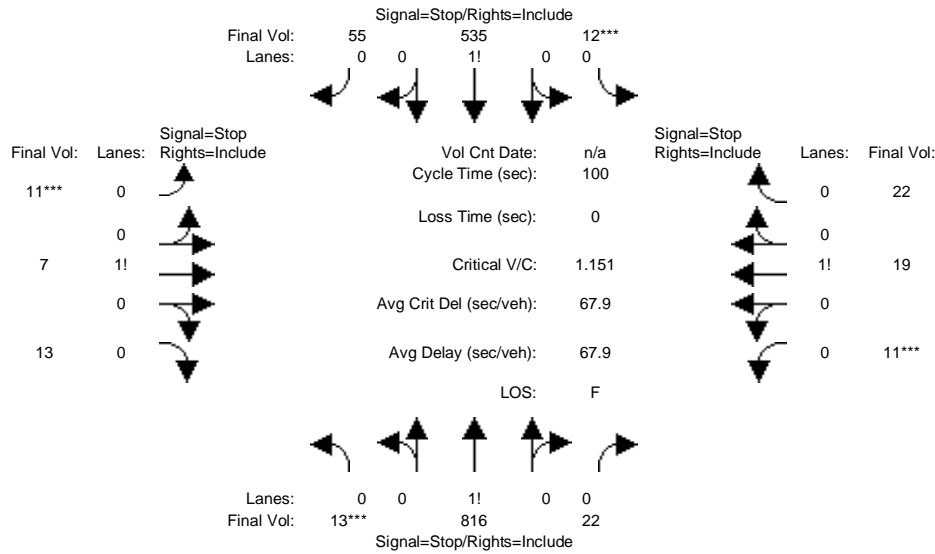
Capacity Analysis Module:												
Vol/Sat:	0.81	0.81	0.81	0.72	0.72	0.72	0.08	0.08	0.08	0.03	0.03	0.03
Crit Moves:	****					****	****			****		
Delay/Veh:	24.4	24.4	24.4	18.4	18.4	18.4	9.7	9.7	9.7	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.4	24.4	24.4	18.4	18.4	18.4	9.7	9.7	9.7	9.4	9.4	9.4
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:		24.4			18.4			9.7			9.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		24.4			18.4			9.7			9.4	
LOS by Appr:		C			C			A			A	
AllWayAvgQ:	3.5	3.5	3.5	2.2	2.2	2.2	0.1	0.1	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #220: Clarke Ave & Weeks St



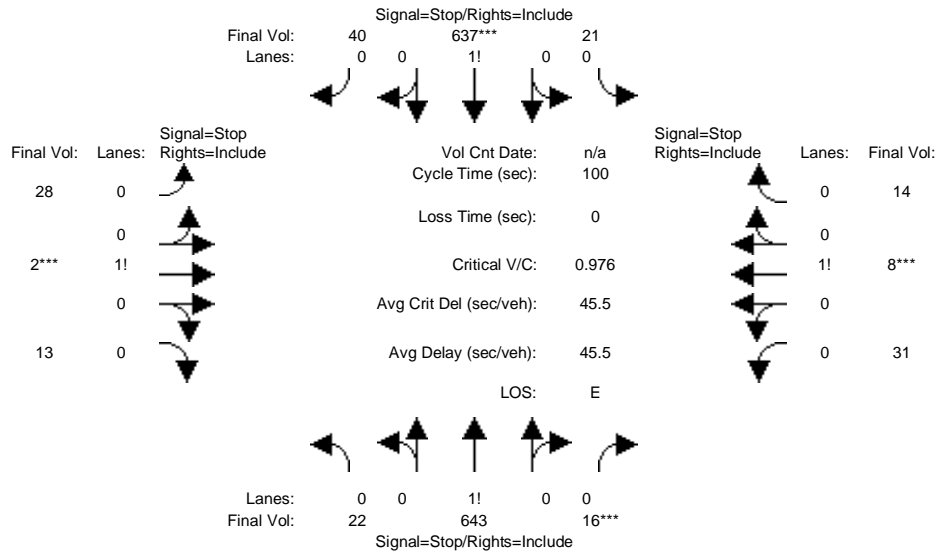
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	13	816	22	12	535	55	11	7	13	11	19	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	816	22	12	535	55	11	7	13	11	19	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	816	22	12	535	55	11	7	13	11	19	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	816	22	12	535	55	11	7	13	11	19	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	816	22	12	535	55	11	7	13	11	19	22
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:	13	816	22	12	535	55	11	7	13	11	19	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.96	0.03	0.02	0.89	0.09	0.35	0.23	0.42	0.21	0.37	0.42
Final Sat.:	11	709	19	14	642	66	184	117	217	112	193	224
Capacity Analysis Module:												
Vol/Sat:	1.15	1.15	1.15	0.83	0.83	0.83	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	102.1	102	102.1	27.4	27.4	27.4	10.1	10.1	10.1	10.3	10.3	10.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.1	102	102.1	27.4	27.4	27.4	10.1	10.1	10.1	10.3	10.3	10.3
LOS by Move:	F	F	F	D	D	D	B	B	B	B	B	B
ApproachDel:	102.1			27.4			10.1			10.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	102.1			27.4			10.1			10.3		
LOS by Appr:	F			D			B			B		
AllWayAvgQ:	19.4	19.4	19.4	3.9	3.9	3.9	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #220: Clarke Ave & Weeks St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	22	643	16	21	637	40	28	2	13	31	8	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	643	16	21	637	40	28	2	13	31	8	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	643	16	21	637	40	28	2	13	31	8	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	643	16	21	637	40	28	2	13	31	8	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	643	16	21	637	40	28	2	13	31	8	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	643	16	21	637	40	28	2	13	31	8	14

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.95	0.02	0.03	0.91	0.06	0.65	0.05	0.30	0.59	0.15	0.26
Final Sat.:	23	670	17	22	653	41	330	24	153	299	77	135

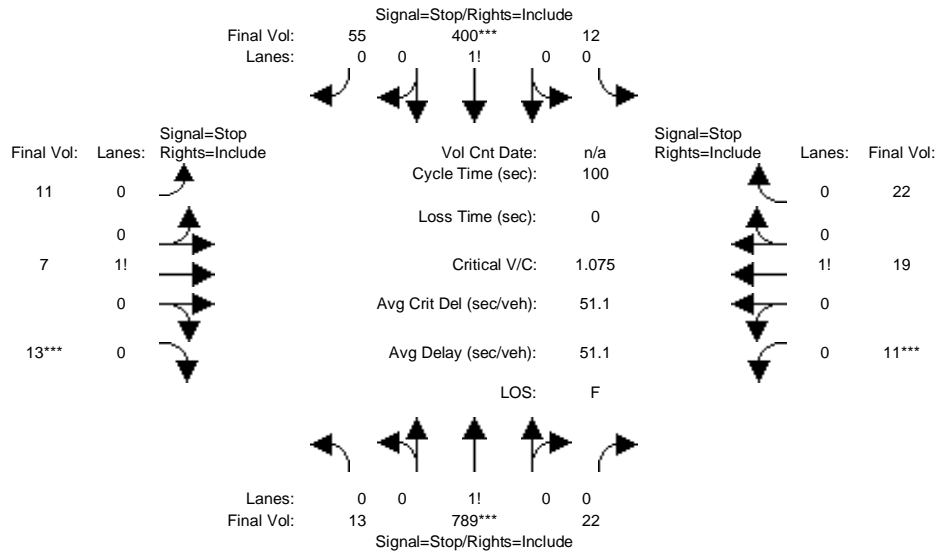
Capacity Analysis Module:												
Vol/Sat:	0.96	0.96	0.96	0.98	0.98	0.98	0.08	0.08	0.08	0.10	0.10	0.10
Crit Moves:			****			****			****			****
Delay/Veh:	46.2	46.2	46.2	49.6	49.6	49.6	10.6	10.6	10.6	10.7	10.7	10.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	46.2	46.2	49.6	49.6	49.6	10.6	10.6	10.6	10.7	10.7	10.7
LOS by Move:	E	E	E	E	E	E	B	B	B	B	B	B
ApproachDel:		46.2			49.6			10.6			10.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		46.2			49.6			10.6			10.7	
LOS by Appr:		E			E			B			B	
AllWayAvgQ:	7.5	7.5	7.5	8.3	8.3	8.3	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #220: Clarke Ave & Weeks St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	13	789	22	12	400	55	11	7	13	11	19	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	789	22	12	400	55	11	7	13	11	19	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	789	22	12	400	55	11	7	13	11	19	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	789	22	12	400	55	11	7	13	11	19	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	789	22	12	400	55	11	7	13	11	19	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	789	22	12	400	55	11	7	13	11	19	22

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.96	0.03	0.02	0.86	0.12	0.35	0.23	0.42	0.21	0.37	0.42
Final Sat.:	12	734	20	19	621	85	187	119	220	114	197	228

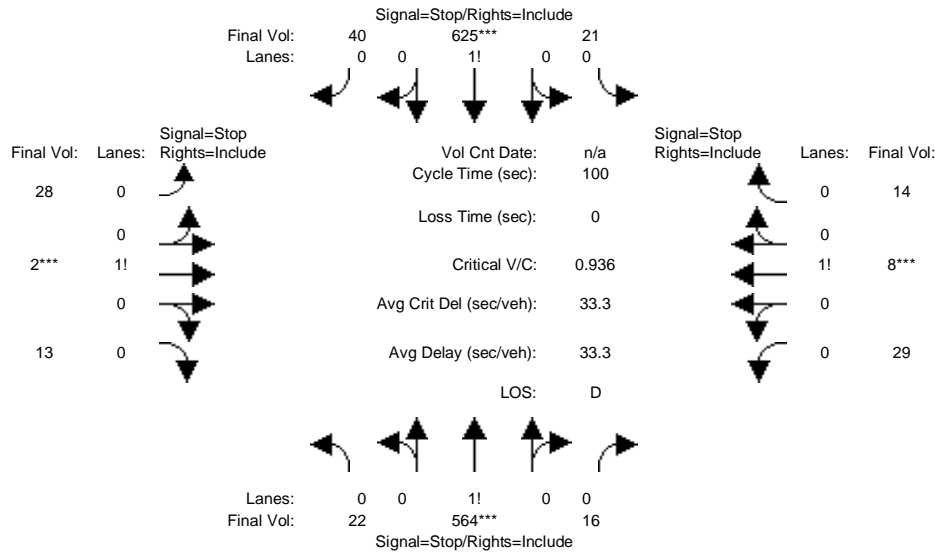
Capacity Analysis Module:												
Vol/Sat:	1.07	1.07	1.07	0.64	0.64	0.64	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	75.0	75.0	75.0	16.3	16.3	16.3	9.8	9.8	9.8	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.0	75.0	75.0	16.3	16.3	16.3	9.8	9.8	9.8	10.0	10.0	10.0
LOS by Move:	F	F	F	C	C	C	A	A	A	A	A	A
ApproachDel:		75.0			16.3			9.8			10.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		75.0			16.3			9.8			10.0	
LOS by Appr:		F			C			A			A	
AllWayAvgQ:	14.3	14.3	14.3	1.7	1.7	1.7	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #220: Clarke Ave & Weeks St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:

Base Vol:	22	564	16	21	625	40	28	2	13	29	8	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	564	16	21	625	40	28	2	13	29	8	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	564	16	21	625	40	28	2	13	29	8	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	564	16	21	625	40	28	2	13	29	8	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	564	16	21	625	40	28	2	13	29	8	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	564	16	21	625	40	28	2	13	29	8	14

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.94	0.03	0.03	0.91	0.06	0.65	0.05	0.30	0.57	0.16	0.27
Final Sat.:	26	669	19	22	668	43	331	24	154	290	80	140

Capacity Analysis Module:

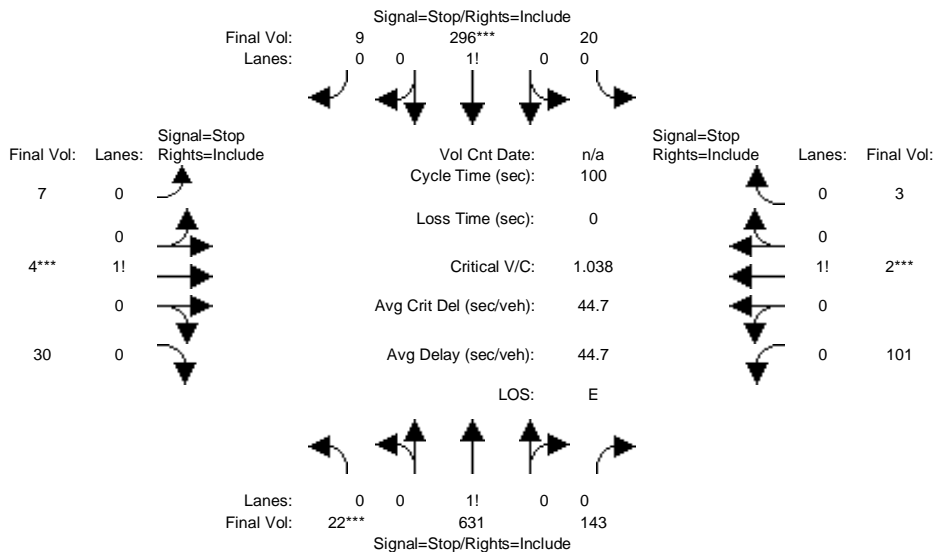
Vol/Sat:	0.84	0.84	0.84	0.94	0.94	0.94	0.08	0.08	0.08	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	28.2	28.2	28.2	40.9	40.9	40.9	10.3	10.3	10.3	10.4	10.4	10.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	28.2	28.2	40.9	40.9	40.9	10.3	10.3	10.3	10.4	10.4	10.4
LOS by Move:	D	D	D	E	E	E	B	B	B	B	B	B
ApproachDel:	28.2			40.9			10.3			10.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	28.2			40.9			10.3			10.4		
LOS by Appr:	D			E			B			B		
AllWayAvgQ:	4.0	4.0	4.0	6.7	6.7	6.7	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #280: Pulgas Ave/Weeks St



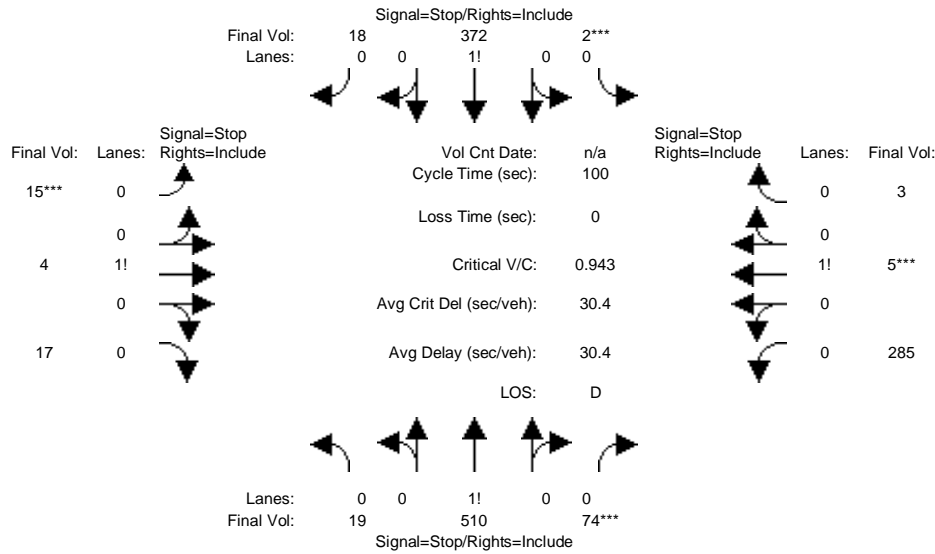
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	631	143	20	296	9	7	4	30	101	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	631	143	20	296	9	7	4	30	101	2	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	631	143	20	296	9	7	4	30	101	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	631	143	20	296	9	7	4	30	101	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	631	143	20	296	9	7	4	30	101	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	631	143	20	296	9	7	4	30	101	2	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.79	0.18	0.06	0.91	0.03	0.17	0.10	0.73	0.95	0.02	0.03
Final Sat.:	21	608	138	42	617	19	94	54	402	505	10	15
Capacity Analysis Module:												
Vol/Sat:	1.04	1.04	1.04	0.48	0.48	0.48	0.07	0.07	0.07	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	63.9	63.9	63.9	12.9	12.9	12.9	9.7	9.7	9.7	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.9	63.9	63.9	12.9	12.9	12.9	9.7	9.7	9.7	11.1	11.1	11.1
LOS by Move:	F	F	F	B	B	B	A	A	A	B	B	B
ApproachDel:		63.9			12.9			9.7			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		63.9			12.9			9.7			11.1	
LOS by Appr:		F			B			A			B	
AllWayAvgQ:	12.0	12.0	12.0	0.9	0.9	0.9	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #280: Pulgas Ave/Weeks St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	19	510	74	2	372	18	15	4	17	285	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	510	74	2	372	18	15	4	17	285	5	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	510	74	2	372	18	15	4	17	285	5	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	510	74	2	372	18	15	4	17	285	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	510	74	2	372	18	15	4	17	285	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	510	74	2	372	18	15	4	17	285	5	3

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.85	0.12	0.01	0.95	0.04	0.42	0.11	0.47	0.97	0.02	0.01
Final Sat.:	20	541	78	3	559	27	183	49	207	505	9	5

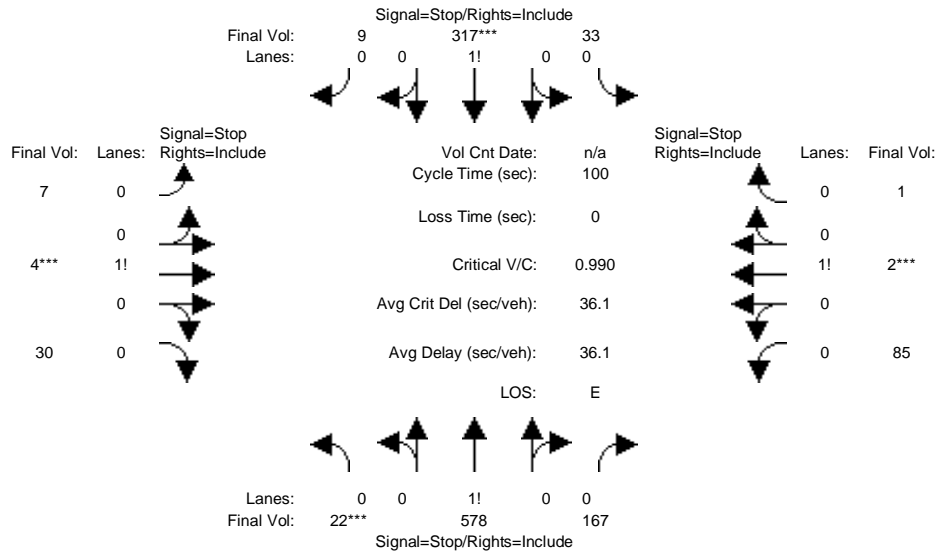
Capacity Analysis Module:												
Vol/Sat:	0.94	0.94	0.94	0.67	0.67	0.67	0.08	0.08	0.08	0.56	0.56	0.56
Crit Moves:			****	****			****			****		
Delay/Veh:	45.2	45.2	45.2	19.1	19.1	19.1	10.7	10.7	10.7	17.4	17.4	17.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.2	45.2	45.2	19.1	19.1	19.1	10.7	10.7	10.7	17.4	17.4	17.4
LOS by Move:	E	E	E	C	C	C	B	B	B	C	C	C
ApproachDel:		45.2			19.1			10.7			17.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		45.2			19.1			10.7			17.4	
LOS by Appr:		E			C			B			C	
AllWayAvgQ:	6.5	6.5	6.5	1.7	1.7	1.7	0.1	0.1	0.1	1.1	1.1	1.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #280: Pulgas Ave/Weeks 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:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	22	578	167	33	317	9	7	4	30	85	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	578	167	33	317	9	7	4	30	85	2	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	578	167	33	317	9	7	4	30	85	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	578	167	33	317	9	7	4	30	85	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	578	167	33	317	9	7	4	30	85	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	578	167	33	317	9	7	4	30	85	2	1

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.75	0.22	0.09	0.88	0.03	0.17	0.10	0.73	0.97	0.02	0.01
Final Sat.:	22	584	169	63	606	17	94	53	401	505	12	6

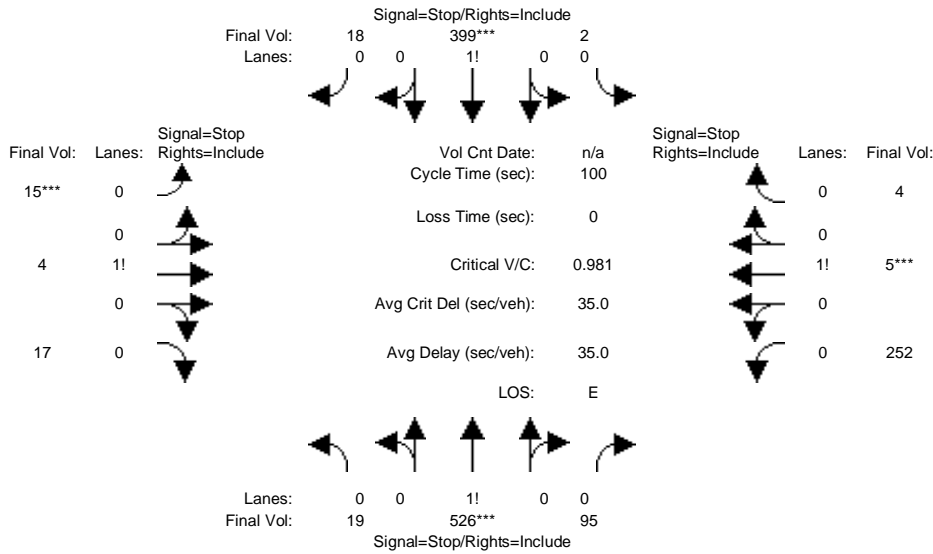
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.99	0.99	0.99	0.52	0.52	0.52	0.07	0.07	0.07	0.17	0.17	0.17
Crit Moves:	****			****			****			****		
Delay/Veh:	51.0	51.0	51.0	13.6	13.6	13.6	9.6	9.6	9.6	10.9	10.9	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	51.0	51.0	13.6	13.6	13.6	9.6	9.6	9.6	10.9	10.9	10.9
LOS by Move:	F	F	F	B	B	B	A	A	A	B	B	B
ApproachDel:		51.0			13.6			9.6			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		51.0			13.6			9.6			10.9	
LOS by Appr:		F			B			A			B	
AllWayAvgQ:	9.3	9.3	9.3	1.0	1.0	1.0	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #280: Pulgas Ave/Weeks St



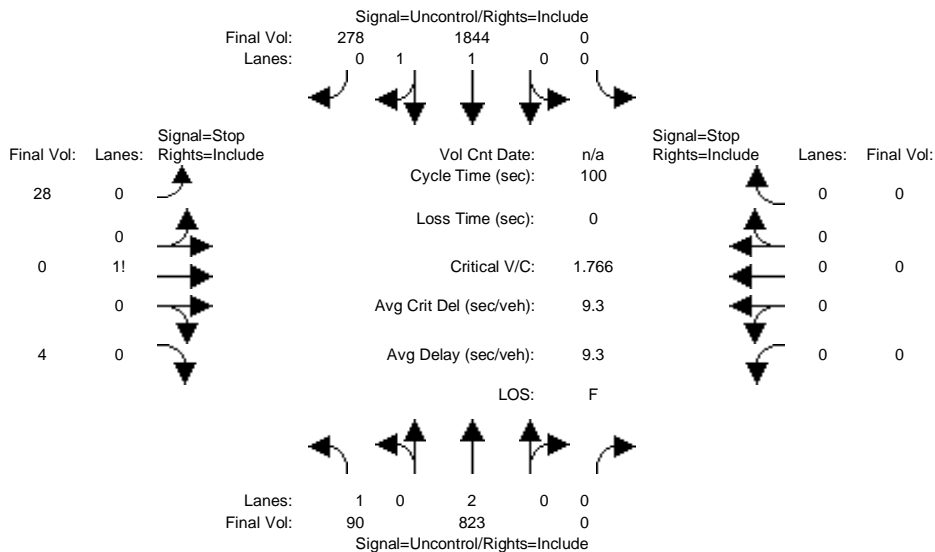
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	19	526	95	2	399	18	15	4	17	252	5	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	526	95	2	399	18	15	4	17	252	5	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	526	95	2	399	18	15	4	17	252	5	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	526	95	2	399	18	15	4	17	252	5	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	526	95	2	399	18	15	4	17	252	5	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	526	95	2	399	18	15	4	17	252	5	4
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.82	0.15	0.01	0.95	0.04	0.42	0.11	0.47	0.97	0.02	0.01
Final Sat.:	19	536	97	3	574	26	185	49	210	497	10	8
Capacity Analysis Module:												
Vol/Sat:	0.98	0.98	0.98	0.69	0.69	0.69	0.08	0.08	0.08	0.51	0.51	0.51
Crit Moves:	****			****			****			****		
Delay/Veh:	53.6	53.6	53.6	20.6	20.6	20.6	10.8	10.8	10.8	16.2	16.2	16.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.6	53.6	53.6	20.6	20.6	20.6	10.8	10.8	10.8	16.2	16.2	16.2
LOS by Move:	F	F	F	C	C	C	B	B	B	C	C	C
ApproachDel:		53.6			20.6			10.8			16.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		53.6			20.6			10.8			16.2	
LOS by Appr:		F			C			B			C	
AllWayAvgQ:	8.2	8.2	8.2	2.0	2.0	2.0	0.1	0.1	0.1	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #300: University Ave & Adams Dr



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:	90	823	0	0	1844	278	28	0	4	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:	90	823	0	0	1844	278	28	0	4	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:	90	823	0	0	1844	278	28	0	4	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:	90	823	0	0	1844	278	28	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	823	0	0	1844	278	28	0	4	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	2122	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2575	2986	1061	xxxx	xxxx	xxxxxx
Potent Cap.:	261	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	22	14	223	xxxx	xxxx	xxxxxx
Move Cap.:	261	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	16	9	223	xxxx	xxxx	xxxxxx
Volume/Cap:	0.35	xxxx	xxxx	xxxx	xxxx	xxxx	1.77	0.00	0.02	xxxx	xxxx	xxxx

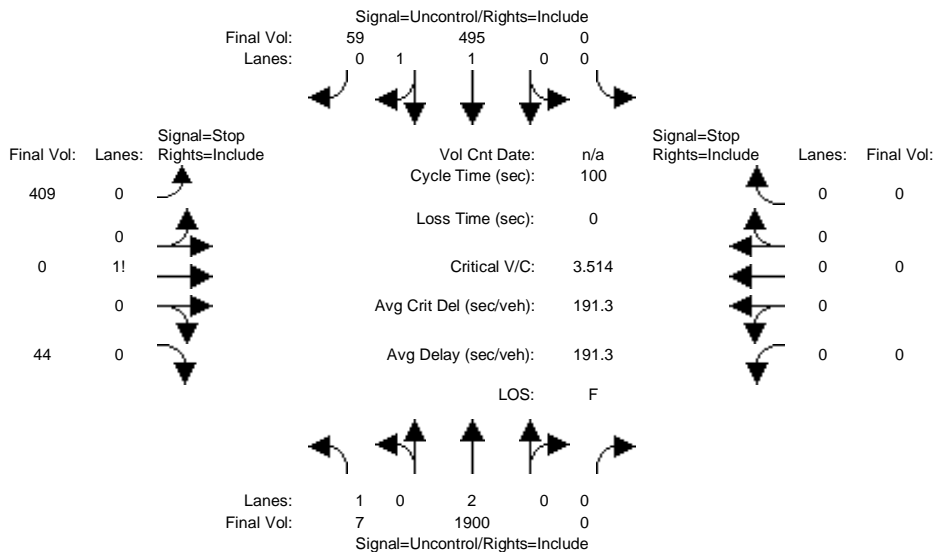
Level Of Service Module:												
2Way95thQ:	1.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	25.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	D	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	18	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	820	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			820.4			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #300: University Ave & Adams Dr



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:	7	1900	0	0	495	59	409	0	44	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:	7	1900	0	0	495	59	409	0	44	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:	7	1900	0	0	495	59	409	0	44	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:	7	1900	0	0	495	59	409	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	1900	0	0	495	59	409	0	44	0	0	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	554	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1489	2439	277	xxxx	xxxx	xxxxxx
Potent Cap.:	1026	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	117	32	726	xxxx	xxxx	xxxxxx
Move Cap.:	1026	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	116	32	726	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	3.51	0.00	0.06	xxxx	xxxx	xxxx

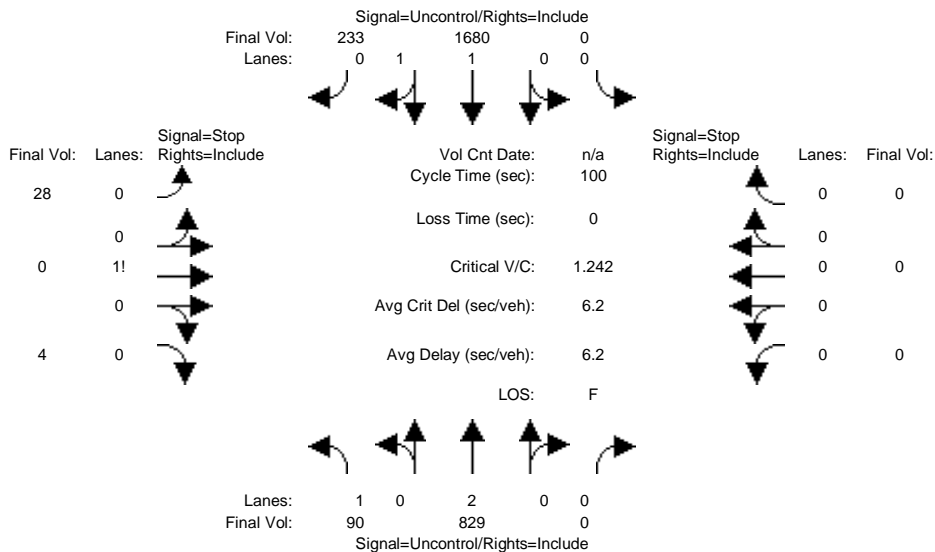
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	127	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	44.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1230	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1230.3			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #300: University Ave & Adams Dr



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:	90	829	0	0	1680	233	28	0	4	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:	90	829	0	0	1680	233	28	0	4	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:	90	829	0	0	1680	233	28	0	4	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:	90	829	0	0	1680	233	28	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	829	0	0	1680	233	28	0	4	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1913	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2391	2806	957	xxxx	xxxx	xxxxxx
Potent Cap.:	314	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	29	19	262	xxxx	xxxx	xxxxxx
Move Cap.:	314	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	23	13	262	xxxx	xxxx	xxxxxx
Volume/Cap:	0.29	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	1.24	0.00	0.02	xxxx	xxxx	xxxxxx

Level Of Service Module:

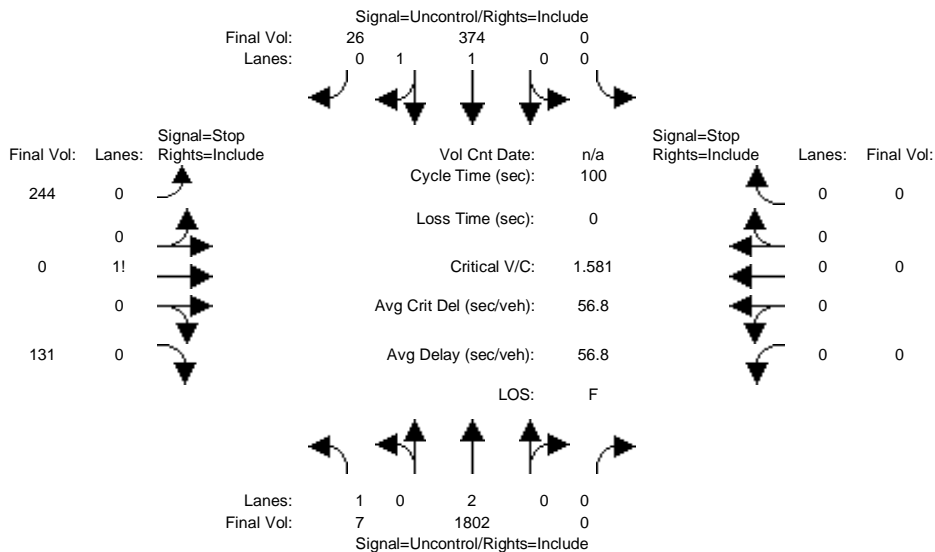
2Way95thQ:	1.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	21.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	25	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	3.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	493	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			493.0		xxxxxx			
ApproachLOS:	*			*			F		*			*

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #300: University Ave & Adams Dr



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:	7	1802	0	0	374	26	244	0	131	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:	7	1802	0	0	374	26	244	0	131	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:	7	1802	0	0	374	26	244	0	131	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:	7	1802	0	0	374	26	244	0	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	7	1802	0	0	374	26	244	0	131	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	400	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1302	2203	200	xxxx	xxxx	xxxxxx
Potent Cap.:	1170	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	155	45	814	xxxx	xxxx	xxxxxx
Move Cap.:	1170	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	154	45	814	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	1.58	0.00	0.16	xxxx	xxxx	xxxx

Level Of Service Module:

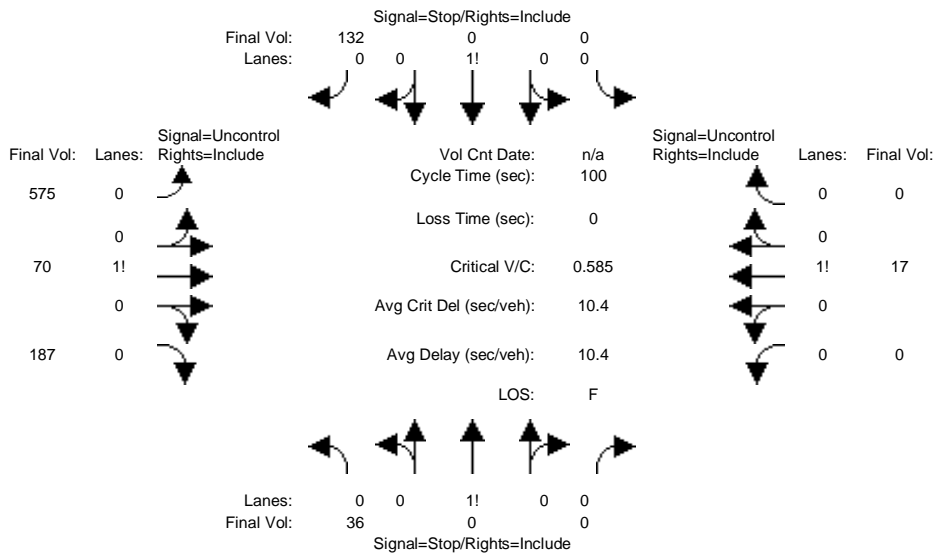
2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	215	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	25.5	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	391	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			391.2		xxxxxx			
ApproachLOS:	*			*			F		*			*

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #1081: Tara Road and Bay Road



Street Name:	Tara Road						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	36	0	0	0	0	132	575	70	187	0	17	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:	36	0	0	0	0	132	575	70	187	0	17	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:	36	0	0	0	0	132	575	70	187	0	17	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:	36	0	0	0	0	132	575	70	187	0	17	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	36	0	0	0	0	132	575	70	187	0	17	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	7.1	xxxx	xxxxxx	xxxxxx	xxxx	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	xxxxxx	xxxx	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1397	xxxx	xxxxxx	xxxxxx	xxxx	17	17	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	120	xxxx	xxxxxx	xxxxxx	xxxx	1068	1613	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	62	xxxx	xxxxxx	xxxxxx	xxxx	1068	1613	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.59	xxxx	xxxx	xxxxxx	xxxx	0.12	0.36	xxxx	xxxx	xxxxxx	xxxx	xxxxxx

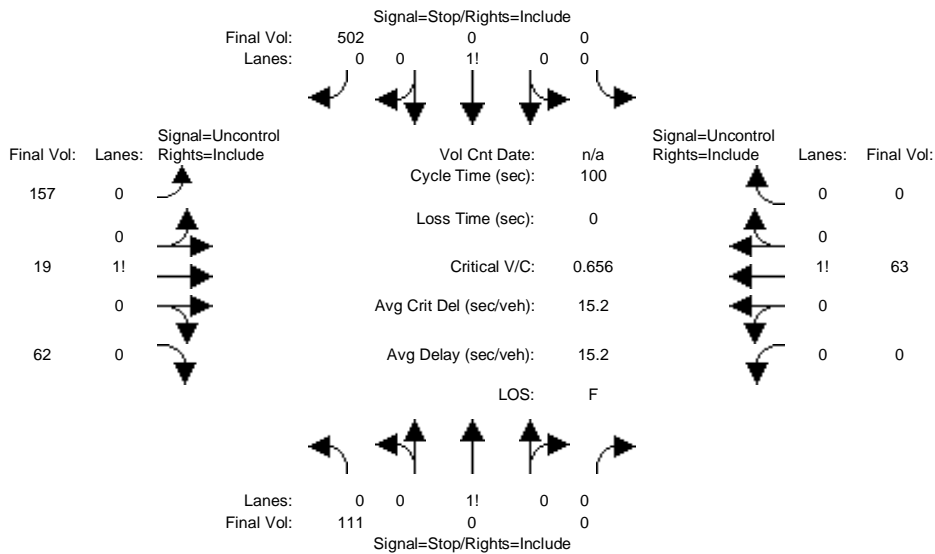
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	2.4	xxxx	xxxxxx	xxxxxx	xxxx	0.4	1.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	125.4	xxxx	xxxxxx	xxxxxx	xxxx	8.8	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	125.4			8.8			xxxxxxx			xxxxxxx		
ApproachLOS:	F			A			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #1081: Tara Road and Bay Road



Street Name: Tara Road Bay Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	111	0	0	0	0	502	157	19	62	0	63	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:	111	0	0	0	0	502	157	19	62	0	63	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:	111	0	0	0	0	502	157	19	62	0	63	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:	111	0	0	0	0	502	157	19	62	0	63	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	111	0	0	0	0	502	157	19	62	0	63	0

Critical Gap Module:

Critical Gp:	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	678	xxxx	xxxxx	xxxx	xxxx	63	63	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	369	xxxx	xxxxx	xxxx	xxxx	1007	1553	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	169	xxxx	xxxxx	xxxx	xxxx	1007	1553	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.66	xxxx	xxxx	xxxx	xxxx	0.50	0.10	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

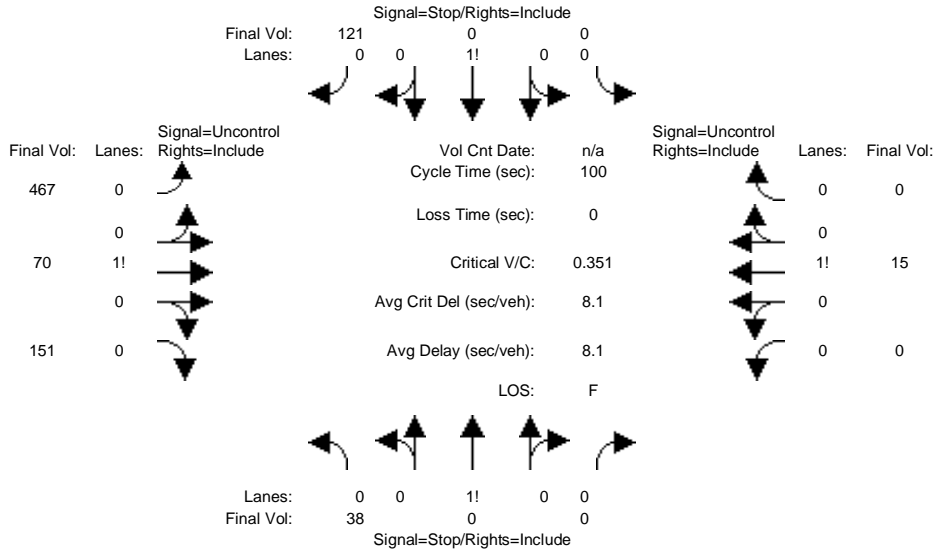
2Way95thQ:	3.8	xxxx	xxxxx	xxxx	xxxx	2.9	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	59.6	xxxx	xxxxx	xxxxx	xxxx	12.1	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	59.6			12.1			xxxxxx			xxxxxx		
ApproachLOS:	F			B			*			*		*

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #1081: Tara Road and Bay Road



Street Name:	Tara Road						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	38	0	0	0	0	121	467	70	151	0	15	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	0	0	0	121	467	70	151	0	15	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	0	0	0	121	467	70	151	0	15	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	0	0	0	121	467	70	151	0	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	38	0	0	0	0	121	467	70	151	0	15	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1155	xxxx	xxxxx	xxxx	xxxx	15	15	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	175	xxxx	xxxxx	xxxx	xxxx	1070	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	108	xxxx	xxxxx	xxxx	xxxx	1070	1616	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.35	xxxx	xxxx	xxxx	xxxx	0.11	0.29	xxxx	xxxx	xxxx	xxxx	xxxx

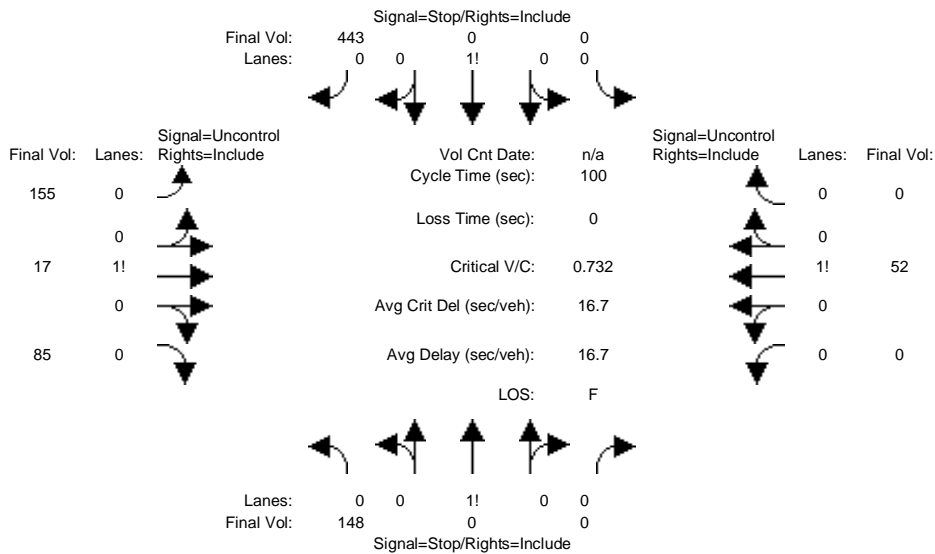
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	1.4	xxxx	xxxxx	xxxx	xxxx	0.4	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	55.2	xxxx	xxxxx	xxxxx	xxxx	8.8	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	55.2			8.8			xxxxxx			xxxxxx		
ApproachLOS:	F			A			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #1081: Tara Road and Bay Road



Street Name: Tara Road Bay Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	148	0	0	0	0	443	155	17	85	0	52	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:	148	0	0	0	0	443	155	17	85	0	52	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:	148	0	0	0	0	443	155	17	85	0	52	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:	148	0	0	0	0	443	155	17	85	0	52	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	148	0	0	0	0	443	155	17	85	0	52	0

Critical Gap Module:

Critical Gp:	7.1	xxxx	xxxxxx	xxxxxx	xxxx	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	xxxxxx	xxxx	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	643	xxxx	xxxxxx	xxxxxx	xxxx	52	52	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	389	xxxx	xxxxxx	xxxxxx	xxxx	1021	1567	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	202	xxxx	xxxxxx	xxxxxx	xxxx	1021	1567	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.73	xxxx	xxxx	xxxxxx	xxxx	0.43	0.10	xxxx	xxxx	xxxxxx	xxxx	xxxxxx

Level Of Service Module:

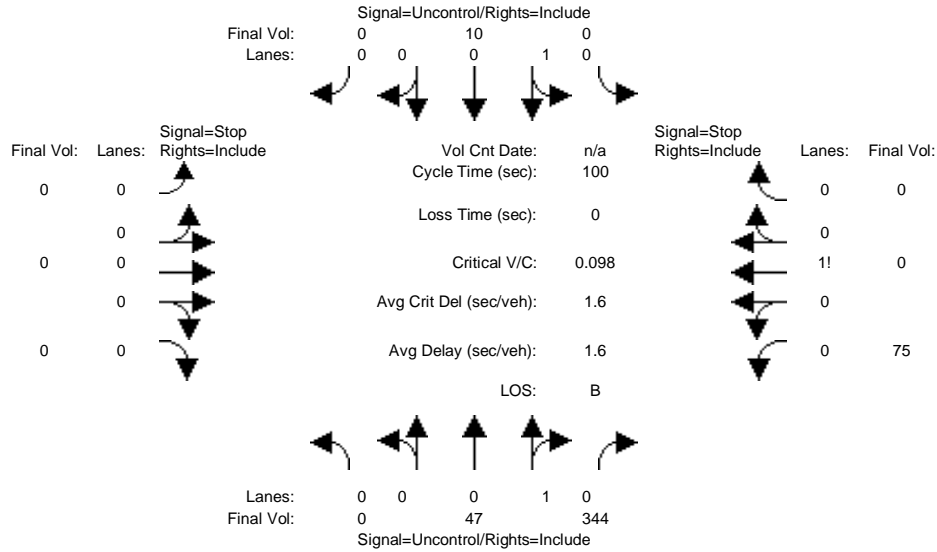
2Way95thQ:	4.8	xxxx	xxxxxx	xxxxxx	xxxx	2.2	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	60.0	xxxx	xxxxxx	xxxxxx	xxxx	11.2	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT					LT - LTR - RT	LT - LTR - RT				LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	60.0					11.2	xxxxxxx				xxxxxxx	
ApproachLOS:	F					B	*				*	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #1083: Demeter Street/Emmerson Street(Future)



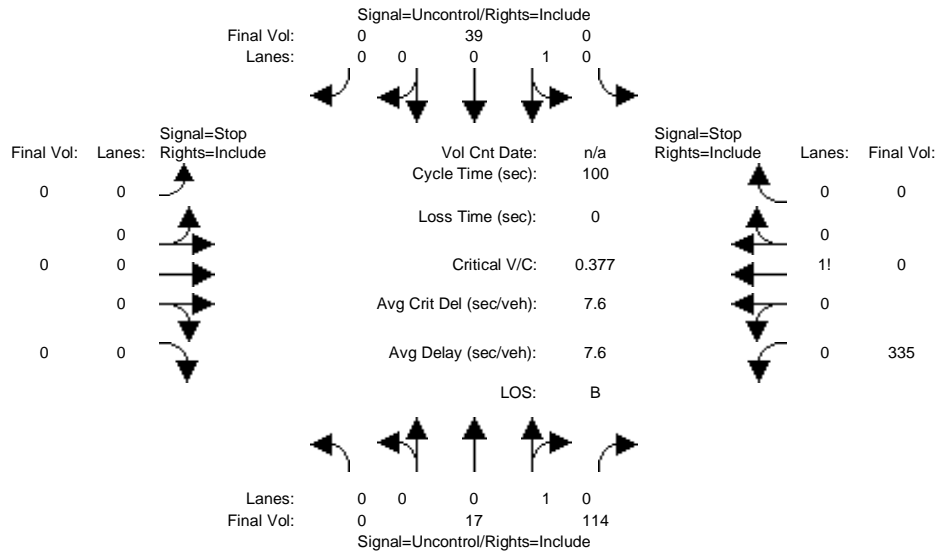
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	47	344	0	10	0	0	0	0	75	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	47	344	0	10	0	0	0	0	75	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	47	344	0	10	0	0	0	0	75	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	47	344	0	10	0	0	0	0	75	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	47	344	0	10	0	0	0	0	75	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	229	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	764	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	764	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.2	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.2		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #1083: Demeter Street/Emmerson Street(Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	17	114	0	39	0	0	0	0	335	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:	0	17	114	0	39	0	0	0	0	335	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:	0	17	114	0	39	0	0	0	0	335	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	17	114	0	39	0	0	0	0	335	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	17	114	0	39	0	0	0	0	335	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	113	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	888	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	888	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	xxxx	xxxx

Level Of Service Module:

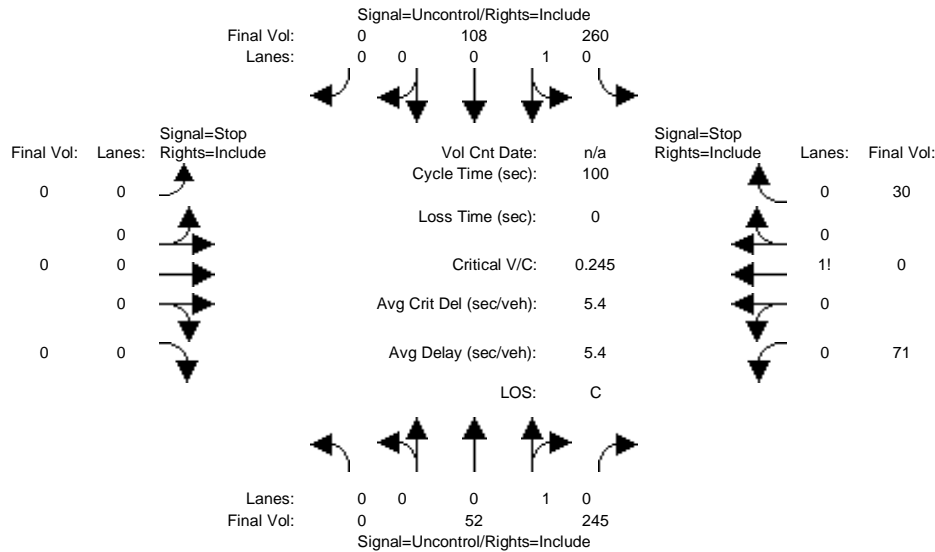
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.8	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	11.5	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			11.5		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #1083: Demeter Street/Emmerson Street(Future)



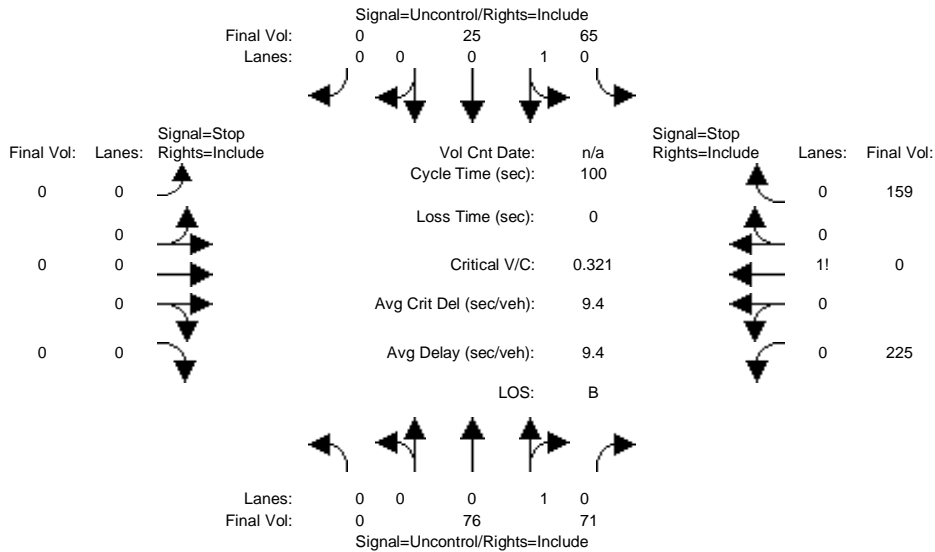
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	52	245	260	108	0	0	0	0	71	0	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	52	245	260	108	0	0	0	0	71	0	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	52	245	260	108	0	0	0	0	71	0	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	52	245	260	108	0	0	0	0	71	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	52	245	260	108	0	0	0	0	71	0	30
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	297	xxxx	xxxx	xxxx	xxxx	xxxx	803	803	175
Potent Cap.:	xxxx	xxxx	xxxx	1276	xxxx	xxxx	xxxx	xxxx	xxxx	356	319	874
Move Cap.:	xxxx	xxxx	xxxx	1276	xxxx	xxxx	xxxx	xxxx	xxxx	290	243	874
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	8.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	362	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.1	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	8.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	18.7	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.7		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #1083: Demeter Street/Emmerson Street(Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	76	71	65	25	0	0	0	0	225	0	159
Growth Adj:	1.00	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	76	71	65	25	0	0	0	0	225	0	159
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	76	71	65	25	0	0	0	0	225	0	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	76	71	65	25	0	0	0	0	225	0	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	76	71	65	25	0	0	0	0	225	0	159

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	147	xxxx	xxxx	xxxx	xxxx	xxxx	267	267	112
Potent Cap.:	xxxx	xxxx	xxxx	1447	xxxx	xxxx	xxxx	xxxx	xxxx	727	643	947
Move Cap.:	xxxx	xxxx	xxxx	1447	xxxx	xxxx	xxxx	xxxx	xxxx	701	613	947
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.32	0.00	0.17

Level Of Service Module:

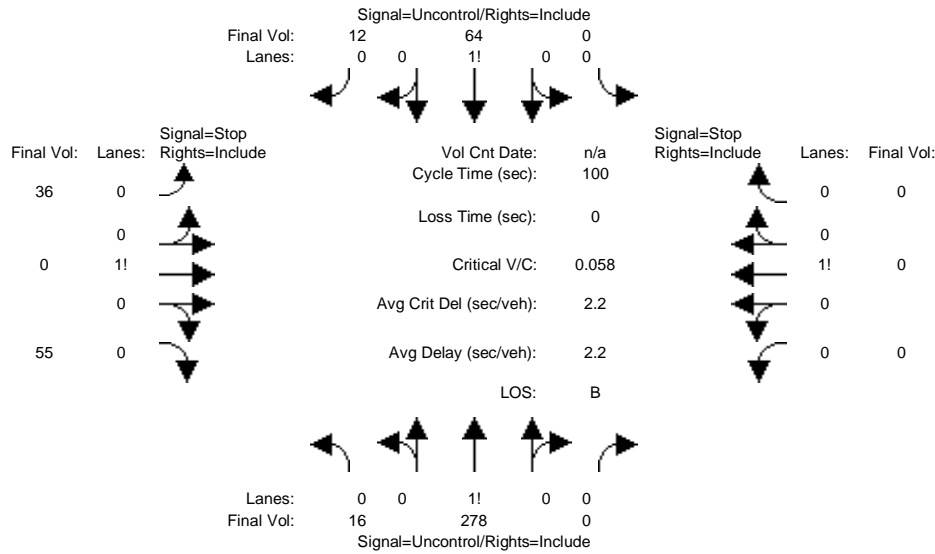
2Way95thQ:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	7.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	786	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.7	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	7.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	13.9	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	B	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	13.9	xxxxxx
ApproachLOS:	*	*	*	A	*	*	*	*	*	*	B	*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #1091: Tara Road/Emmerson Street (Future)



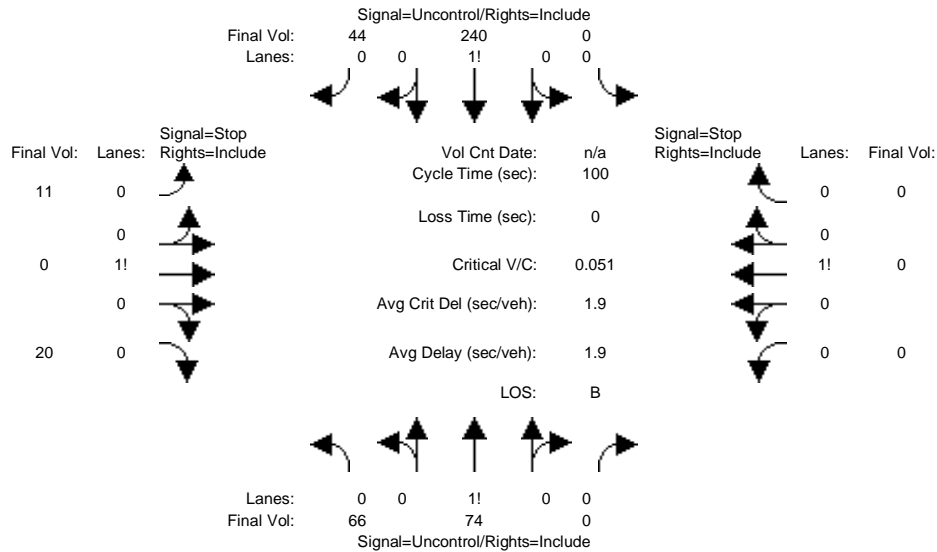
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	16	278	0	0	64	12	36	0	55	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	278	0	0	64	12	36	0	55	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	278	0	0	64	12	36	0	55	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:	16	278	0	0	64	12	36	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	16	278	0	0	64	12	36	0	55	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	76	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	380	380	70	408	386	278
Potent Cap.:	1536	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	626	556	998	558	551	766
Move Cap.:	1536	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	621	550	998	523	545	766
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.06	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	805	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.0		xxxxxx			
ApproachLOS:	*			*			B		*			*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #1091: Tara Road/Emmerson Street (Future)



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:	66	74	0	0	240	44	11	0	20	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	74	0	0	240	44	11	0	20	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	74	0	0	240	44	11	0	20	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:	66	74	0	0	240	44	11	0	20	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	66	74	0	0	240	44	11	0	20	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	284	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	468	468	262	478	490	74
Potent Cap.:	1290	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	557	496	782	501	482	993
Move Cap.:	1290	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	535	469	782	468	456	993
Volume/Cap:	0.05	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.02	0.00	0.03	0.00	0.00	0.00

Level Of Service Module:

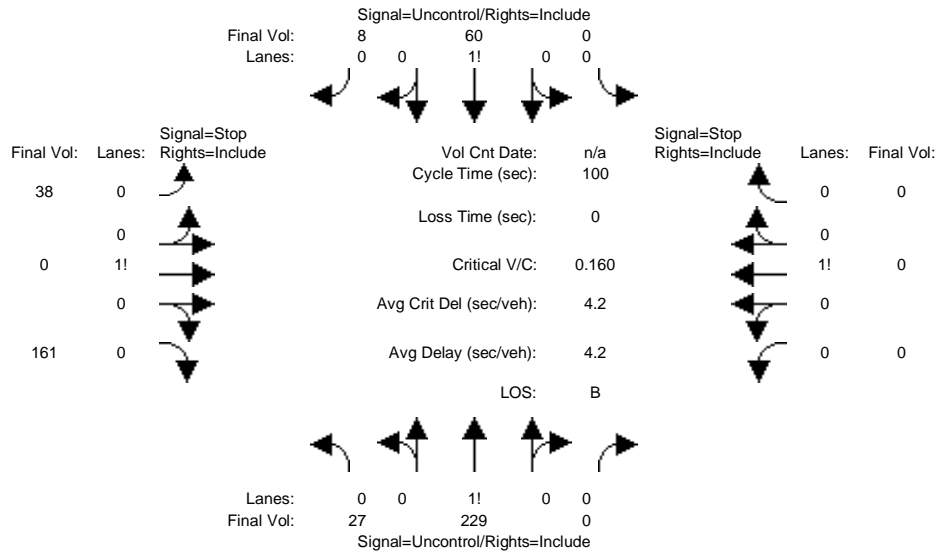
2Way95thQ:	0.2	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	671	xxxxxx	xxxxxx	0	xxxxxx
SharedQueue:	0.2	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	7.9	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.6	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.6		xxxxxx			
ApproachLOS:	*			*			B		*			*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #1091: Tara Road/Emmerson Street (Future)



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:	27	229	0	0	60	8	38	0	161	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:	27	229	0	0	60	8	38	0	161	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:	27	229	0	0	60	8	38	0	161	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:	27	229	0	0	60	8	38	0	161	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	27	229	0	0	60	8	38	0	161	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	68	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	347	347	64	428	351	229
Potent Cap.:	1546	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	654	580	1006	541	577	815
Move Cap.:	1546	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	645	569	1006	448	566	815
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.16	0.00	0.00	0.00

Level Of Service Module:

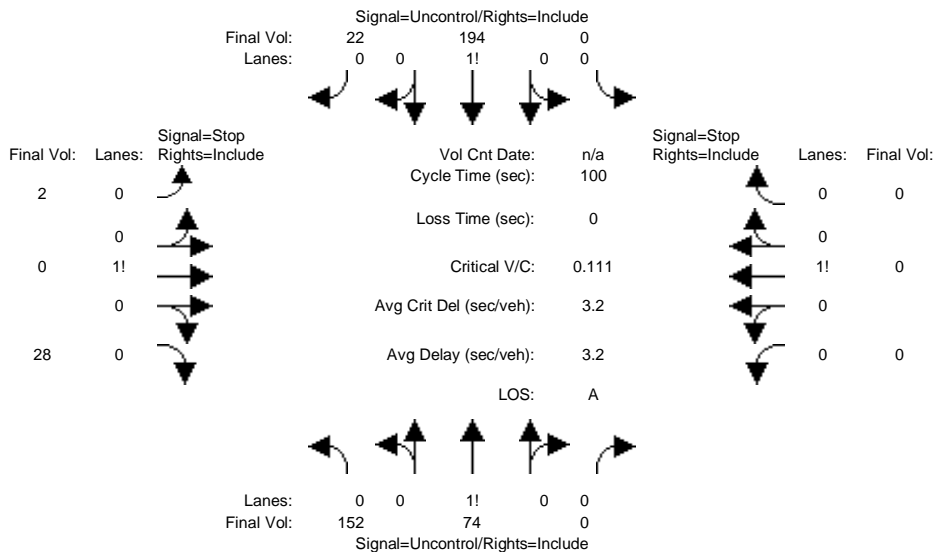
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	909	xxxxxx	xxxx	0	xxxxxx
Shared Queue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1			xxxxxx		
ApproachLOS:	*			*			B			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #1091: Tara Road/Emmerson Street (Future)



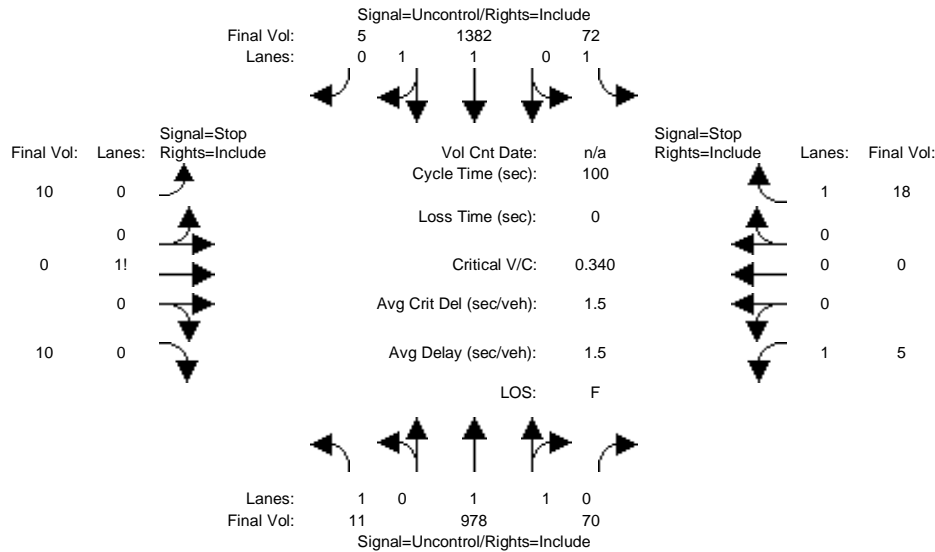
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	152	74	0	0	194	22	2	0	28	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	74	0	0	194	22	2	0	28	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	74	0	0	194	22	2	0	28	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:	152	74	0	0	194	22	2	0	28	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	152	74	0	0	194	22	2	0	28	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	216	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	583	583	205	597	594	74
Potent Cap.:	1366	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	478	427	841	418	421	993
Move Cap.:	1366	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	433	375	841	366	370	993
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.03	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	791	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.7		xxxxxx		
ApproachLOS:	*			*				A		*		

Note: Queue reported is the number of cars per lane.

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Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #1094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	11	978	70	72	1382	5	10	0	10	5	0	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:	11	978	70	72	1382	5	10	0	10	5	0	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:	11	978	70	72	1382	5	10	0	10	5	0	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:	11	978	70	72	1382	5	10	0	10	5	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	978	70	72	1382	5	10	0	10	5	0	18

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3

Capacity Module:												
Cnflct Vol:	1387	xxxx	xxxxx	1048	xxxx	xxxxx	2040	2599	694	1870	xxxx	524
Potent Cap.:	500	xxxx	xxxxx	672	xxxx	xxxxx	34	25	390	45	xxxx	503
Move Cap.:	500	xxxx	xxxxx	672	xxxx	xxxxx	29	22	390	40	xxxx	503
Volume/Cap:	0.02	xxxx	xxxx	0.11	xxxx	xxxx	0.34	0.00	0.03	0.13	xxxx	0.04

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	0.1
Control Del:	12.4	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	107.7	xxxx	12.4
LOS by Move:	B	*	*	B	*	*	*	*	*	F	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	55	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	105	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			104.8			33.1		
ApproachLOS:	*			*			F			D		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #1094: University Ave & 4 Corners Dwy

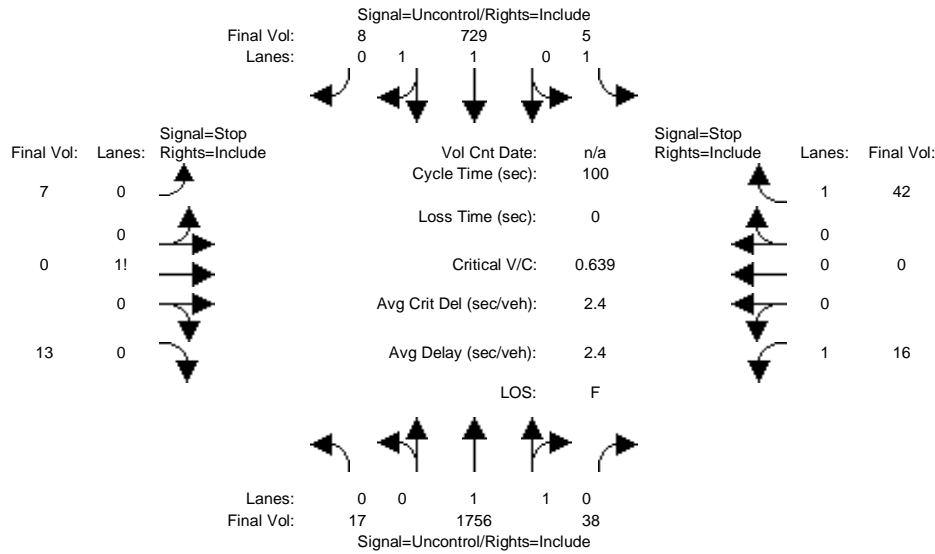


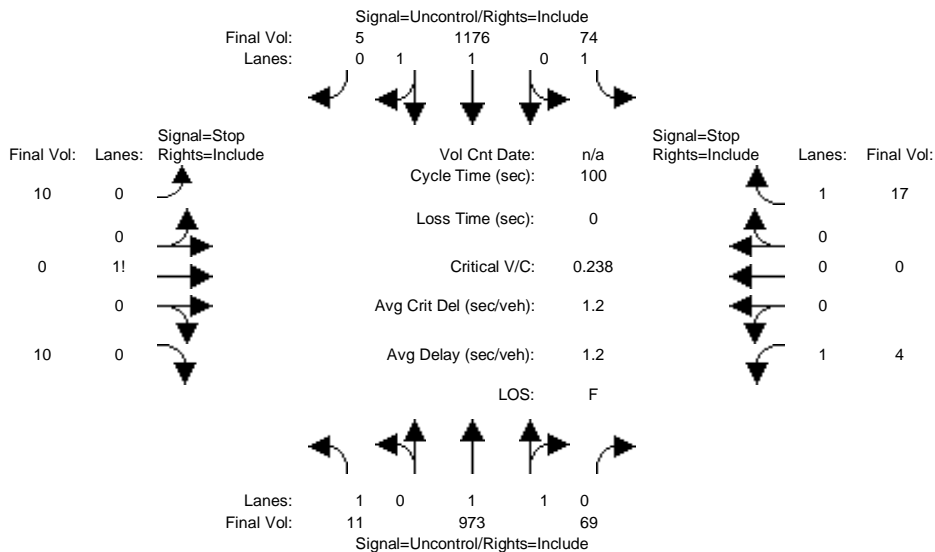
Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. A large 'DRAFT' watermark is overlaid on the table.

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #1094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	11	973	69	74	1176	5	10	0	10	4	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	973	69	74	1176	5	10	0	10	4	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	973	69	74	1176	5	10	0	10	4	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	973	69	74	1176	5	10	0	10	4	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	973	69	74	1176	5	10	0	10	4	0	17

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	1181	xxxx	xxxxxx	1042	xxxx	xxxxxx	1835	2391	591	1766	xxxx	521
Potent Cap.:	599	xxxx	xxxxxx	675	xxxx	xxxxxx	48	34	456	54	xxxx	505
Move Cap.:	599	xxxx	xxxxxx	675	xxxx	xxxxxx	42	30	456	48	xxxx	505
Volume/Cap:	0.02	xxxx	xxxx	0.11	xxxx	xxxx	0.24	0.00	0.02	0.08	xxxx	0.03

Level Of Service Module:

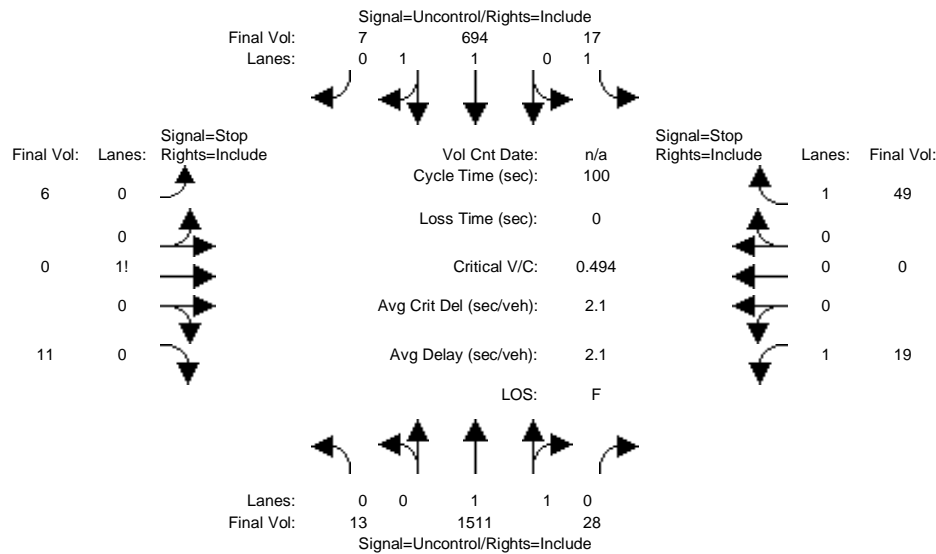
2Way95thQ:	0.1	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.3	xxxx	0.1
Control Del:	11.1	xxxx	xxxxxx	11.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	86.6	xxxx	12.4
LOS by Move:	B	*	*	B	*	*	*	*	*	F	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	77	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	67.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				67.3				26.5
ApproachLOS:		*		*				F				D

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #1094: University Ave & 4 Corners Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:												
Base Vol:	13	1511	28	17	694	7	6	0	11	19	0	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1511	28	17	694	7	6	0	11	19	0	49
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:	13	1511	28	17	694	7	6	0	11	19	0	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1511	28	17	694	7	6	0	11	19	0	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	1511	28	17	694	7	6	0	11	19	0	49

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3

Capacity Module:												
Cnflct Vol:	701	xxxx	xxxxx	1539	xxxx	xxxxx	1513	2297	351	1932	xxxx	770
Potent Cap.:	905	xxxx	xxxxx	438	xxxx	xxxxx	84	39	652	41	xxxx	348
Move Cap.:	905	xxxx	xxxxx	438	xxxx	xxxxx	69	37	652	38	xxxx	348
Volume/Cap:	0.01	xxxx	xxxx	0.04	xxxx	xxxx	0.09	0.00	0.02	0.49	xxxx	0.14

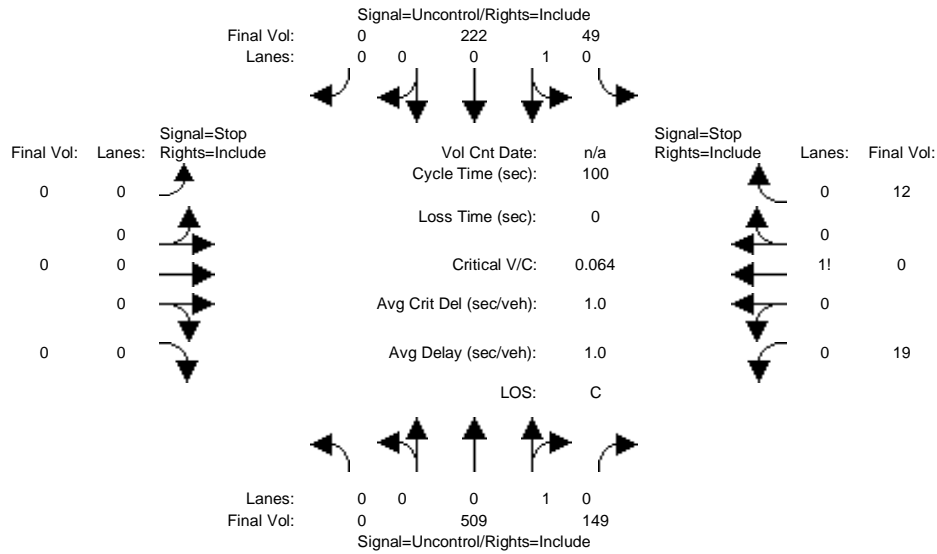
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.7	xxxx	0.5
Control Del:	9.0	xxxx	xxxxx	13.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	168.7	xxxx	17.0
LOS by Move:	A	*	*	B	*	*	*	*	*	F	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	164	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				29.4			59.4	
ApproachLOS:	*			*				D			F	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #1097: Pulgas Avenue & Montage Street (Future)



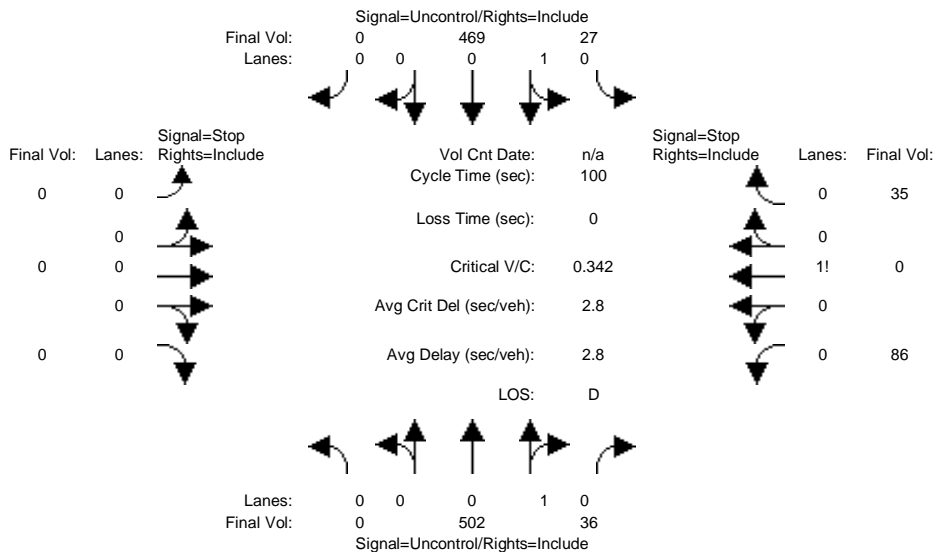
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	509	149	49	222	0	0	0	0	19	0	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	509	149	49	222	0	0	0	0	19	0	12
Added Vol:	0	0	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:	0	509	149	49	222	0	0	0	0	19	0	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:	0	509	149	49	222	0	0	0	0	19	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	509	149	49	222	0	0	0	0	19	0	12
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	658	xxxx	xxxx	xxxx	xxxx	xxxx	904	904	584
Potent Cap.:	xxxx	xxxx	xxxx	939	xxxx	xxxx	xxxx	xxxx	xxxx	310	279	516
Move Cap.:	xxxx	xxxx	xxxx	939	xxxx	xxxx	xxxx	xxxx	xxxx	297	264	516
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	9.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	356	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	9.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	16.1	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			16.1		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #1097: Pulgas Avenue & Montage Street (Future)



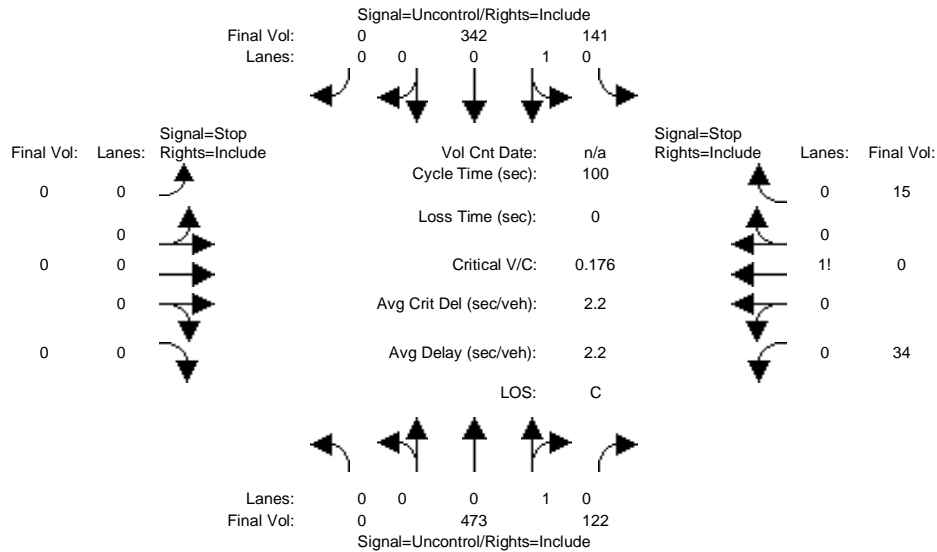
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	502	36	27	469	0	0	0	0	86	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	502	36	27	469	0	0	0	0	86	0	35
Added Vol:	0	0	0	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	502	36	27	469	0	0	0	0	86	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	502	36	27	469	0	0	0	0	86	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	502	36	27	469	0	0	0	0	86	0	35
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	538	xxxx	xxxx	xxxx	xxxx	xxxx	1043	1043	520
Potent Cap.:	xxxx	xxxx	xxxx	1040	xxxx	xxxx	xxxx	xxxx	xxxx	256	231	560
Move Cap.:	xxxx	xxxx	xxxx	1040	xxxx	xxxx	xxxx	xxxx	xxxx	251	225	560
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.34	0.00	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	8.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	299	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.9	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	8.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	25.0	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			25.0		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #1097: Pulgas Avenue & Montage Street (Future)



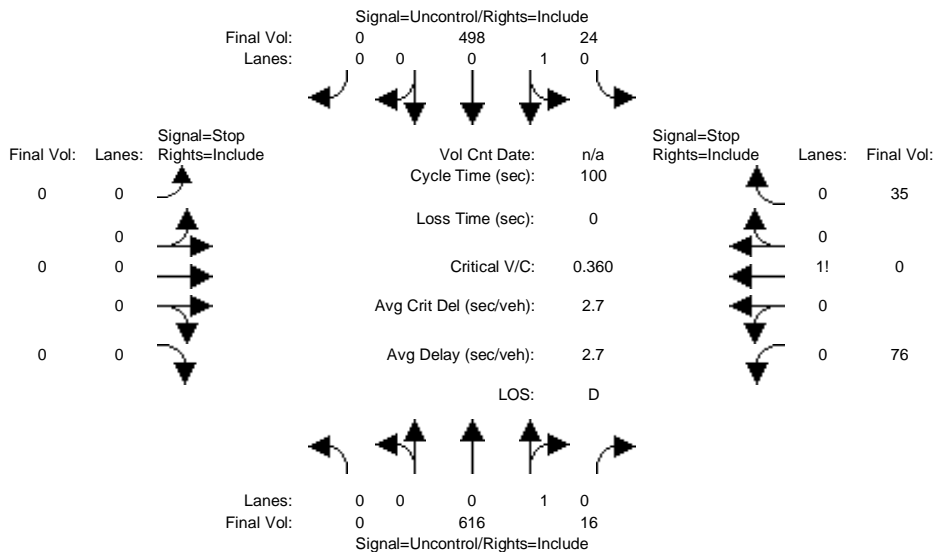
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	473	122	141	342	0	0	0	0	34	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	473	122	141	342	0	0	0	0	34	0	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	473	122	141	342	0	0	0	0	34	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	473	122	141	342	0	0	0	0	34	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	473	122	141	342	0	0	0	0	34	0	15
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	595	xxxx	xxxx	xxxx	xxxx	xxxx	1158	1158	534
Potent Cap.:	xxxx	xxxx	xxxx	991	xxxx	xxxx	xxxx	xxxx	xxxx	219	198	550
Move Cap.:	xxxx	xxxx	xxxx	991	xxxx	xxxx	xxxx	xxxx	xxxx	193	167	550
Volume/Cap:	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	0.00	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	9.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	241	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.7	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	9.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	23.7	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			23.7		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #1097: Pulgas Avenue & Montage Street (Future)



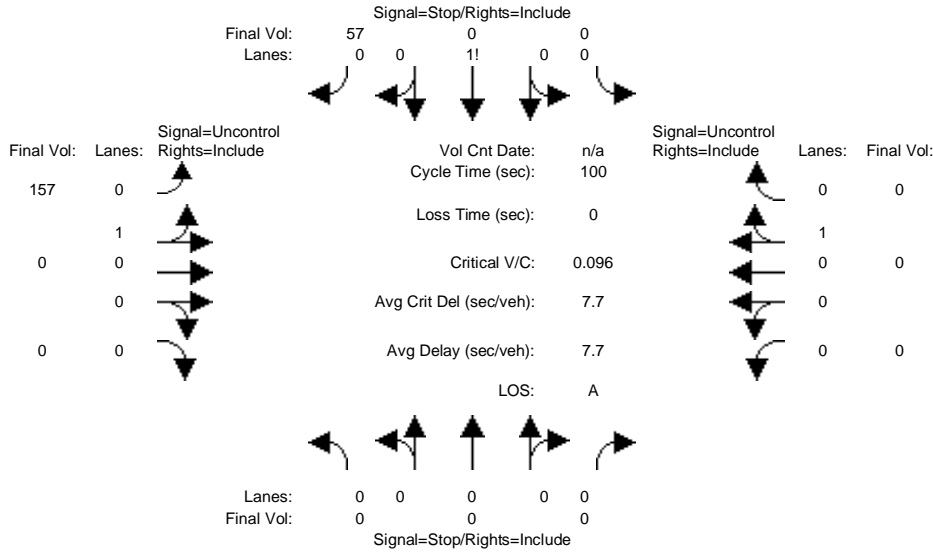
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	616	16	24	498	0	0	0	0	76	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	616	16	24	498	0	0	0	0	76	0	35
Added Vol:	0	0	0	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	616	16	24	498	0	0	0	0	76	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	616	16	24	498	0	0	0	0	76	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	616	16	24	498	0	0	0	0	76	0	35
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	632	xxxx	xxxx	xxxx	xxxx	xxxx	1170	1170	624
Potent Cap.:	xxxx	xxxx	xxxx	960	xxxx	xxxx	xxxx	xxxx	xxxx	215	195	489
Move Cap.:	xxxx	xxxx	xxxx	960	xxxx	xxxx	xxxx	xxxx	xxxx	211	190	489
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.36	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	8.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	257	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.0	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	8.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	29.2	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			29.2		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #1101: Tara Road and Weeks Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	0	0	57	157	0	0	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:	0	0	0	0	0	57	157	0	0	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:	0	0	0	0	0	57	157	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	57	157	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	57	157	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.10	xxxx	xxxx	xxxx	xxxx	xxxx

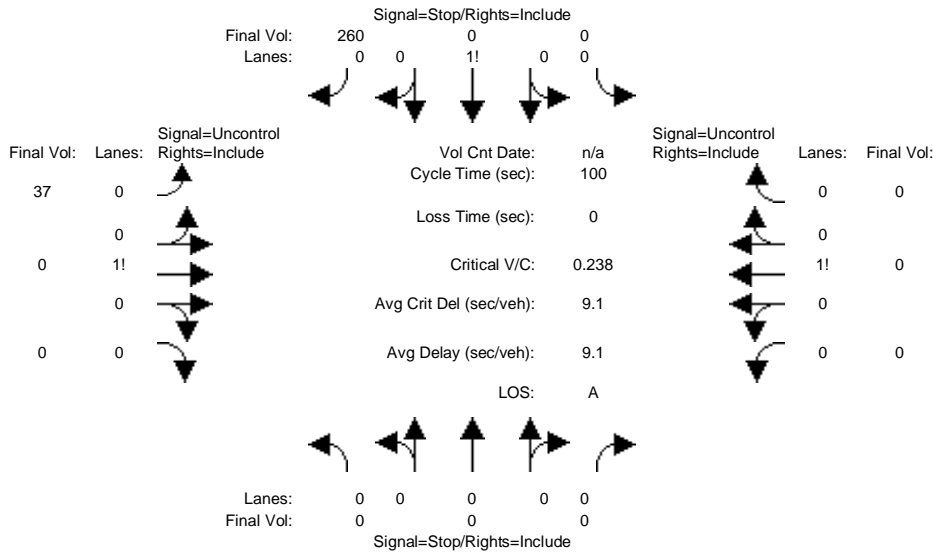
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.5	7.4	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.5		xxxxxx			xxxxxx	
ApproachLOS:	*					A		*			*	

Note: Queue reported is the number of cars per lane.

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #1101: Tara Road and Weeks Street (Future)



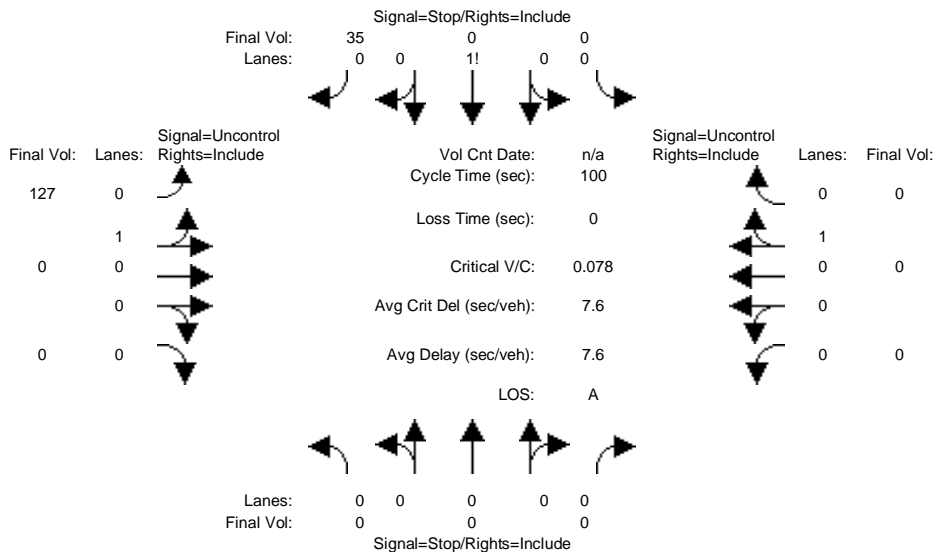
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	260	37	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	260	37	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	260	37	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	260	37	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	260	37	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.9	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	9.3	7.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					9.3	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #1101: Tara Road and Weeks Street (Future)



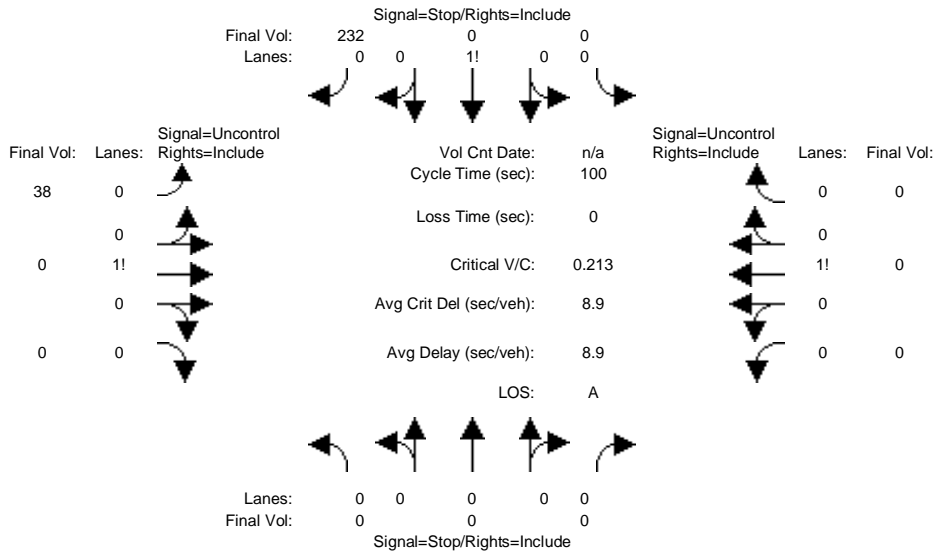
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	35	127	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	35	127	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	35	127	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	35	127	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	35	127	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.4	7.4	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.4			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #1101: Tara Road and Weeks Street (Future)



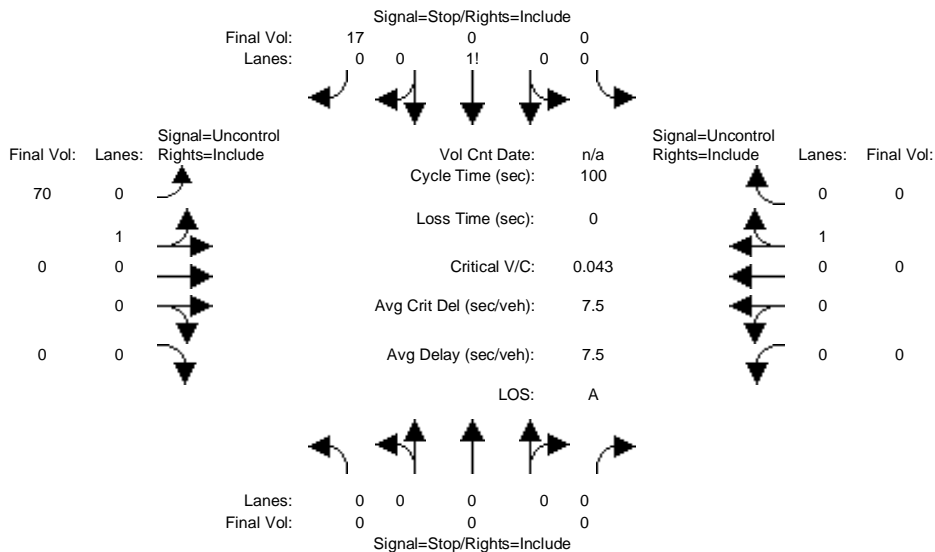
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	232	38	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	232	38	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	232	38	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	232	38	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	232	38	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.8	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	9.2	7.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				9.2		xxxxxx			xxxxxx		
ApproachLOS:	*				A		*		*	*		*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	17	70	0	0	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:	0	0	0	0	0	17	70	0	0	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:	0	0	0	0	0	17	70	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	17	70	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	17	70	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.04	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

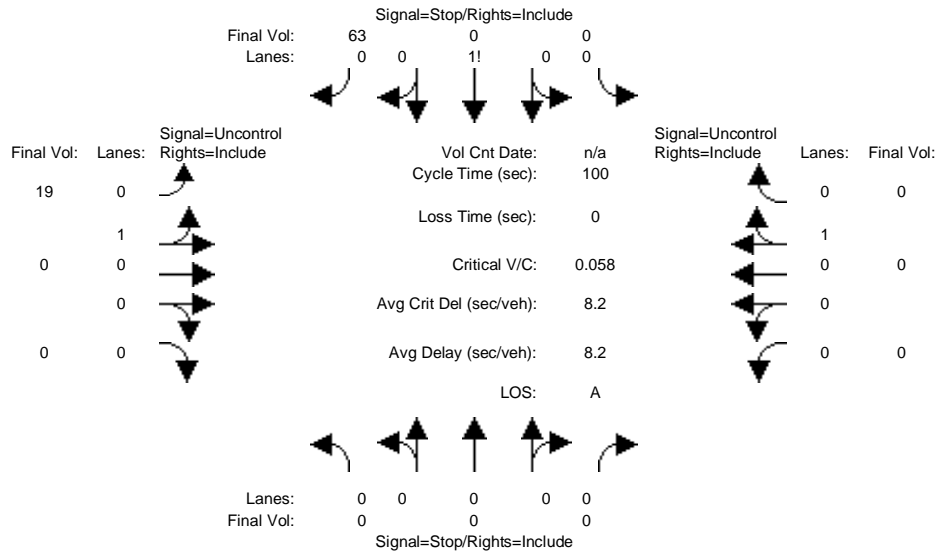
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.4	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT							
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.4	xxxxxx				xxxxxx	
ApproachLOS:	*					A	*				*	

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	0	0	63	19	0	0	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:	0	0	0	0	0	63	19	0	0	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:	0	0	0	0	0	63	19	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	63	19	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	63	19	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

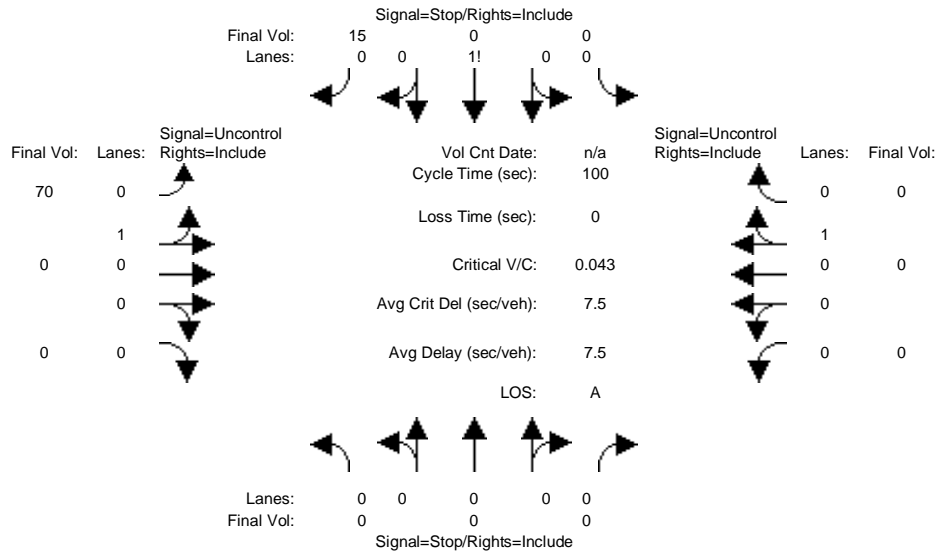
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



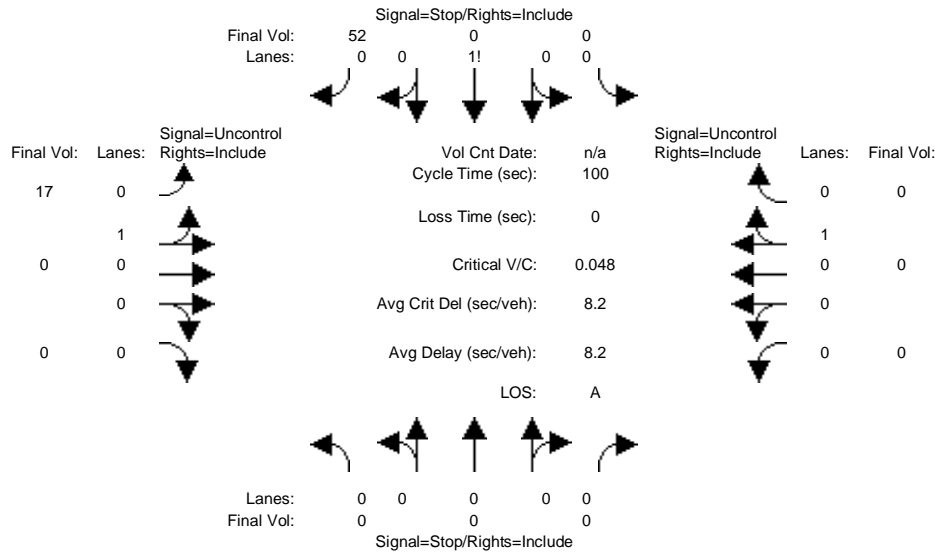
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	15	70	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	15	70	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	15	70	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	15	70	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	15	70	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.3	7.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.3	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	0	0	52	17	0	0	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:	0	0	0	0	0	52	17	0	0	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:	0	0	0	0	0	52	17	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	52	17	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	52	17	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

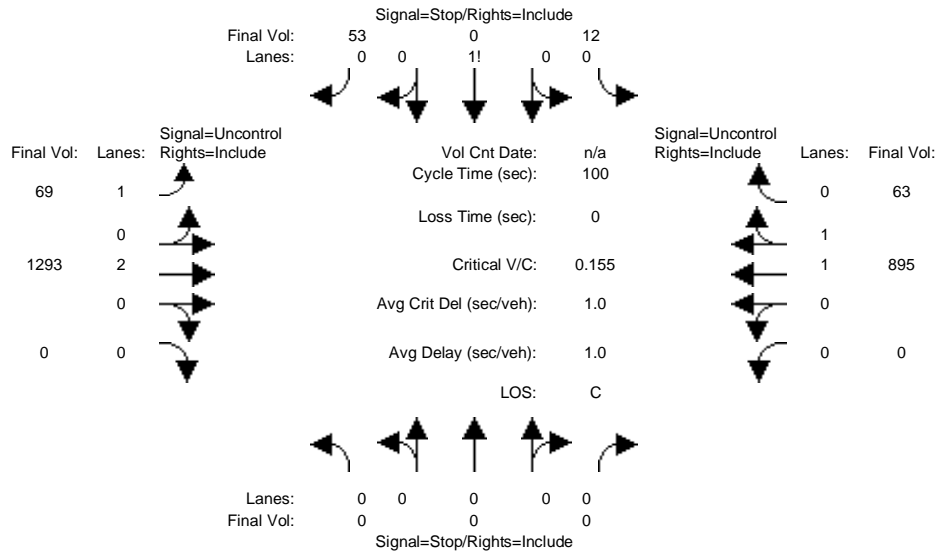
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	0.0	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.5	7.2	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #1159: 4 Corners Dwy & Bay Road



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	12	0	53	69	1293	0	0	895	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	0	53	69	1293	0	0	895	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	12	0	53	69	1293	0	0	895	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	12	0	53	69	1293	0	0	895	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	12	0	53	69	1293	0	0	895	63

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	1711	2358	479	958	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	83	36	538	726	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	77	33	538	726	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	0.00	0.10	0.10	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

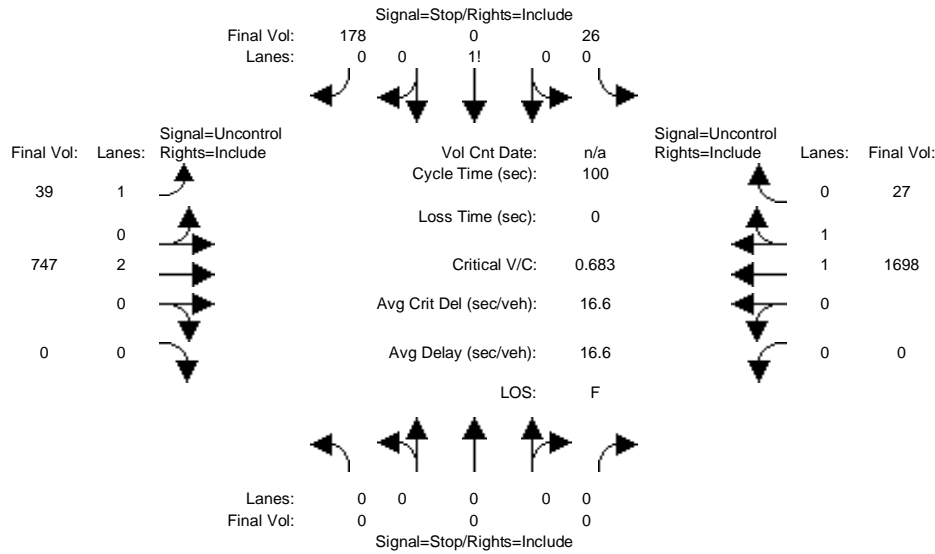
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.5	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	256	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	1.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	23.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			23.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #1159: 4 Corners Dwy & Bay Road



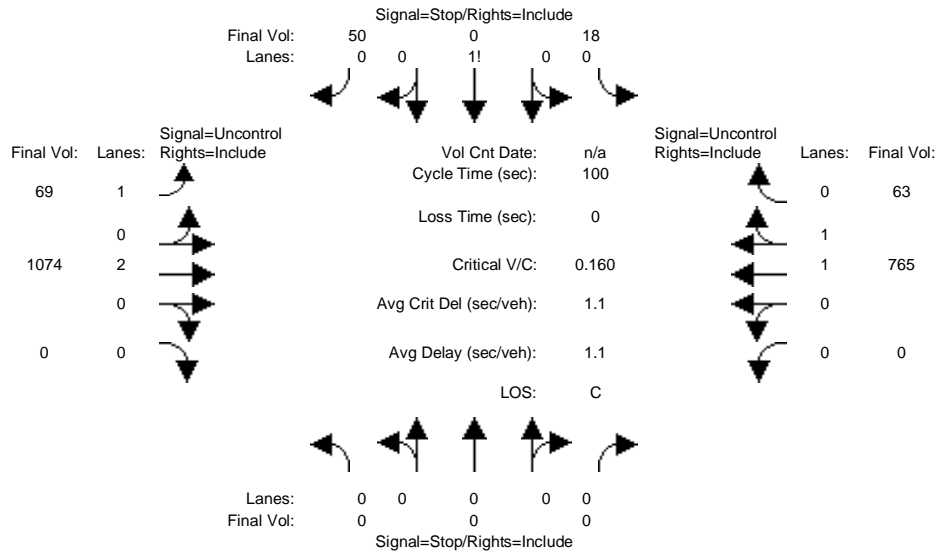
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	26	0	178	39	747	0	0	1698	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	26	0	178	39	747	0	0	1698	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	26	0	178	39	747	0	0	1698	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	26	0	178	39	747	0	0	1698	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	26	0	178	39	747	0	0	1698	27
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	2163	2537	863	1725	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	41	28	302	371	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	38	25	302	371	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.68	0.00	0.59	0.11	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	15.8	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	160	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	11.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	217	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			217.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #1159: 4 Corners Dwy & Bay Road



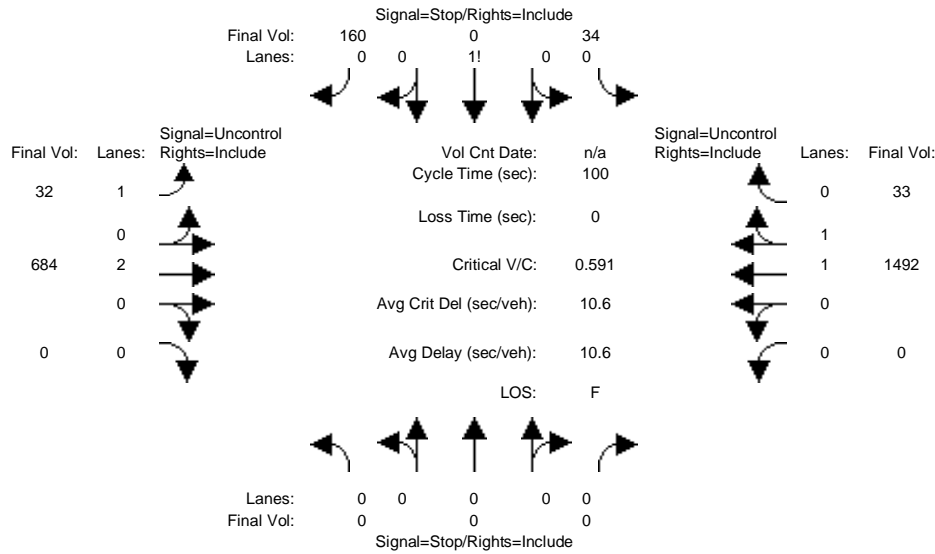
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	18	0	50	69	1074	0	0	765	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	18	0	50	69	1074	0	0	765	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	18	0	50	69	1074	0	0	765	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	18	0	50	69	1074	0	0	765	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	50	69	1074	0	0	765	63
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1472	2009	414	828	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	120	60	593	812	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	112	55	593	812	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	0.00	0.08	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	9.8	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	278	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	0.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	22.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			22.1			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #1159: 4 Corners Dwy & Bay Road



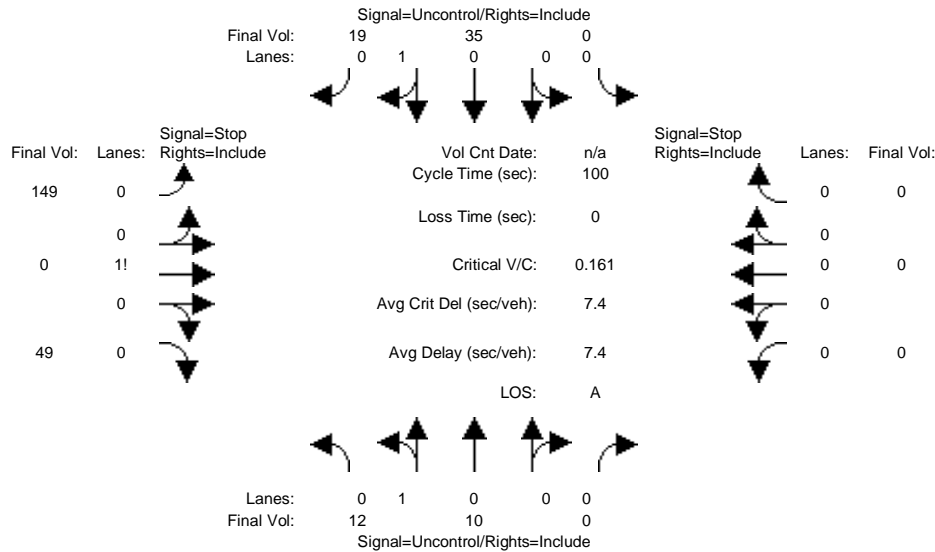
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	34	0	160	32	684	0	0	1492	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	34	0	160	32	684	0	0	1492	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	34	0	160	32	684	0	0	1492	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	160	32	684	0	0	1492	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	34	0	160	32	684	0	0	1492	33
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1915	2257	763	1525	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	61	42	352	443	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	58	39	352	443	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.59	0.00	0.46	0.07	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	13.8	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	186	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	9.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	131	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			130.8			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		*

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #1163: Tara Road and Montage Street (Future)



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:	12	10	0	0	35	19	149	0	49	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:	12	10	0	0	35	19	149	0	49	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:	12	10	0	0	35	19	149	0	49	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:	12	10	0	0	35	19	149	0	49	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	10	0	0	35	19	149	0	49	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	54	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	79	79	45	xxxx	xxxx	xxxxxx
Potent Cap.:	1564	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	929	816	1031	xxxx	xxxx	xxxxxx
Move Cap.:	1564	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	924	809	1031	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.16	0.00	0.05	xxxx	xxxx	xxxx

Level Of Service Module:

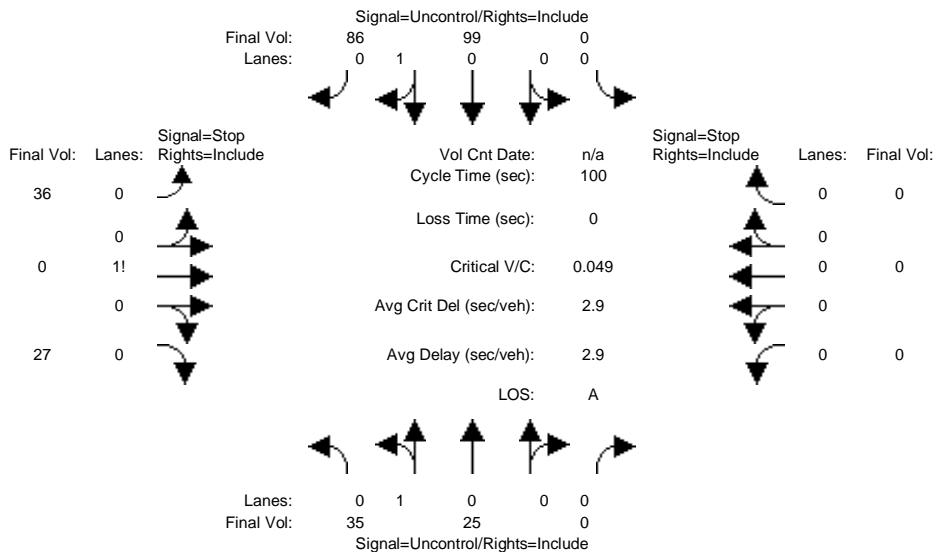
2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	948	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.8			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #1163: Tara Road and Montage Street (Future)



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:	35	25	0	0	99	86	36	0	27	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:	35	25	0	0	99	86	36	0	27	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:	35	25	0	0	99	86	36	0	27	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:	35	25	0	0	99	86	36	0	27	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	25	0	0	99	86	36	0	27	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	185	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	237	237	142	xxxx	xxxx	xxxxxx
Potent Cap.:	1402	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	756	667	911	xxxx	xxxx	xxxxxx
Move Cap.:	1402	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	741	650	911	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

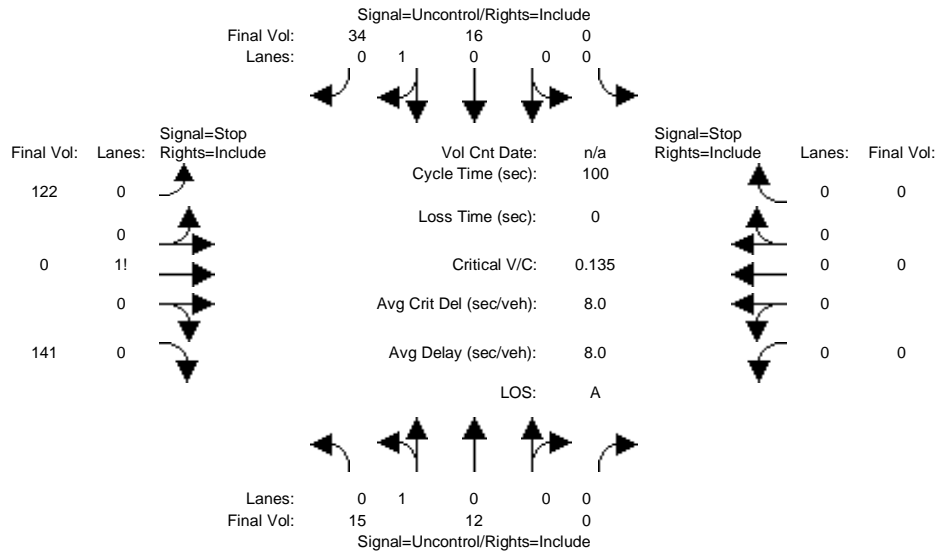
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	805	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.8		xxxxxx		
ApproachLOS:	*			*				A		*		*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #1163: Tara Road and Montage Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	15	12	0	0	16	34	122	0	141	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:	15	12	0	0	16	34	122	0	141	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:	15	12	0	0	16	34	122	0	141	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:	15	12	0	0	16	34	122	0	141	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	15	12	0	0	16	34	122	0	141	0	0	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	50	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	75	75	33	xxxx	xxxx	xxxxxx
Potent Cap.:	1570	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	933	819	1046	xxxx	xxxx	xxxxxx
Move Cap.:	1570	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	927	811	1046	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.13	xxxx	xxxx	xxxx

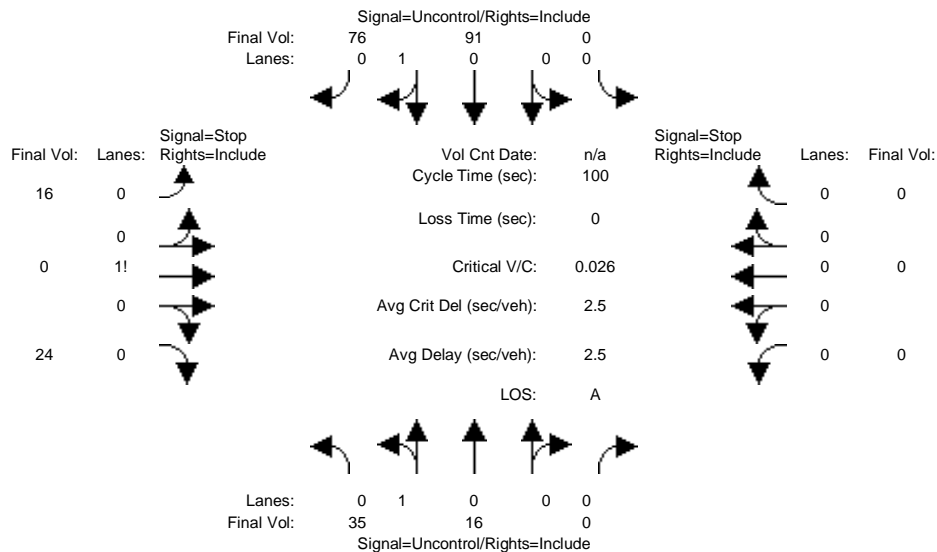
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	987	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.0	xxxxxx	xxxxxx	xxxxxx	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	A	*	*	*	*	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #1163: Tara Road and Montage Street (Future)



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:	35	16	0	0	91	76	16	0	24	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:	35	16	0	0	91	76	16	0	24	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:	35	16	0	0	91	76	16	0	24	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:	35	16	0	0	91	76	16	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	16	0	0	91	76	16	0	24	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	167	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	215	215	129	xxxx	xxxx	xxxxxx
Potent Cap.:	1423	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	778	686	926	xxxx	xxxx	xxxxxx
Move Cap.:	1423	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	763	669	926	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

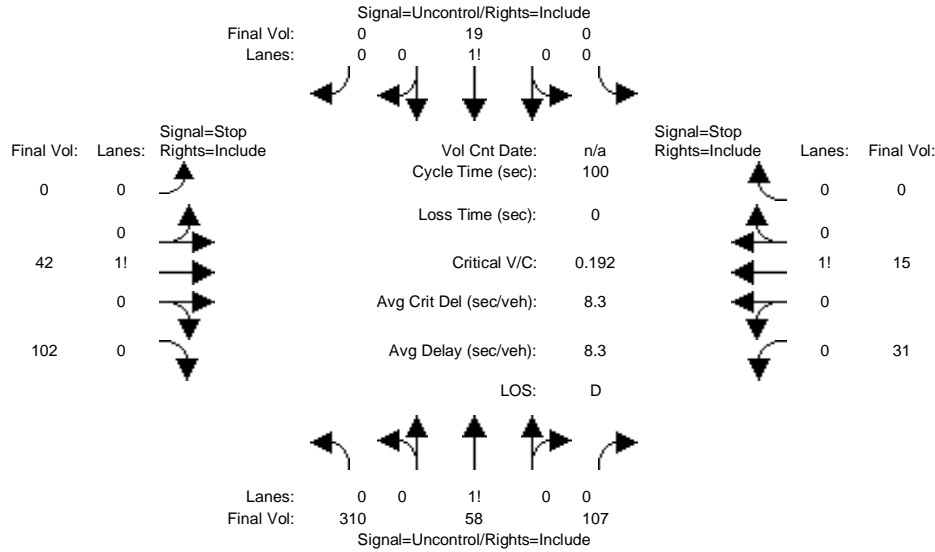
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	853	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.4		xxxxxx		
ApproachLOS:	*			*				A		*		*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	310	58	107	0	19	0	0	42	102	31	15	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:	310	58	107	0	19	0	0	42	102	31	15	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:	310	58	107	0	19	0	0	42	102	31	15	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:	310	58	107	0	19	0	0	42	102	31	15	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	310	58	107	0	19	0	0	42	102	31	15	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.5	6.2	7.1	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.0	3.3	3.5	4.0	xxxxxx

Capacity Module:												
Cnflct Vol:	19	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	804	19	823	751	xxxxxx
Potent Cap.:	1611	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	319	1065	295	342	xxxxxx
Move Cap.:	1611	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	245	1065	191	263	xxxxxx
Volume/Cap:	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.10	0.16	0.06	xxxx

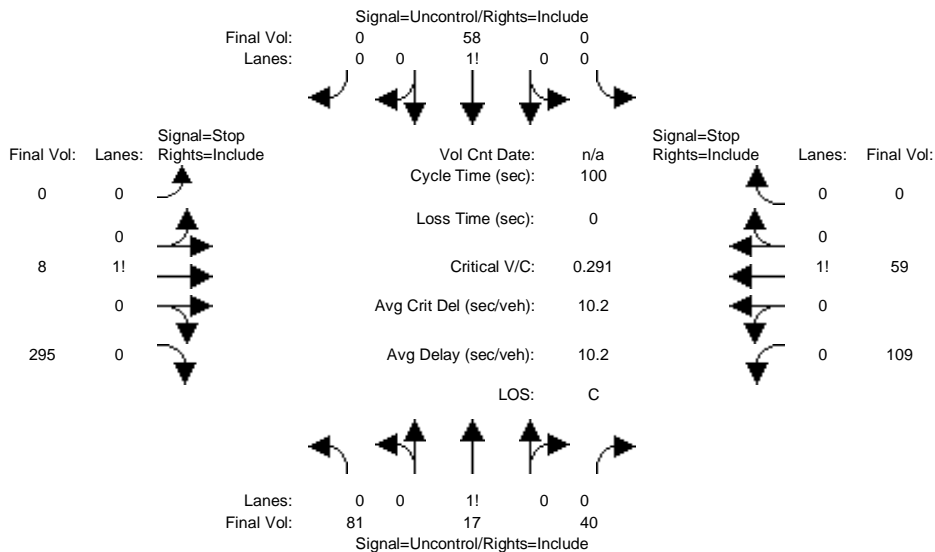
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	538	210	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.1	0.8	xxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	14.1	26.9	xxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	B	D	*	*
ApproachDel:	xxxxxx			xxxxxx			14.1			26.9		
ApproachLOS:	*			*			B			D		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



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:	81	17	40	0	58	0	0	8	295	109	59	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:	81	17	40	0	58	0	0	8	295	109	59	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:	81	17	40	0	58	0	0	8	295	109	59	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:	81	17	40	0	58	0	0	8	295	109	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	81	17	40	0	58	0	0	8	295	109	59	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.5	6.2	7.1	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.0	3.3	3.5	4.0	xxxxxx

Capacity Module:												
Cnflct Vol:	58	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	277	58	409	257	xxxxxx
Potent Cap.:	1559	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	634	1014	557	651	xxxxxx
Move Cap.:	1559	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	600	1014	375	615	xxxxxx
Volume/Cap:	0.05	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.01	0.29	0.29	0.10	xxxx

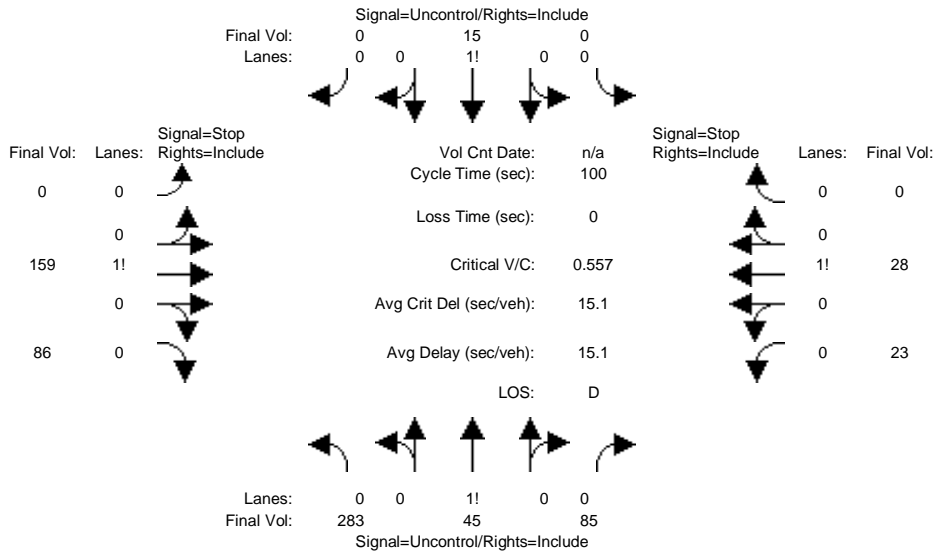
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	996	996	434	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.3	1.3	1.8	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.2	10.2	18.4	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	B	C	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.2	10.2	18.4	18.4	18.4
ApproachLOS:	*	*	*	*	*	*	*	B	B	C	C	C

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	283	45	85	0	15	0	0	159	86	23	28	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:	283	45	85	0	15	0	0	159	86	23	28	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:	283	45	85	0	15	0	0	159	86	23	28	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:	283	45	85	0	15	0	0	159	86	23	28	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	283	45	85	0	15	0	0	159	86	23	28	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.5	6.2	7.1	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.0	3.3	3.5	4.0	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflict Vol:	15	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	711	15	791	669	xxxxxx
Potent Cap.:	1616	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	361	1070	310	381	xxxxxx
Move Cap.:	1616	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	286	1070	137	302	xxxxxx
Volume/Cap:	0.18	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.56	0.08	0.17	0.09	xxxx

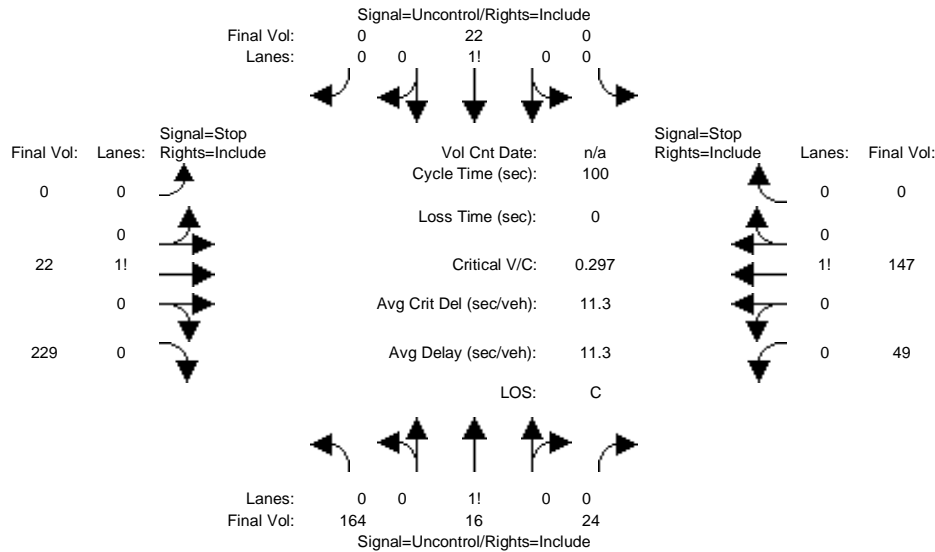
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	385	195	xxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	4.2	1.0	xxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	29.4	29.8	xxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	D	D	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	29.4	29.8	xxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	D	D	*	*	*

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	164	16	24	0	22	0	0	22	229	49	147	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:	164	16	24	0	22	0	0	22	229	49	147	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:	164	16	24	0	22	0	0	22	229	49	147	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:	164	16	24	0	22	0	0	22	229	49	147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	164	16	24	0	22	0	0	22	229	49	147	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.5	6.2	7.1	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.0	3.3	3.5	4.0	xxxxxx

Capacity Module:

Cnflct Vol:	22	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	390	22	504	378	xxxxxx
Potent Cap.:	1607	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	548	1061	482	557	xxxxxx
Move Cap.:	1607	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	487	1061	334	494	xxxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.22	0.15	0.30	xxxx

Level Of Service Module:

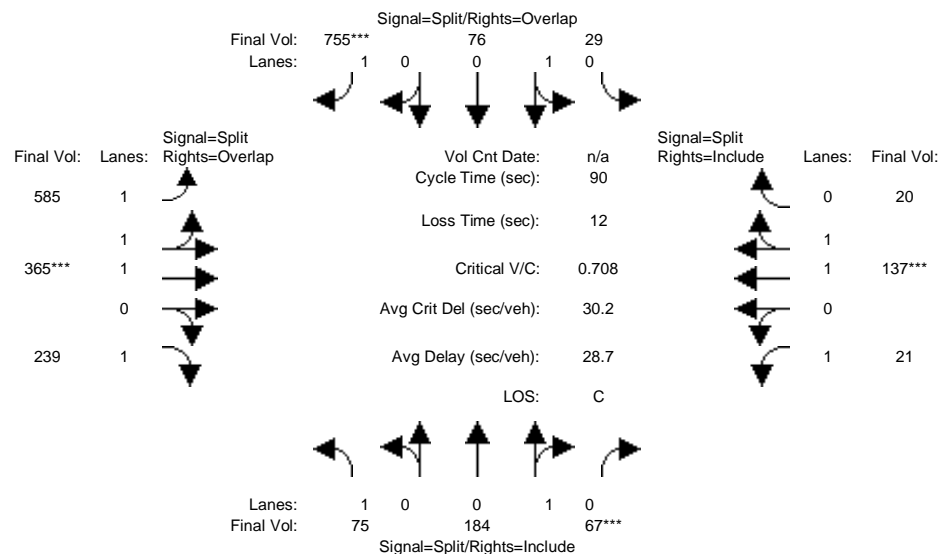
2Way95thQ:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	962	441	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	1.0	2.2	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10.1	19.5	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	B	C	*	*
ApproachDel:	xxxxxx			xxxxxx				10.1			19.5	
ApproachLOS:		*			*			B			C	

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+2.8NL AM

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



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:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	75	184	67	29	76	755	585	365	239	21	137	20
Growth Adj:	1.00	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	184	67	29	76	755	585	365	239	21	137	20
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	184	67	29	76	755	585	365	239	21	137	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	184	67	29	76	755	585	365	239	21	137	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	184	67	29	76	755	585	365	239	21	137	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	75	184	67	29	76	755	585	365	239	21	137	20

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.99	0.92	0.92	0.98	0.95
Lanes:	1.00	0.73	0.27	0.28	0.72	1.00	1.89	1.11	1.00	1.00	1.74	0.26
Final Sat.:	1750	1320	480	497	1303	1750	3353	2092	1750	1750	3228	471

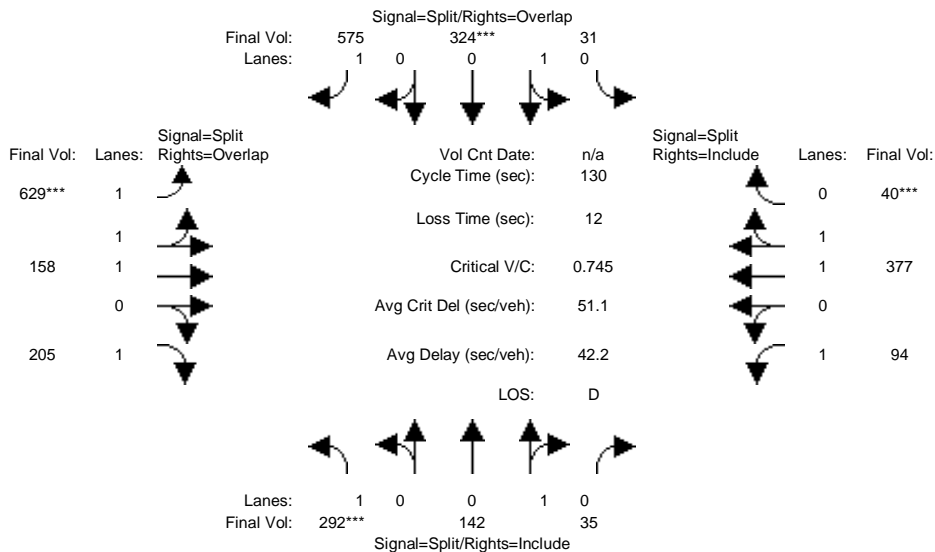
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.04	0.14	0.14	0.06	0.06	0.43	0.17	0.17	0.14	0.01	0.04	0.04
Crit Moves:			****			****			****			****
Green Time:	16.6	16.6	16.6	30.6	30.6	51.4	20.8	20.8	37.4	10.0	10.0	10.0
Volume/Cap:	0.23	0.76	0.76	0.17	0.17	0.76	0.76	0.76	0.33	0.11	0.38	0.38
Delay/Veh:	31.6	44.3	44.3	20.9	20.9	17.9	34.9	34.9	18.1	36.2	37.7	37.7
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:	31.6	44.3	44.3	20.9	20.9	17.9	34.9	34.9	18.1	36.2	37.7	37.7
LOS by Move:	C	D	D	C+	C+	B	C-	C-	B-	D+	D+	D+
HCM2kAvgQ:	2	9	9	2	2	18	10	10	5	1	2	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumu+2.8NL PM

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	292	142	35	31	324	575	629	158	205	94	377	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	142	35	31	324	575	629	158	205	94	377	40
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:	292	142	35	31	324	575	629	158	205	94	377	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	142	35	31	324	575	629	158	205	94	377	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	142	35	31	324	575	629	158	205	94	377	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	292	142	35	31	324	575	629	158	205	94	377	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.80	0.20	0.09	0.91	1.00	2.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1750	1444	356	157	1643	1750	3150	1900	1750	1750	3345	355

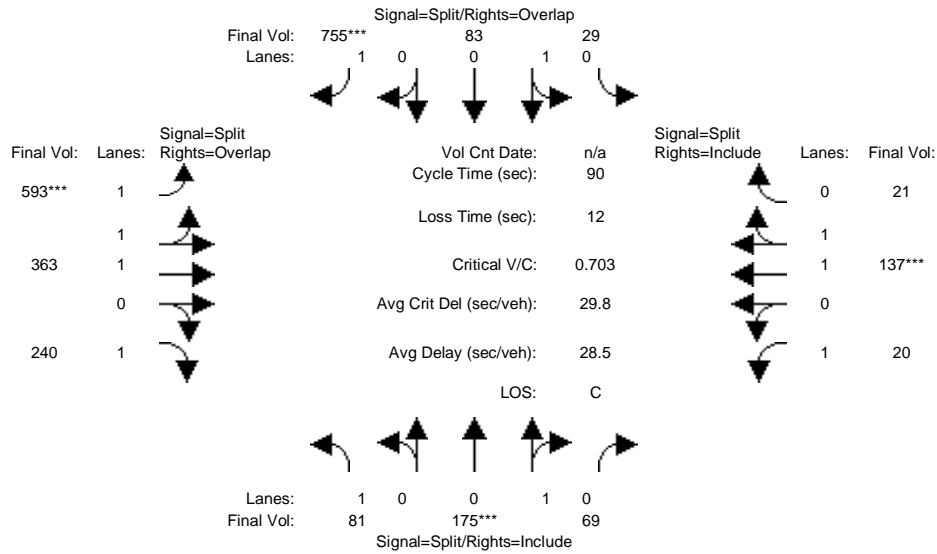
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.10	0.20	0.20	0.33	0.20	0.08	0.12	0.05	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	29.1	29.1	29.1	34.4	34.4	69.2	34.8	34.8	63.9	19.7	19.7	19.7
Volume/Cap:	0.75	0.44	0.44	0.75	0.75	0.62	0.75	0.31	0.24	0.36	0.75	0.75
Delay/Veh:	54.6	44.2	44.2	50.1	50.1	22.4	46.5	38.1	19.2	50.3	58.2	58.2
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:	54.6	44.2	44.2	50.1	50.1	22.4	46.5	38.1	19.2	50.3	58.2	58.2
LOS by Move:	D-	D	D	D	D	C+	D	D+	B-	D	E+	E+
HCM2kAvgQ:	13	7	7	15	15	17	15	5	5	4	10	10

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+2.8WL AM

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	81	175	69	29	83	755	593	363	240	20	137	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	175	69	29	83	755	593	363	240	20	137	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	175	69	29	83	755	593	363	240	20	137	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	175	69	29	83	755	593	363	240	20	137	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	175	69	29	83	755	593	363	240	20	137	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	175	69	29	83	755	593	363	240	20	137	21

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.99	0.92	0.92	0.98	0.95
Lanes:	1.00	0.72	0.28	0.26	0.74	1.00	1.90	1.10	1.00	1.00	1.73	0.27
Final Sat.:	1750	1291	509	466	1334	1750	3377	2067	1750	1750	3208	492

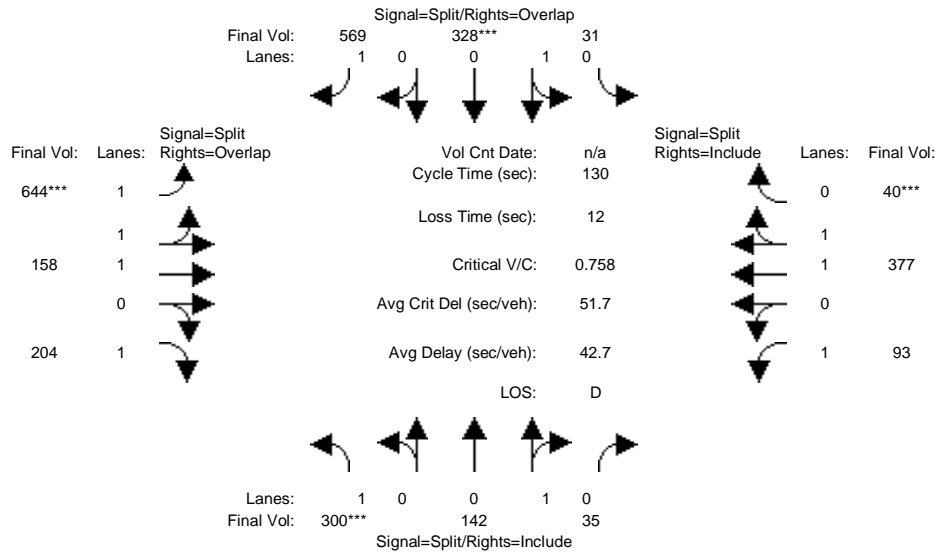
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.06	0.06	0.43	0.18	0.18	0.14	0.01	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	16.3	16.3	16.3	30.7	30.7	51.7	21.1	21.1	37.3	10.0	10.0	10.0
Volume/Cap:	0.26	0.75	0.75	0.18	0.18	0.75	0.75	0.75	0.33	0.10	0.38	0.38
Delay/Veh:	32.1	44.3	44.3	21.0	21.0	17.5	34.6	34.6	18.1	36.2	37.7	37.7
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:	32.1	44.3	44.3	21.0	21.0	17.5	34.6	34.6	18.1	36.2	37.7	37.7
LOS by Move:	C-	D	D	C+	C+	B	C-	C-	B-	D+	D+	D+
HCM2kAvgQ:	2	9	9	2	2	18	10	10	5	1	2	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+2.8WL PM

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	300	142	35	31	328	569	644	158	204	93	377	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	142	35	31	328	569	644	158	204	93	377	40
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:	300	142	35	31	328	569	644	158	204	93	377	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	142	35	31	328	569	644	158	204	93	377	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	142	35	31	328	569	644	158	204	93	377	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	142	35	31	328	569	644	158	204	93	377	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.80	0.20	0.09	0.91	1.00	2.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1750	1444	356	155	1645	1750	3150	1900	1750	1750	3345	355

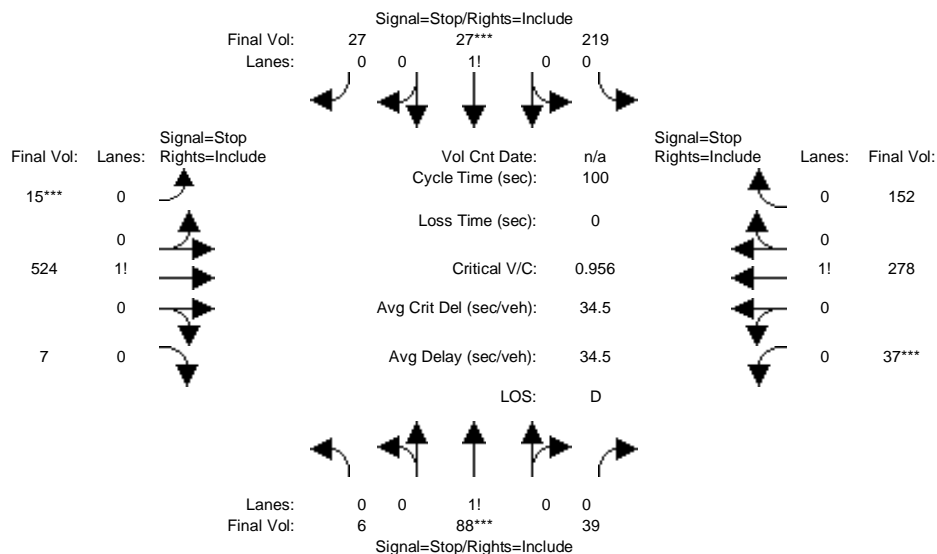
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.10	0.20	0.20	0.33	0.20	0.08	0.12	0.05	0.11	0.11
Crit Moves:	****				****		****					****
Green Time:	29.4	29.4	29.4	34.2	34.2	69.3	35.1	35.1	64.5	19.3	19.3	19.3
Volume/Cap:	0.76	0.43	0.43	0.76	0.76	0.61	0.76	0.31	0.24	0.36	0.76	0.76
Delay/Veh:	55.2	43.9	43.9	51.0	51.0	22.2	46.8	37.9	18.8	50.6	59.1	59.1
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:	55.2	43.9	43.9	51.0	51.0	22.2	46.8	37.9	18.8	50.6	59.1	59.1
LOS by Move:	E+	D	D	D-	D-	C+	D	D+	B-	D	E+	E+
HCM2kAvgQ:	14	7	7	15	15	17	16	5	5	4	10	10

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	6	88	39	219	27	27	15	524	7	37	278	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	88	39	219	27	27	15	524	7	37	278	152
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:	6	88	39	219	27	27	15	524	7	37	278	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	88	39	219	27	27	15	524	7	37	278	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	88	39	219	27	27	15	524	7	37	278	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	88	39	219	27	27	15	524	7	37	278	152

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
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:	0.05	0.66	0.29	0.80	0.10	0.10	0.03	0.96	0.01	0.08	0.59	0.33
Final Sat.:	20	288	128	378	47	47	16	548	7	44	334	183

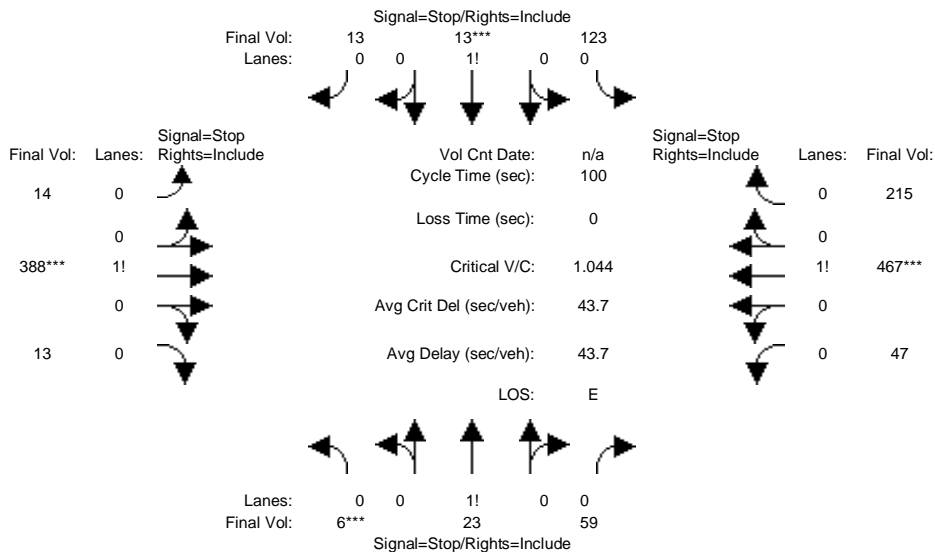
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.31	0.31	0.31	0.58	0.58	0.58	0.96	0.96	0.96	0.83	0.83	0.83
Crit Moves:	****			****			****			****		
Delay/Veh:	13.4	13.4	13.4	18.7	18.7	18.7	50.9	50.9	50.9	30.6	30.6	30.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.4	13.4	13.4	18.7	18.7	18.7	50.9	50.9	50.9	30.6	30.6	30.6
LOS by Move:	B	B	B	C	C	C	F	F	F	D	D	D
ApproachDel:	13.4			18.7			50.9			30.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.4			18.7			50.9			30.6		
LOS by Appr:	B			C			F			D		
AllWayAvgQ:	0.3	0.3	0.3	1.1	1.1	1.1	6.6	6.6	6.6	3.3	3.3	3.3

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



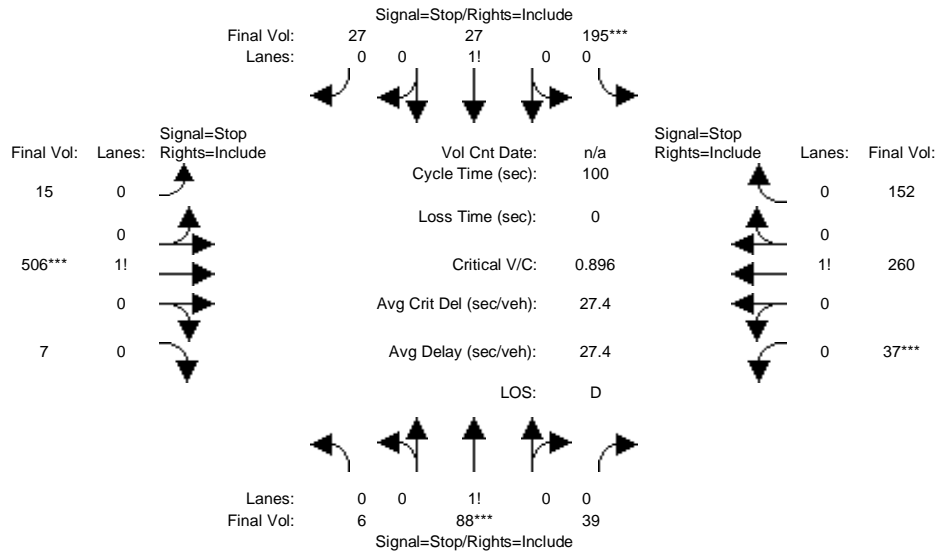
Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	23	59	123	13	13	14	388	13	47	467	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	23	59	123	13	13	14	388	13	47	467	215
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:	6	23	59	123	13	13	14	388	13	47	467	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	23	59	123	13	13	14	388	13	47	467	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	23	59	123	13	13	14	388	13	47	467	215
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:	6	23	59	123	13	13	14	388	13	47	467	215
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.26	0.67	0.82	0.09	0.09	0.03	0.94	0.03	0.06	0.65	0.29
Final Sat.:	34	132	338	412	44	44	21	589	20	45	447	206
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.66	0.66	0.66	1.04	1.04	1.04
Crit Moves:	***				***			***			***	
Delay/Veh:	10.9	10.9	10.9	12.6	12.6	12.6	18.6	18.6	18.6	68.4	68.4	68.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	10.9	10.9	12.6	12.6	12.6	18.6	18.6	18.6	68.4	68.4	68.4
LOS by Move:	B	B	B	B	B	B	C	C	C	F	F	F
ApproachDel:		10.9			12.6			18.6			68.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			12.6			18.6			68.4	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	1.7	1.7	1.7	11.7	11.7	11.7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



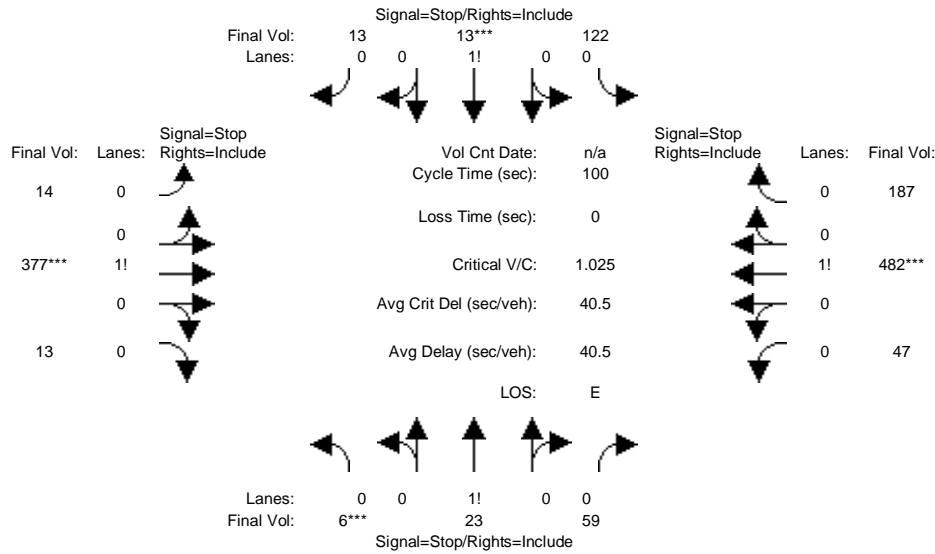
Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	88	39	195	27	27	15	506	7	37	260	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	88	39	195	27	27	15	506	7	37	260	152
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:	6	88	39	195	27	27	15	506	7	37	260	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	88	39	195	27	27	15	506	7	37	260	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	88	39	195	27	27	15	506	7	37	260	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	88	39	195	27	27	15	506	7	37	260	152
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.66	0.29	0.78	0.11	0.11	0.03	0.96	0.01	0.08	0.58	0.34
Final Sat.:	20	293	130	373	52	52	17	564	8	48	336	197
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.52	0.52	0.52	0.90	0.90	0.90	0.77	0.77	0.77
Crit Moves:	****			****			****			****		
Delay/Veh:	12.7	12.7	12.7	16.4	16.4	16.4	38.6	38.6	38.6	24.7	24.7	24.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	12.7	16.4	16.4	16.4	38.6	38.6	38.6	24.7	24.7	24.7
LOS by Move:	B	B	B	C	C	C	E	E	E	C	C	C
ApproachDel:	12.7			16.4			38.6			24.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.7			16.4			38.6			24.7		
LOS by Appr:	B			C			E			C		
AllWayAvgQ:	0.3	0.3	0.3	0.8	0.8	0.8	4.8	4.8	4.8	2.5	2.5	2.5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #4: Bay Rd/Ralmar Ave and Newbridge St



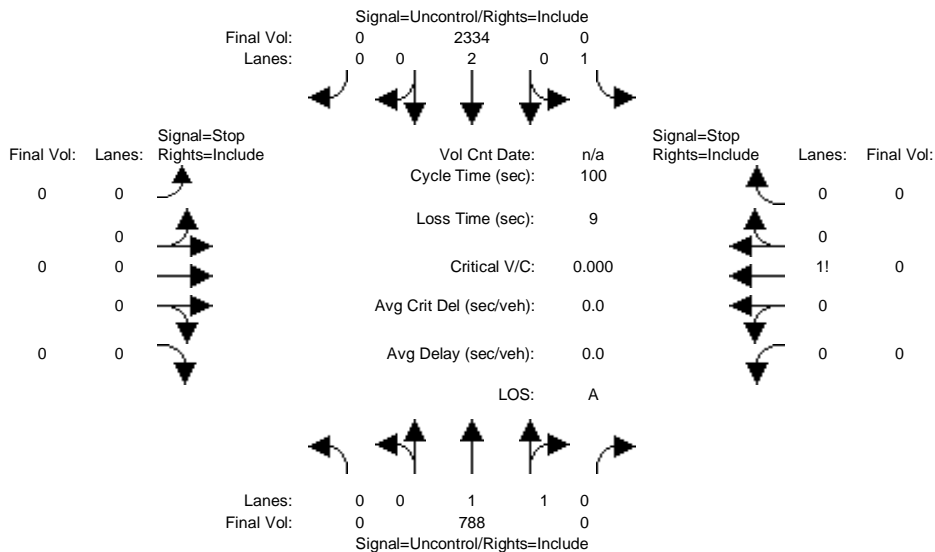
Street Name:	Ralmar Ave/Bay Rd						Newbridge St/Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	23	59	122	13	13	14	377	13	47	482	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	23	59	122	13	13	14	377	13	47	482	187
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:	6	23	59	122	13	13	14	377	13	47	482	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	23	59	122	13	13	14	377	13	47	482	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	23	59	122	13	13	14	377	13	47	482	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	23	59	122	13	13	14	377	13	47	482	187
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.26	0.67	0.82	0.09	0.09	0.03	0.94	0.03	0.07	0.67	0.26
Final Sat.:	35	133	341	414	44	44	22	588	20	46	470	182
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.17	0.30	0.30	0.30	0.64	0.64	0.64	1.02	1.02	1.02
Crit Moves:	****				****			****			****	
Delay/Veh:	10.8	10.8	10.8	12.5	12.5	12.5	17.8	17.8	17.8	62.8	62.8	62.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	10.8	10.8	12.5	12.5	12.5	17.8	17.8	17.8	62.8	62.8	62.8
LOS by Move:	B	B	B	B	B	B	C	C	C	F	F	F
ApproachDel:		10.8			12.5			17.8			62.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			12.5			17.8			62.8	
LOS by Appr:		B			B			C			F	
AllWayAvgQ:	0.2	0.2	0.2	0.4	0.4	0.4	1.6	1.6	1.6	10.6	10.6	10.6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #7: University Avenue and Loop Road [Future]



Street Name: University Avenue Loop Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	788	0	0	2334	0	0	0	0	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:	0	788	0	0	2334	0	0	0	0	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:	0	788	0	0	2334	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	788	0	0	2334	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	788	0	0	2334	0	0	0	0	0	0	0

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1955	3122	394
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	57	11	611
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	57	11	611
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.00

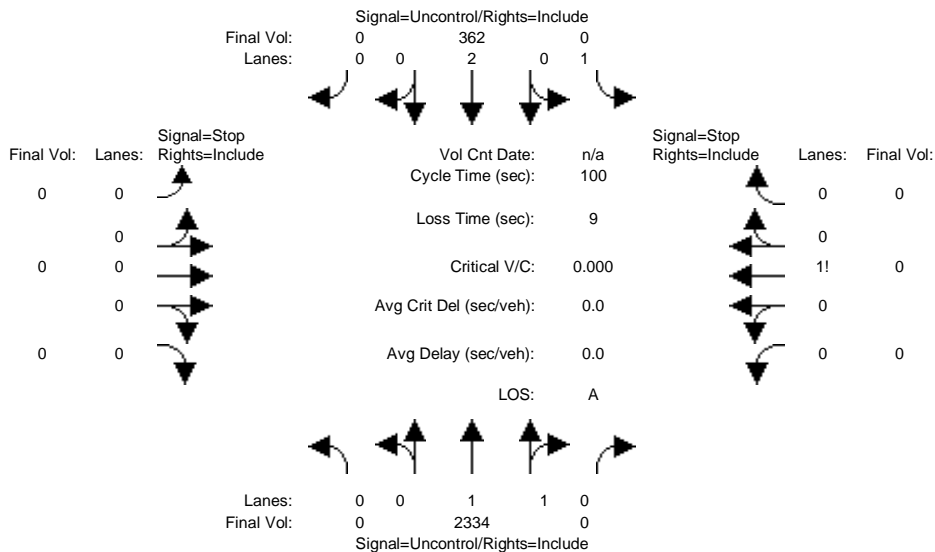
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		*

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #7: University Avenue and Loop Road [Future]



Street Name: University Avenue Loop Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	2334	0	0	362	0	0	0	0	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:	0	2334	0	0	362	0	0	0	0	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:	0	2334	0	0	362	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2334	0	0	362	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2334	0	0	362	0	0	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2515	2696	1167
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	24	22	190
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	24	22	190
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.00	0.00	0.00

Level Of Service Module:

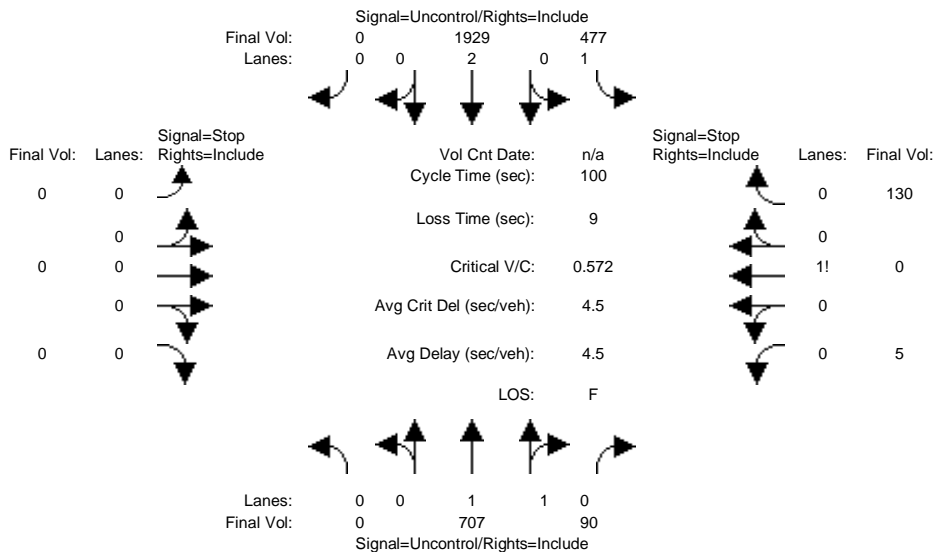
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	0	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	*			*			*			*		*

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #7: University Avenue and Loop Road [Future]



Street Name: University Avenue Loop Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	707	90	477	1929	0	0	0	0	5	0	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	707	90	477	1929	0	0	0	0	5	0	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	707	90	477	1929	0	0	0	0	5	0	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	707	90	477	1929	0	0	0	0	5	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	707	90	477	1929	0	0	0	0	5	0	130

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	797	xxxx	xxxxx	xxxx	xxxx	xxxxx	2671	3635	399
Potent Cap.:	xxxx	xxxx	xxxxx	834	xxxx	xxxxx	xxxx	xxxx	xxxxx	19	5	607
Move Cap.:	xxxx	xxxx	xxxxx	834	xxxx	xxxxx	xxxx	xxxx	xxxxx	10	2	607
Volume/Cap:	xxxx	xxxx	xxxx	0.57	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.49	0.00	0.21

Level Of Service Module:

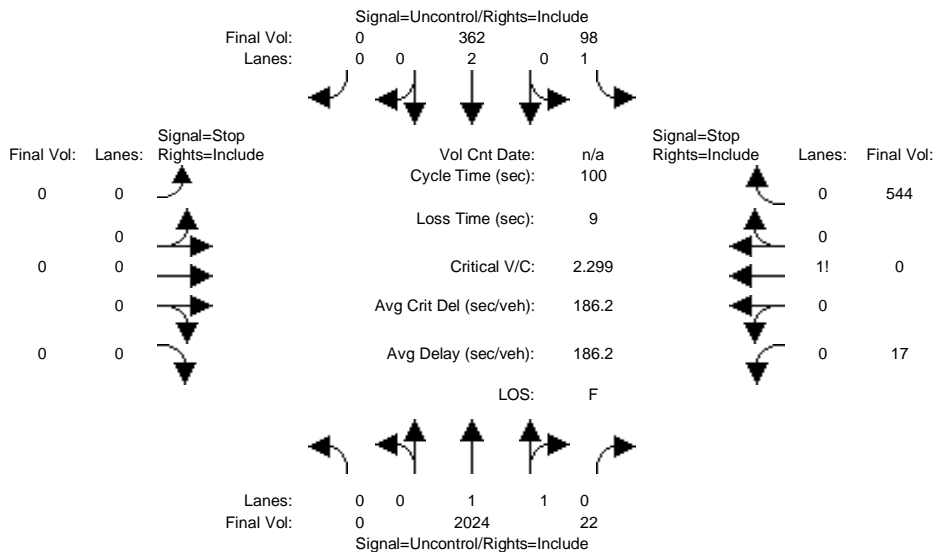
2Way95thQ:	xxxx	xxxx	xxxxx	3.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	14.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	191	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	59.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				59.6	
ApproachLOS:	*			*			*			*	F	*

Note: Queue reported is the number of cars per lane.

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #7: University Avenue and Loop Road [Future]



Street Name: University Avenue Loop Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	2024	22	98	362	0	0	0	0	17	0	544
Growth Adj:	1.00	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	2024	22	98	362	0	0	0	0	17	0	544
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	2024	22	98	362	0	0	0	0	17	0	544
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2024	22	98	362	0	0	0	0	17	0	544
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2024	22	98	362	0	0	0	0	17	0	544

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2046	xxxx	xxxxx	xxxx	xxxx	xxxxx	2412	2593	1023
Potent Cap.:	xxxx	xxxx	xxxxx	279	xxxx	xxxxx	xxxx	xxxx	xxxxx	28	25	237
Move Cap.:	xxxx	xxxx	xxxxx	279	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	17	237
Volume/Cap:	xxxx	xxxx	xxxx	0.35	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.83	0.00	2.30

Level Of Service Module:

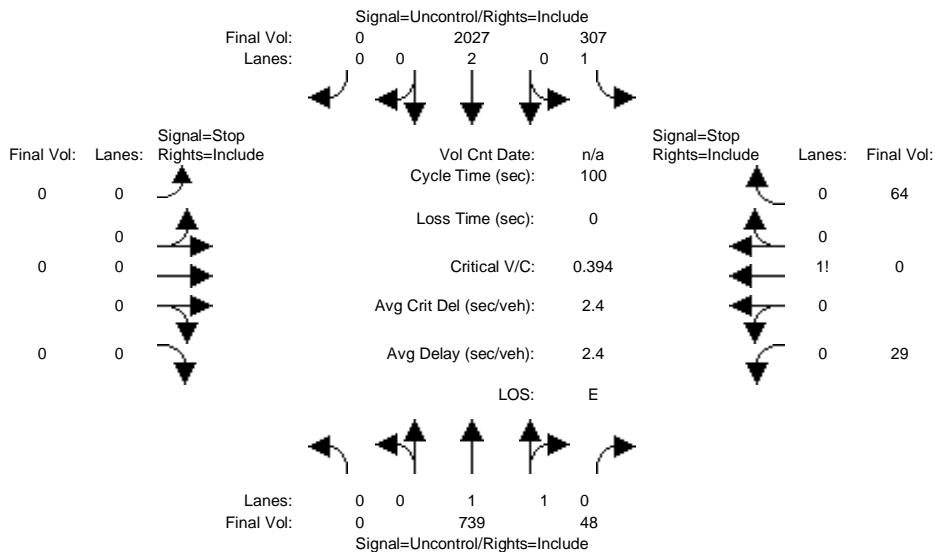
2Way95thQ:	xxxx	xxxx	xxxxx	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	24.7	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	179	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	51.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1014	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			1013.8		
ApproachLOS:	*			*			*			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	739	48	307	2027	0	0	0	0	29	0	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:	0	739	48	307	2027	0	0	0	0	29	0	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:	0	739	48	307	2027	0	0	0	0	29	0	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:	0	739	48	307	2027	0	0	0	0	29	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	739	48	307	2027	0	0	0	0	29	0	64

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	787	xxxx	xxxxx	xxxx	xxxx	xxxxx	2391	3404	394
Potent Cap.:	xxxx	xxxx	xxxxx	822	xxxx	xxxxx	xxxx	xxxx	xxxxx	28	7	606
Move Cap.:	xxxx	xxxx	xxxxx	822	xxxx	xxxxx	xxxx	xxxx	xxxxx	20	4	606
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	22	xxxxx	74	26	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.37	xxxx	xxxx	xxxx	xxxx	xxxx	0.39	0.00	0.11

Level Of Service Module:

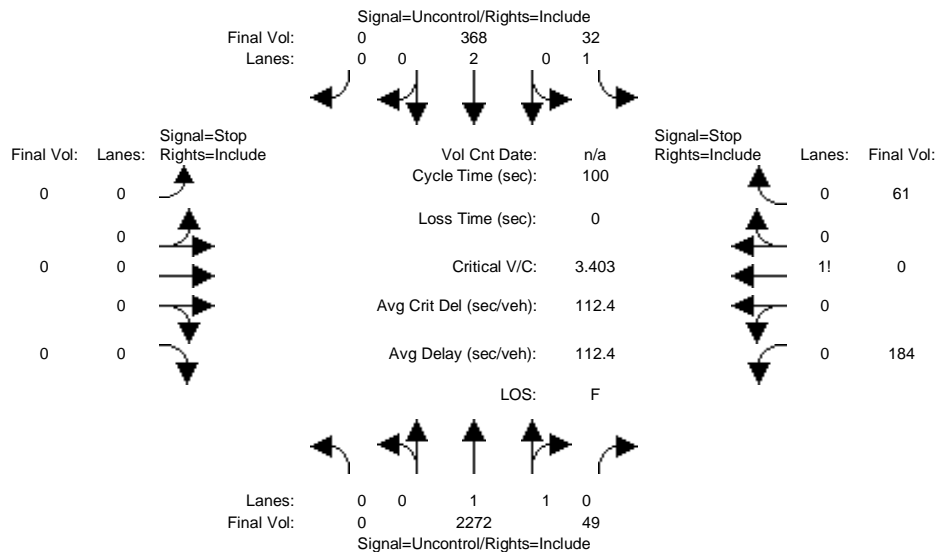
2Way95thQ:	xxxx	xxxx	xxxxx	1.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	12.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	186	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	42.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		42.3	
ApproachLOS:		*		*		*		*			E	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
	University Avenue North Bound			University Avenue South Bound			Purdue Avenue East Bound			Purdue Avenue West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	2272	49	32	368	0	0	0	0	184	0	61
Growth Adj:	1.00	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	2272	49	32	368	0	0	0	0	184	0	61
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	2272	49	32	368	0	0	0	0	184	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2272	49	32	368	0	0	0	0	184	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2272	49	32	368	0	0	0	0	184	0	61

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2321	xxxx	xxxxx	xxxx	xxxx	xxxxx	2545	2729	1161
Potent Cap.:	xxxx	xxxx	xxxxx	208	xxxx	xxxxx	xxxx	xxxx	xxxxx	22	20	189
Move Cap.:	xxxx	xxxx	xxxxx	208	xxxx	xxxxx	xxxx	xxxx	xxxxx	19	17	189
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	95	34	xxxxx	54	61	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	3.40	0.00	0.32

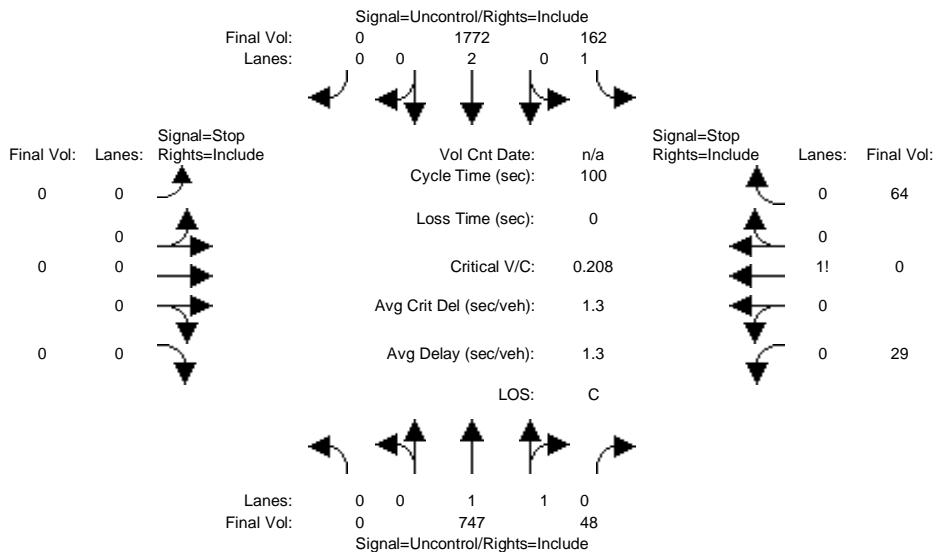
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	25.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	66	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	25.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1357	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			1357.4		
ApproachLOS:		*			*			*			F	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	747	48	162	1772	0	0	0	0	29	0	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:	0	747	48	162	1772	0	0	0	0	29	0	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:	0	747	48	162	1772	0	0	0	0	29	0	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:	0	747	48	162	1772	0	0	0	0	29	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	747	48	162	1772	0	0	0	0	29	0	64

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	795	xxxx	xxxxx	xxxx	xxxx	xxxxx	1981	2867	398
Potent Cap.:	xxxx	xxxx	xxxxx	816	xxxx	xxxxx	xxxx	xxxx	xxxxx	54	16	602
Move Cap.:	xxxx	xxxx	xxxxx	816	xxxx	xxxxx	xxxx	xxxx	xxxxx	45	13	602
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	37	55	xxxxx	139	60	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	0.00	0.11

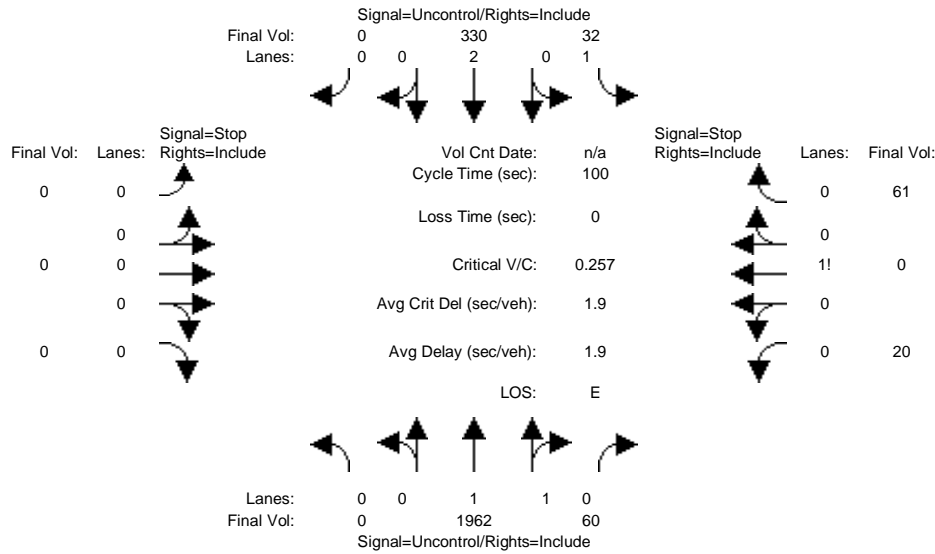
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	296	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	22.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx		22.6	
ApproachLOS:		*			*		*		*		C	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #8: University Avenue and Purdue Avenue



Street Name: University Avenue Purdue Avenue
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	1962	60	32	330	0	0	0	0	20	0	61
Growth Adj:	1.00	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	1962	60	32	330	0	0	0	0	20	0	61
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	1962	60	32	330	0	0	0	0	20	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1962	60	32	330	0	0	0	0	20	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1962	60	32	330	0	0	0	0	20	0	61

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.8	6.5	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	2022	xxxx	xxxxx	xxxx	xxxx	xxxxx	2221	2386	1011
Potent Cap.:	xxxx	xxxx	xxxxx	274	xxxx	xxxxx	xxxx	xxxx	xxxxx	37	34	237
Move Cap.:	xxxx	xxxx	xxxxx	274	xxxx	xxxxx	xxxx	xxxx	xxxxx	34	30	237
Total Cap:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	137	60	xxxxx	79	86	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.26

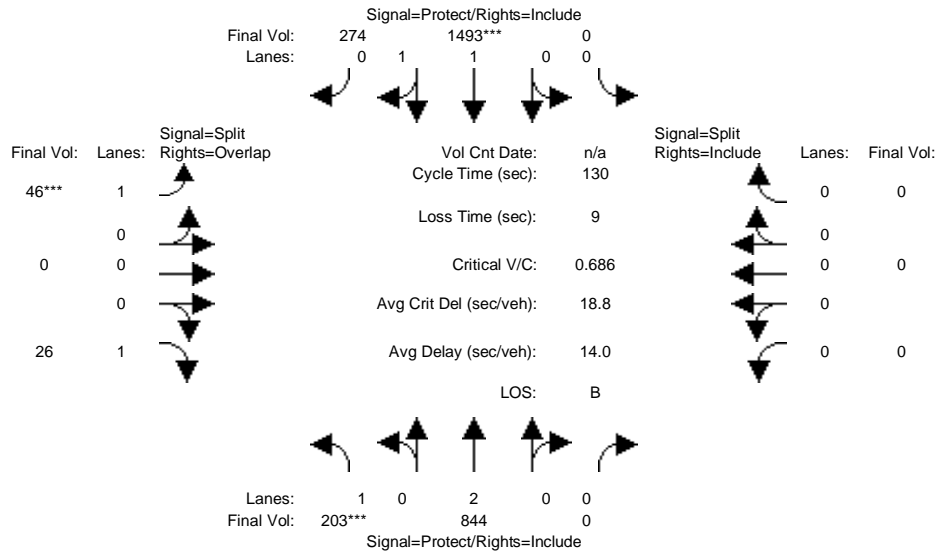
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	19.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	159	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	48.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			48.9		
ApproachLOS:		*		*			*			E		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #9: University Avenue and O'Brien Drive



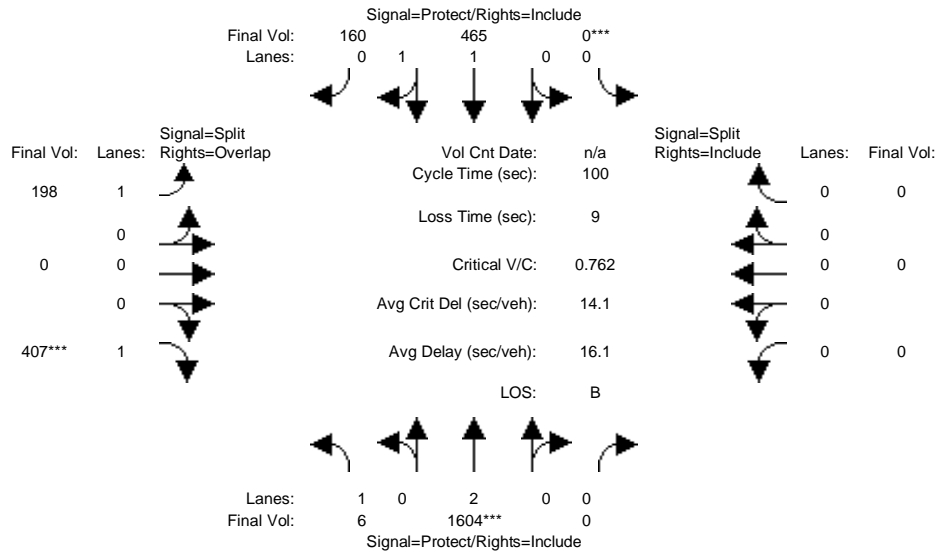
Street Name:	University Avenue						O'Brien Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	203	844	0	0	1493	274	46	0	26	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:	203	844	0	0	1493	274	46	0	26	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:	203	844	0	0	1493	274	46	0	26	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:	203	844	0	0	1493	274	46	0	26	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	844	0	0	1493	274	46	0	26	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
Final Volume:	203	844	0	0	1493	274	46	0	26	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.69	0.31	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2980	547	1805	0	1615	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.23	0.00	0.00	0.50	0.50	0.03	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.16	0.85	0.00	0.00	0.70	0.70	0.08	0.00	0.23	0.00	0.00	0.00
Volume/Cap:	0.72	0.27	0.00	0.00	0.72	0.72	0.33	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	60.7	1.9	0.0	0.0	13.0	13.0	58.2	0.0	38.9	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:	60.7	1.9	0.0	0.0	13.0	13.0	58.2	0.0	38.9	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	E	A	D	A	A	A
HCM2kAvgQ:	8	3	0	0	23	23	2	0	1	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #9: University Avenue and O'Brien Drive



Street Name:	University Avenue						O'Brien Drive					
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	0	0	10	10	10	0	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:	University Avenue NB			University Avenue SB			O'Brien Drive EB			O'Brien Drive WB		
Base Vol:	6	1604	0	0	465	160	198	0	407	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:	6	1604	0	0	465	160	198	0	407	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:	6	1604	0	0	465	160	198	0	407	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:	6	1604	0	0	465	160	198	0	407	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1604	0	0	465	160	198	0	407	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
Final Volume:	6	1604	0	0	465	160	198	0	407	0	0	0

Saturation Flow Module:	University Avenue NB			University Avenue SB			O'Brien Drive EB			O'Brien Drive WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.91	0.91	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.49	0.51	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2584	889	1805	0	1615	0	0	0

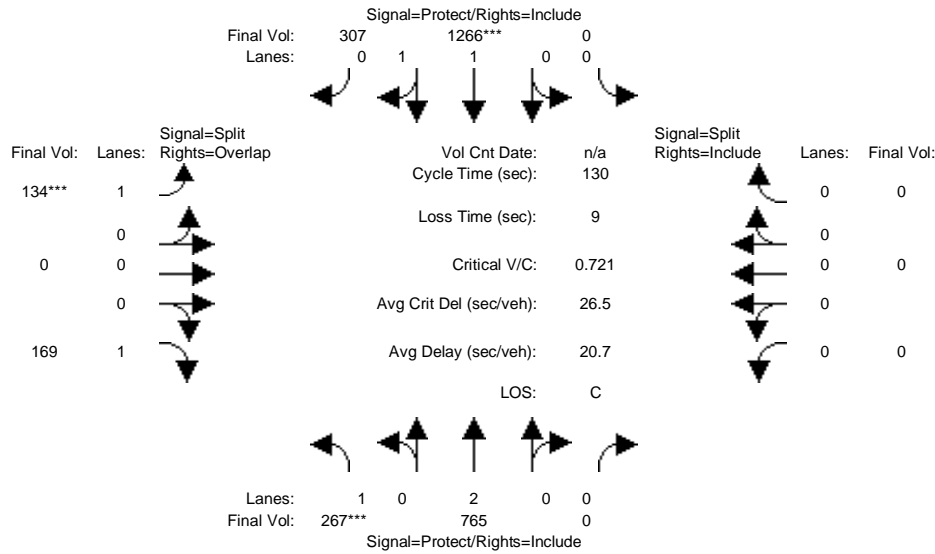
Capacity Analysis Module:	University Avenue NB			University Avenue SB			O'Brien Drive EB			O'Brien Drive WB		
Vol/Sat:	0.00	0.44	0.00	0.00	0.18	0.18	0.11	0.00	0.25	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.65	0.00	0.00	0.46	0.46	0.26	0.00	0.45	0.00	0.00	0.00
Volume/Cap:	0.02	0.69	0.00	0.00	0.39	0.39	0.41	0.00	0.57	0.00	0.00	0.00
Delay/Veh:	33.7	12.2	0.0	0.0	17.6	17.6	31.0	0.0	21.6	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:	33.7	12.2	0.0	0.0	17.6	17.6	31.0	0.0	21.6	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B	B	C	A	C	A	A	A
HCM2kAvgQ:	0	16	0	0	6	6	5	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #9: University Avenue and O'Brien Drive



Street Name:	University Avenue						O'Brien Drive					
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	0	0	10	10	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	267	765	0	0	1266	307	134	0	169	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:	267	765	0	0	1266	307	134	0	169	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:	267	765	0	0	1266	307	134	0	169	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:	267	765	0	0	1266	307	134	0	169	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	267	765	0	0	1266	307	134	0	169	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
Final Volume:	267	765	0	0	1266	307	134	0	169	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.92	0.92	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.61	0.39	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2821	684	1805	0	1615	0	0	0

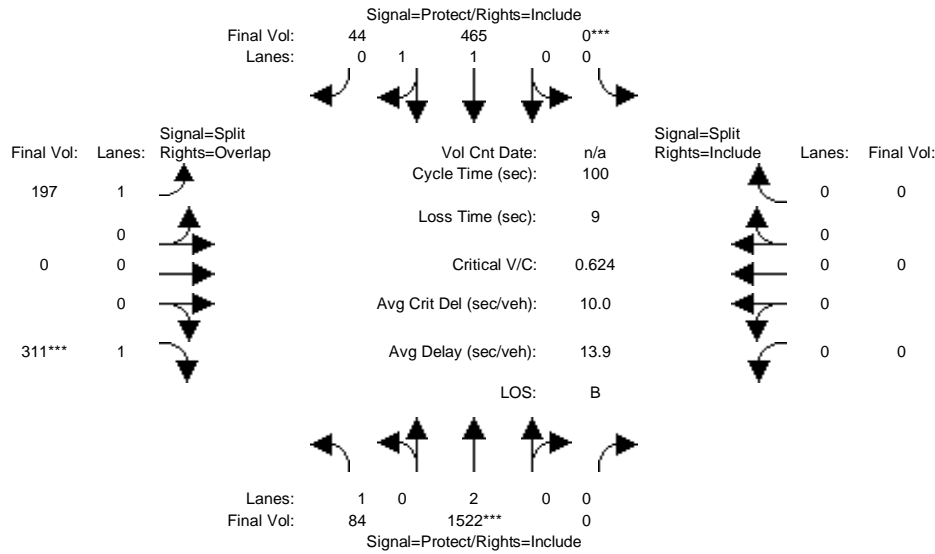
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.15	0.21	0.00	0.00	0.45	0.45	0.07	0.00	0.10	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green/Cycle:	0.21	0.83	0.00	0.00	0.62	0.62	0.10	0.00	0.31	0.00	0.00	0.00
Volume/Cap:	0.72	0.26	0.00	0.00	0.72	0.72	0.72	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	55.0	2.5	0.0	0.0	18.0	18.0	69.4	0.0	35.2	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:	55.0	2.5	0.0	0.0	18.0	18.0	69.4	0.0	35.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	E	A	D	A	A	A
HCM2kAvgQ:	10	4	0	0	23	23	7	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #9: University Avenue and O'Brien Drive



Street Name:	University Avenue						O'Brien Drive					
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	0	0	10	10	10	0	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:	University Avenue NB			University Avenue SB			O'Brien Drive EB			O'Brien Drive WB		
Base Vol:	84	1522	0	0	465	44	197	0	311	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:	84	1522	0	0	465	44	197	0	311	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:	84	1522	0	0	465	44	197	0	311	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:	84	1522	0	0	465	44	197	0	311	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1522	0	0	465	44	197	0	311	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
Final Volume:	84	1522	0	0	465	44	197	0	311	0	0	0

Saturation Flow Module:	University Avenue NB			University Avenue SB			O'Brien Drive EB			O'Brien Drive WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.95	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.83	0.17	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3255	308	1805	0	1615	0	0	0

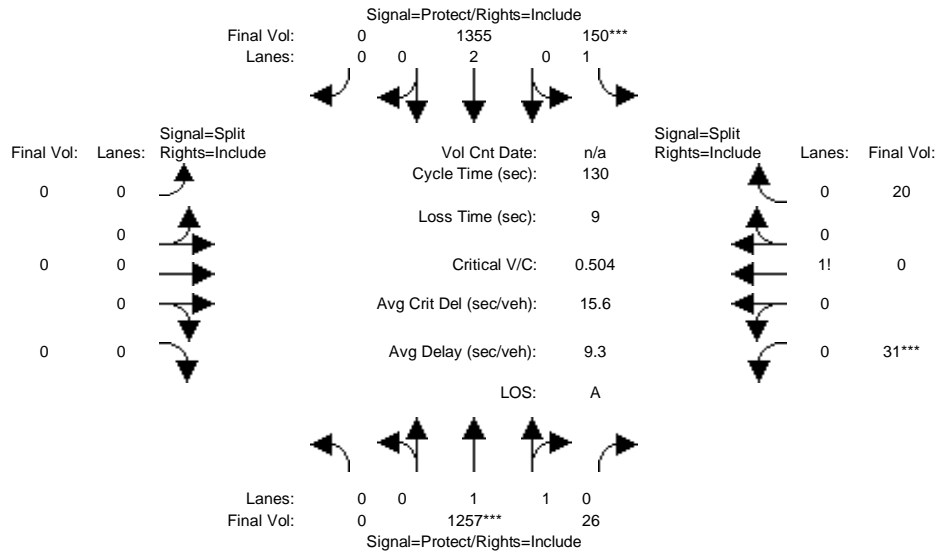
Capacity Analysis Module:	University Avenue NB			University Avenue SB			O'Brien Drive EB			O'Brien Drive WB		
Vol/Sat:	0.05	0.42	0.00	0.00	0.14	0.14	0.11	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.23	0.71	0.00	0.00	0.47	0.47	0.20	0.00	0.44	0.00	0.00	0.00
Volume/Cap:	0.20	0.60	0.00	0.00	0.30	0.30	0.53	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	31.2	7.9	0.0	0.0	16.3	16.3	37.0	0.0	20.1	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:	31.2	7.9	0.0	0.0	16.3	16.3	37.0	0.0	20.1	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	C	A	A	A
HCM2kAvgQ:	2	12	0	0	5	5	6	0	7	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame 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	10	10	7	10	0	0	0	0	10	0	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:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Base Vol:	0	1257	26	150	1355	0	0	0	0	31	0	20
Growth Adj:	1.00	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	1257	26	150	1355	0	0	0	0	31	0	20
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	1257	26	150	1355	0	0	0	0	31	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1257	26	150	1355	0	0	0	0	31	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1257	26	150	1355	0	0	0	0	31	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1257	26	150	1355	0	0	0	0	31	0	20

Saturation Flow Module:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.92
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.61	0.00	0.39
Final Sat.:	0	3526	73	1805	3610	0	0	0	0	1061	0	684

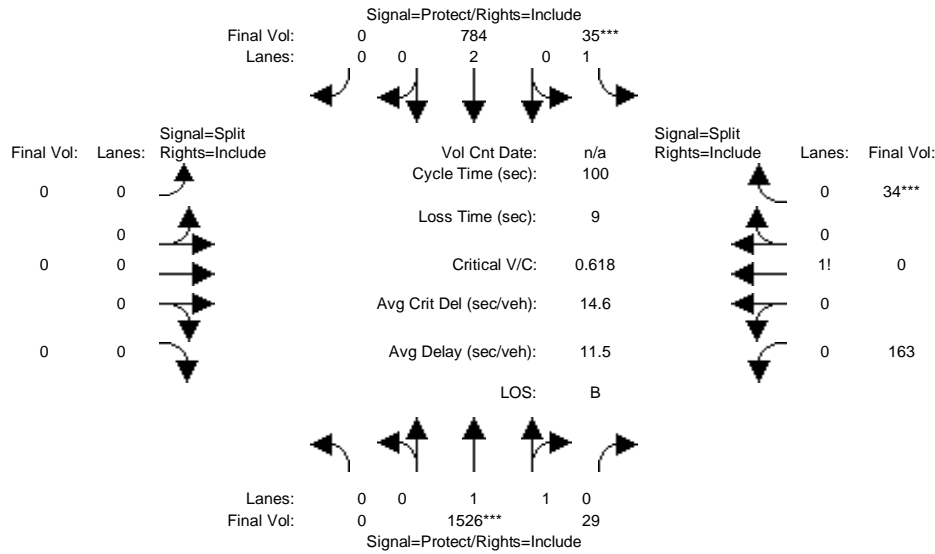
Capacity Analysis Module:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Vol/Sat:	0.00	0.36	0.36	0.08	0.38	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.69	0.69	0.16	0.85	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.51	0.51	0.51	0.44	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Delay/Veh:	0.0	9.7	9.7	51.4	2.3	0.0	0.0	0.0	0.0	58.8	0.0	58.8
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	9.7	9.7	51.4	2.3	0.0	0.0	0.0	0.0	58.8	0.0	58.8
LOS by Move:	A	A	A	D	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	13	13	5	7	0	0	0	0	2	0	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame 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	10	10	7	10	0	0	0	0	10	0	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:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Base Vol:	0	1526	29	35	784	0	0	0	0	163	0	34
Growth Adj:	1.00	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	1526	29	35	784	0	0	0	0	163	0	34
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	1526	29	35	784	0	0	0	0	163	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1526	29	35	784	0	0	0	0	163	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1526	29	35	784	0	0	0	0	163	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1526	29	35	784	0	0	0	0	163	0	34

Saturation Flow Module:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.94	1.00	0.94
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.83	0.00	0.17
Final Sat.:	0	3532	67	1805	3610	0	0	0	0	1474	0	308

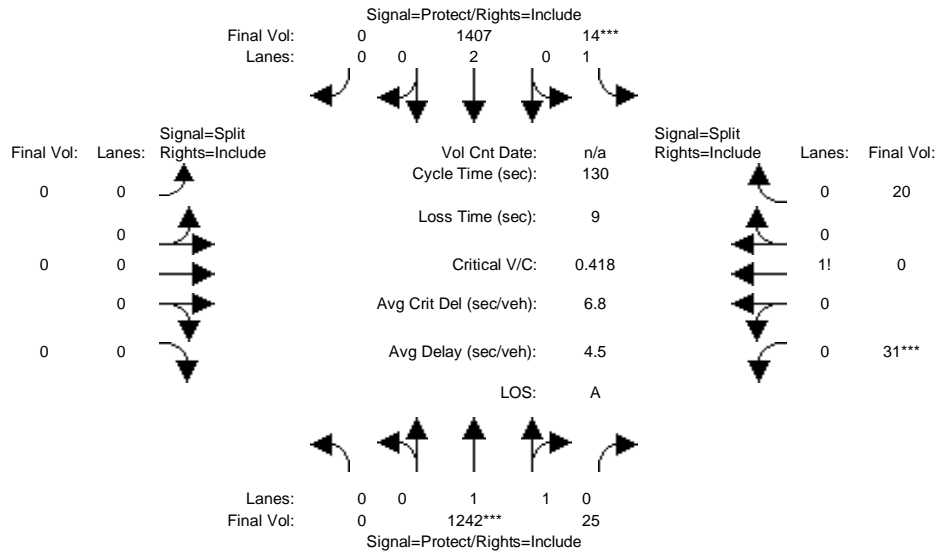
Capacity Analysis Module:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Vol/Sat:	0.00	0.43	0.43	0.02	0.22	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.67	0.67	0.07	0.74	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.65	0.65	0.28	0.29	0.00	0.00	0.00	0.00	0.65	0.00	0.65
Delay/Veh:	0.0	10.3	10.3	45.3	4.4	0.0	0.0	0.0	0.0	43.4	0.0	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	10.3	45.3	4.4	0.0	0.0	0.0	0.0	43.4	0.0	43.4
LOS by Move:	A	B	B	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	14	14	1	4	0	0	0	0	6	0	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame 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	10	10	7	10	0	0	0	0	10	0	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:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Base Vol:	0	1242	25	14	1407	0	0	0	0	31	0	20
Growth Adj:	1.00	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	1242	25	14	1407	0	0	0	0	31	0	20
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	1242	25	14	1407	0	0	0	0	31	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1242	25	14	1407	0	0	0	0	31	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1242	25	14	1407	0	0	0	0	31	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1242	25	14	1407	0	0	0	0	31	0	20

Saturation Flow Module:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.92	1.00	0.92
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.61	0.00	0.39
Final Sat.:	0	3528	71	1805	3610	0	0	0	0	1061	0	684

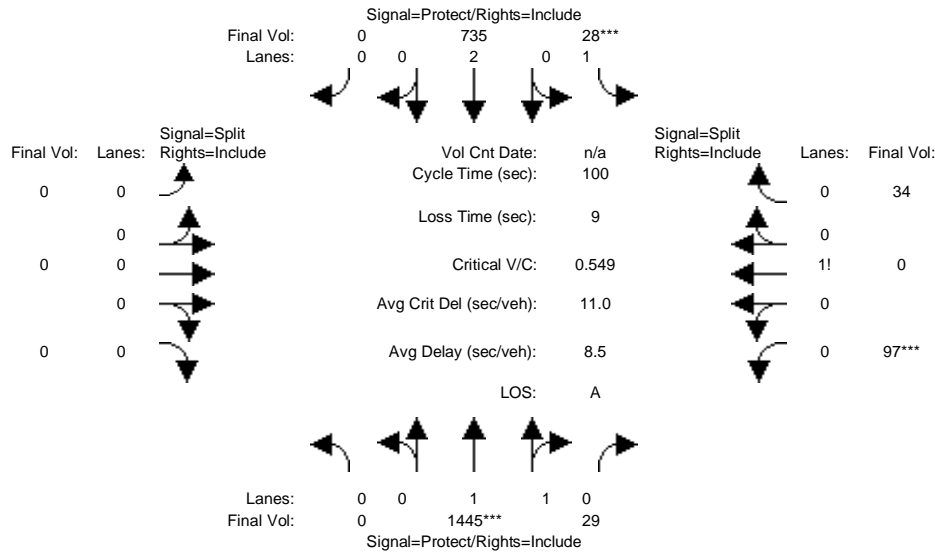
Capacity Analysis Module:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Vol/Sat:	0.00	0.35	0.35	0.01	0.39	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.80	0.80	0.05	0.85	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.44	0.44	0.14	0.46	0.00	0.00	0.00	0.00	0.38	0.00	0.38
Delay/Veh:	0.0	4.1	4.1	59.3	2.4	0.0	0.0	0.0	0.0	58.8	0.0	58.8
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	4.1	4.1	59.3	2.4	0.0	0.0	0.0	0.0	58.8	0.0	58.8
LOS by Move:	A	A	A	E	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	8	8	1	7	0	0	0	0	2	0	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #10: University Avenue and Notre Dame Avenue



Street Name:	University Avenue						Notre Dame 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	10	10	7	10	0	0	0	0	10	0	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:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Base Vol:	0	1445	29	28	735	0	0	0	0	97	0	34
Growth Adj:	1.00	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	1445	29	28	735	0	0	0	0	97	0	34
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	1445	29	28	735	0	0	0	0	97	0	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1445	29	28	735	0	0	0	0	97	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1445	29	28	735	0	0	0	0	97	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1445	29	28	735	0	0	0	0	97	0	34

Saturation Flow Module:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.93	1.00	0.93
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.74	0.00	0.26
Final Sat.:	0	3528	71	1805	3610	0	0	0	0	1309	0	459

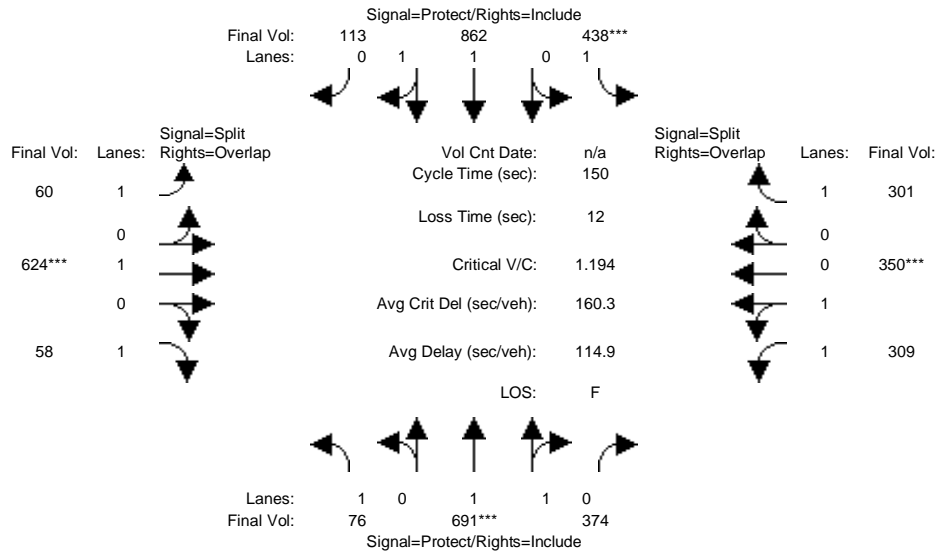
Capacity Analysis Module:	University Avenue NB			University Avenue SB			Notre Dame Avenue EB			Notre Dame Avenue WB		
Vol/Sat:	0.00	0.41	0.41	0.02	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.71	0.71	0.07	0.78	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Volume/Cap:	0.00	0.58	0.58	0.22	0.26	0.00	0.00	0.00	0.00	0.58	0.00	0.58
Delay/Veh:	0.0	7.4	7.4	44.8	3.1	0.0	0.0	0.0	0.0	44.6	0.0	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.4	7.4	44.8	3.1	0.0	0.0	0.0	0.0	44.6	0.0	44.6
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	11	11	1	3	0	0	0	0	4	0	4

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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	691	374	438	862	113	60	624	58	309	350	301
Growth Adj:	1.00	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	691	374	438	862	113	60	624	58	309	350	301
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	691	374	438	862	113	60	624	58	309	350	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	691	374	438	862	113	60	624	58	309	350	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	691	374	438	862	113	60	624	58	309	350	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	691	374	438	862	113	60	624	58	309	350	301

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.87	0.87	0.92	0.91	0.91	0.93	0.98	0.83	0.96	0.96	0.83
Lanes:	1.00	1.30	0.70	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1753	2154	1166	1753	3046	399	1769	1862	1583	1819	1819	1583

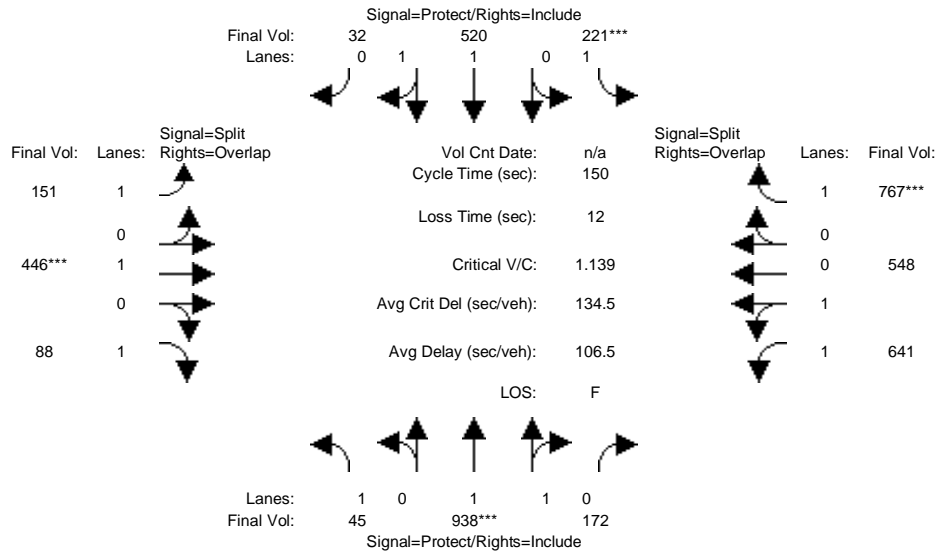
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.32	0.25	0.28	0.28	0.03	0.34	0.04	0.17	0.19	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.27	0.27	0.21	0.41	0.41	0.28	0.28	0.35	0.16	0.16	0.37
Volume/Cap:	0.64	1.19	1.19	1.19	0.69	0.69	0.12	1.19	0.11	1.05	1.19	0.51
Delay/Veh:	79.4	153	153.1	170.2	37.8	37.8	40.3	159	33.1	113.9	167	37.5
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:	79.4	153	153.1	170.2	37.8	37.8	40.3	159	33.1	113.9	167	37.5
LOS by Move:	E	F	F	F	D	D	D	F	C	F	F	D
HCM2kAvgQ:	4	39	39	31	20	20	2	43	2	20	26	11

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	45	938	172	221	520	32	151	446	88	641	548	767
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	938	172	221	520	32	151	446	88	641	548	767
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:	45	938	172	221	520	32	151	446	88	641	548	767
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	938	172	221	520	32	151	446	88	641	548	767
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	938	172	221	520	32	151	446	88	641	548	767
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	938	172	221	520	32	151	446	88	641	548	767

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.91	0.91	0.93	0.98	0.83	0.95	0.95	0.83
Lanes:	1.00	1.69	0.31	1.00	1.88	0.12	1.00	1.00	1.00	1.08	0.92	1.00
Final Sat.:	1753	2894	531	1753	3272	201	1769	1862	1583	1955	1672	1583

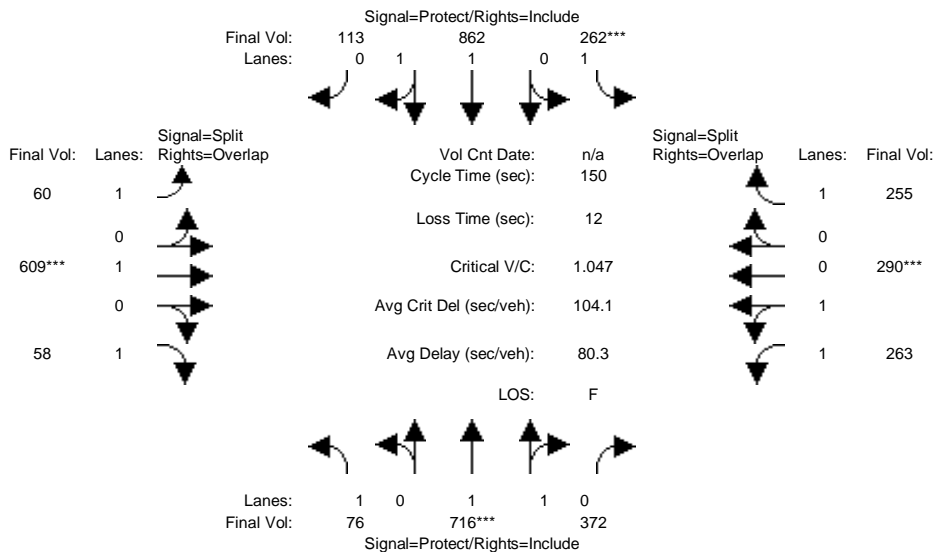
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.32	0.32	0.13	0.16	0.16	0.09	0.24	0.06	0.33	0.33	0.48
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.28	0.28	0.11	0.31	0.31	0.21	0.21	0.30	0.31	0.31	0.43
Volume/Cap:	0.29	1.14	1.14	1.14	0.52	0.52	0.41	1.14	0.19	1.04	1.04	1.14
Delay/Veh:	64.8	129	129.0	173.8	43.5	43.5	51.9	148	39.1	89.6	89.6	123.0
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:	64.8	129	129.0	173.8	43.5	43.5	51.9	148	39.1	89.6	89.6	123.0
LOS by Move:	E	F	F	F	D	D	D	F	D	F	F	F
HCM2kAvgQ:	2	38	38	16	11	11	6	30	3	35	35	49

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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	716	372	262	862	113	60	609	58	263	290	255
Growth Adj:	1.00	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	716	372	262	862	113	60	609	58	263	290	255
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	716	372	262	862	113	60	609	58	263	290	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	716	372	262	862	113	60	609	58	263	290	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	716	372	262	862	113	60	609	58	263	290	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	716	372	262	862	113	60	609	58	263	290	255

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.92	0.91	0.91	0.93	0.98	0.83	0.96	0.96	0.83
Lanes:	1.00	1.32	0.68	1.00	1.77	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1753	2189	1137	1753	3046	399	1769	1862	1583	1819	1819	1583

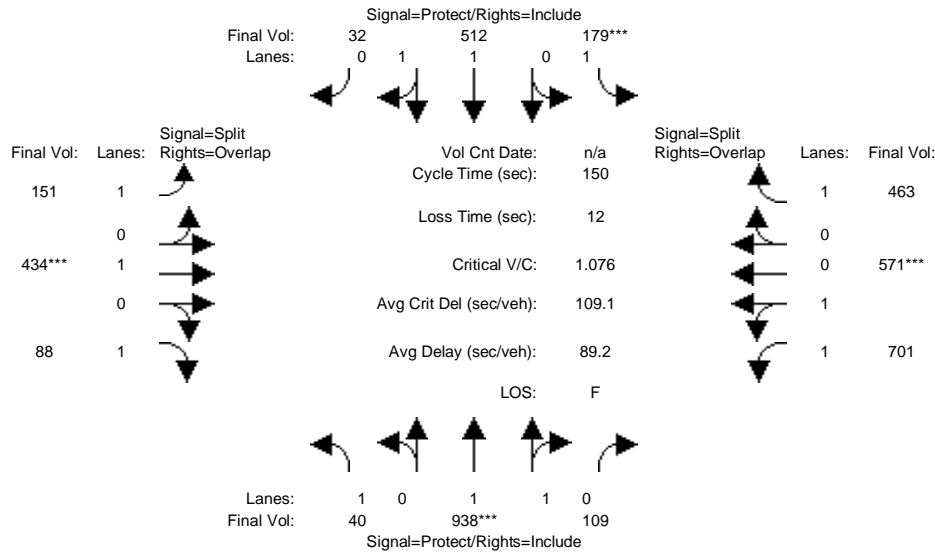
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.15	0.28	0.28	0.03	0.33	0.04	0.14	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.31	0.31	0.14	0.39	0.39	0.31	0.31	0.38	0.15	0.15	0.30
Volume/Cap:	0.67	1.05	1.05	1.05	0.72	0.72	0.11	1.05	0.10	0.95	1.05	0.55
Delay/Veh:	83.4	92.5	92.5	134.0	40.8	40.8	36.8	102	30.3	88.2	116	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.4	92.5	92.5	134.0	40.8	40.8	36.8	102	30.3	88.2	116	45.8
LOS by Move:	F	F	F	F	D	D	D	F	C	F	F	D
HCM2kAvgQ:	5	34	34	17	21	21	2	36	2	16	19	10

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	40	938	109	179	512	32	151	434	88	701	571	463
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	938	109	179	512	32	151	434	88	701	571	463
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	938	109	179	512	32	151	434	88	701	571	463
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	938	109	179	512	32	151	434	88	701	571	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	938	109	179	512	32	151	434	88	701	571	463
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	938	109	179	512	32	151	434	88	701	571	463

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.91	0.91	0.93	0.98	0.83	0.95	0.95	0.83
Lanes:	1.00	1.79	0.21	1.00	1.88	0.12	1.00	1.00	1.00	1.10	0.90	1.00
Final Sat.:	1753	3090	359	1753	3269	204	1769	1862	1583	1997	1627	1583

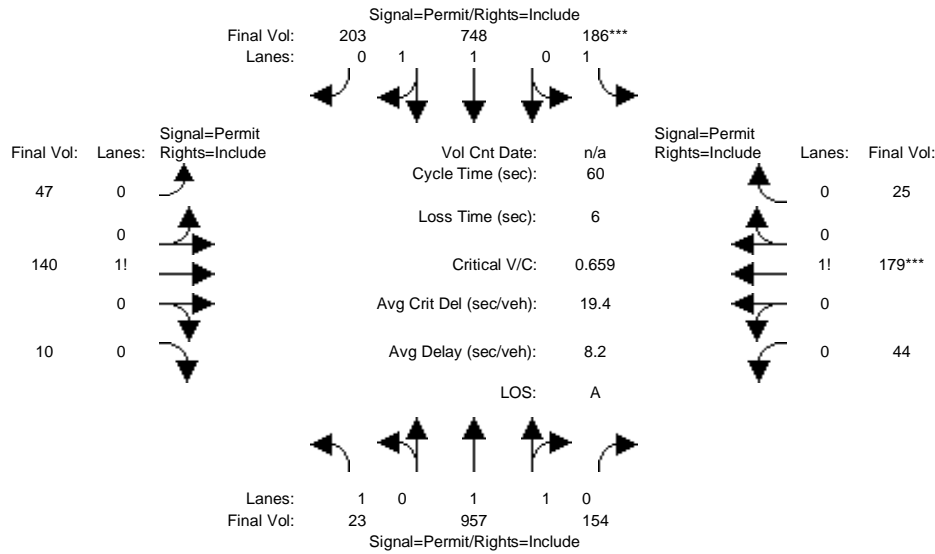
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.30	0.30	0.10	0.16	0.16	0.09	0.23	0.06	0.35	0.35	0.29
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.28	0.28	0.09	0.29	0.29	0.22	0.22	0.30	0.33	0.33	0.42
Volume/Cap:	0.26	1.08	1.08	1.08	0.54	0.54	0.39	1.08	0.18	1.08	1.08	0.69
Delay/Veh:	65.0	105	105.4	159.3	45.4	45.4	51.0	125	38.7	99.7	99.7	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	105	105.4	159.3	45.4	45.4	51.0	125	38.7	99.7	99.7	38.7
LOS by Move:	E	F	F	F	D	D	D	F	D	F	F	D
HCM2kAvgQ:	2	34	34	13	11	11	6	28	3	39	39	18

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
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City of East Palo Alto

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Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	23	957	154	186	748	203	47	140	10	44	179	25
Growth Adj:	1.00	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	957	154	186	748	203	47	140	10	44	179	25
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	957	154	186	748	203	47	140	10	44	179	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	957	154	186	748	203	47	140	10	44	179	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	957	154	186	748	203	47	140	10	44	179	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	957	154	186	748	203	47	140	10	44	179	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.93	0.93	0.22	0.92	0.92	0.84	0.84	0.84	0.91	0.91	0.91
Lanes:	1.00	1.72	0.28	1.00	1.57	0.43	0.24	0.71	0.05	0.18	0.72	0.10
Final Sat.:	513	3044	490	414	2749	746	379	1128	81	306	1244	174

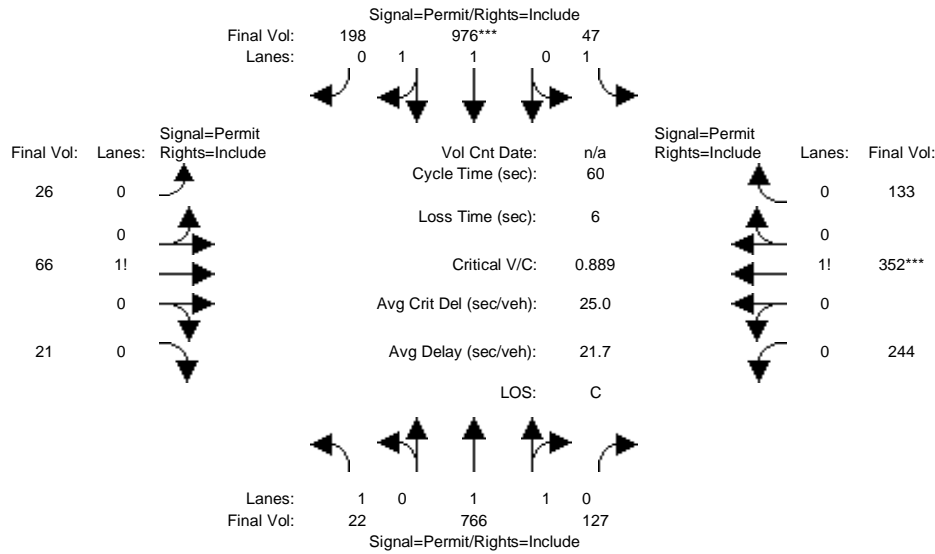
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.45	0.27	0.27	0.12	0.12	0.12	0.14	0.14	0.14
Crit Moves:				****						****		
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.07	0.46	0.46	0.66	0.40	0.40	0.57	0.57	0.57	0.66	0.66	0.66
Delay/Veh:	3.3	4.6	4.6	11.2	4.3	4.3	23.2	23.2	23.2	25.7	25.7	25.7
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:	3.3	4.6	4.6	11.2	4.3	4.3	23.2	23.2	23.2	25.7	25.7	25.7
LOS by Move:	A	A	A	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	5	3	4	4	4	4	4	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

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Intersection #12: University Avenue and Runnymede Street



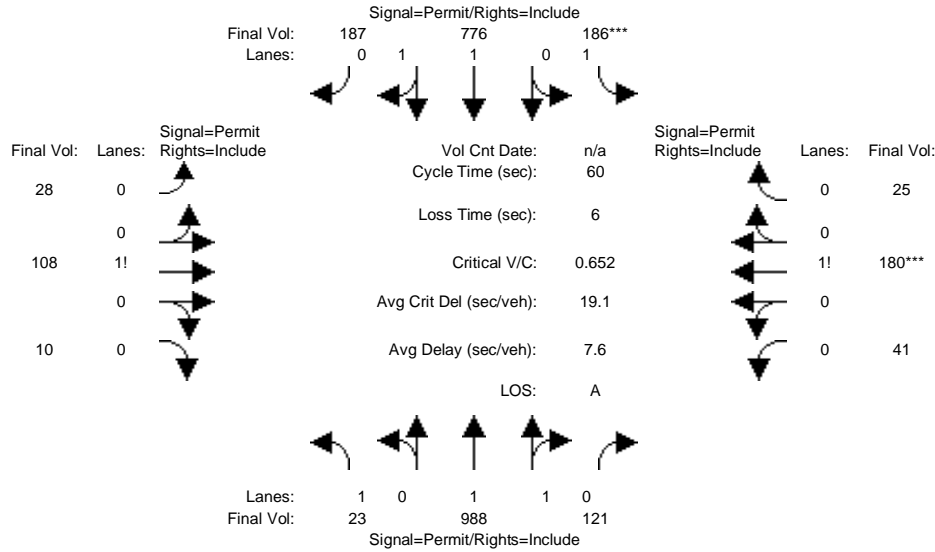
Street Name:	University Avenue						Runnymede Street						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:													
Base Vol:	22	766	127	47	976	198	26	66	21	244	352	133	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	22	766	127	47	976	198	26	66	21	244	352	133	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	22	766	127	47	976	198	26	66	21	244	352	133	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	22	766	127	47	976	198	26	66	21	244	352	133	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	22	766	127	47	976	198	26	66	21	244	352	133	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Final Volume:	22	766	127	47	976	198	26	66	21	244	352	133	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.18	0.93	0.93	0.18	0.93	0.93	0.82	0.82	0.82	0.82	0.82	0.82	
Lanes:	1.00	1.72	0.28	1.00	1.66	0.34	0.23	0.58	0.19	0.33	0.49	0.18	
Final Sat.:	338	3032	503	338	2926	594	360	914	291	523	755	285	
Capacity Analysis Module:													
Vol/Sat:	0.07	0.25	0.25	0.14	0.33	0.33	0.07	0.07	0.07	0.47	0.47	0.47	
Crit Moves:							****						
Green/Cycle:	0.38	0.38	0.38	0.38	0.38	0.38	0.52	0.52	0.52	0.52	0.52	0.52	
Volume/Cap:	0.17	0.67	0.67	0.37	0.89	0.89	0.14	0.14	0.14	0.89	0.89	0.89	
Delay/Veh:	13.2	17.0	17.0	15.4	25.3	25.3	7.4	7.4	7.4	24.4	24.4	24.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	13.2	17.0	17.0	15.4	25.3	25.3	7.4	7.4	7.4	24.4	24.4	24.4	
LOS by Move:	B	B	B	B	C	C	A	A	A	C	C	C	
HCM2kAvgQ:	0	7	7	1	15	15	1	1	1	16	16	16	

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	23	988	121	186	776	187	28	108	10	41	180	25
Growth Adj:	1.00	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	988	121	186	776	187	28	108	10	41	180	25
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	988	121	186	776	187	28	108	10	41	180	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	988	121	186	776	187	28	108	10	41	180	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	988	121	186	776	187	28	108	10	41	180	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	988	121	186	776	187	28	108	10	41	180	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.27	0.93	0.93	0.22	0.92	0.92	0.89	0.89	0.89	0.93	0.93	0.93
Lanes:	1.00	1.78	0.22	1.00	1.61	0.39	0.19	0.74	0.07	0.17	0.73	0.10
Final Sat.:	507	3165	388	416	2825	681	326	1258	116	293	1287	179

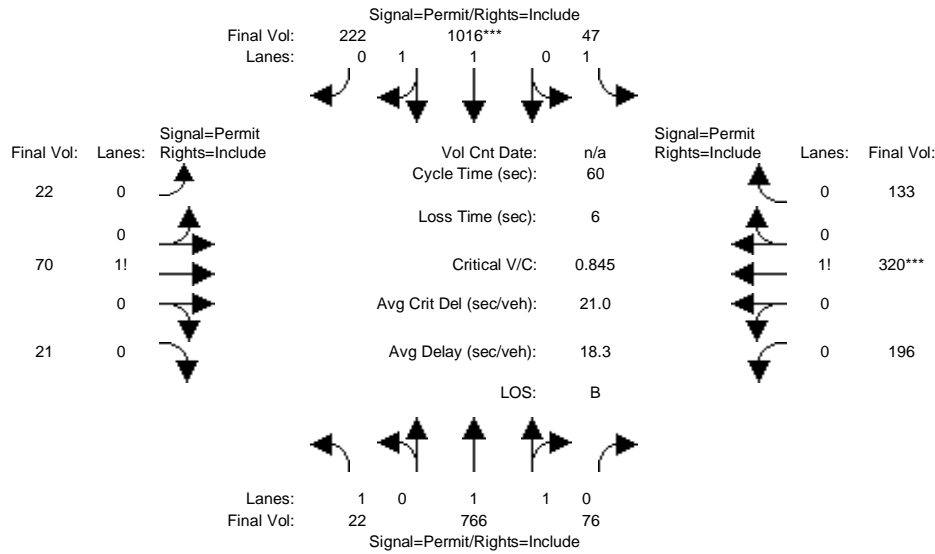
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.45	0.27	0.27	0.09	0.09	0.09	0.14	0.14	0.14
Crit Moves:				****						****		
Green/Cycle:	0.69	0.69	0.69	0.69	0.69	0.69	0.21	0.21	0.21	0.21	0.21	0.21
Volume/Cap:	0.07	0.46	0.46	0.65	0.40	0.40	0.40	0.40	0.40	0.65	0.65	0.65
Delay/Veh:	3.2	4.4	4.4	10.7	4.2	4.2	21.0	21.0	21.0	25.6	25.6	25.6
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:	3.2	4.4	4.4	10.7	4.2	4.2	21.0	21.0	21.0	25.6	25.6	25.6
LOS by Move:	A	A	A	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	5	5	3	4	4	3	3	3	5	5	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
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Cum+3.35 proj PM with Loop Rd

Intersection #12: University Avenue and Runnymede Street



Street Name:	University Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	22	766	76	47	1016	222	22	70	21	196	320	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	766	76	47	1016	222	22	70	21	196	320	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	766	76	47	1016	222	22	70	21	196	320	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	766	76	47	1016	222	22	70	21	196	320	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	766	76	47	1016	222	22	70	21	196	320	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	766	76	47	1016	222	22	70	21	196	320	133

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.16	0.94	0.94	0.22	0.92	0.92	0.86	0.86	0.86	0.84	0.84	0.84
Lanes:	1.00	1.82	0.18	1.00	1.64	0.36	0.19	0.62	0.19	0.30	0.50	0.20
Final Sat.:	304	3241	322	418	2883	630	317	1010	303	480	784	326

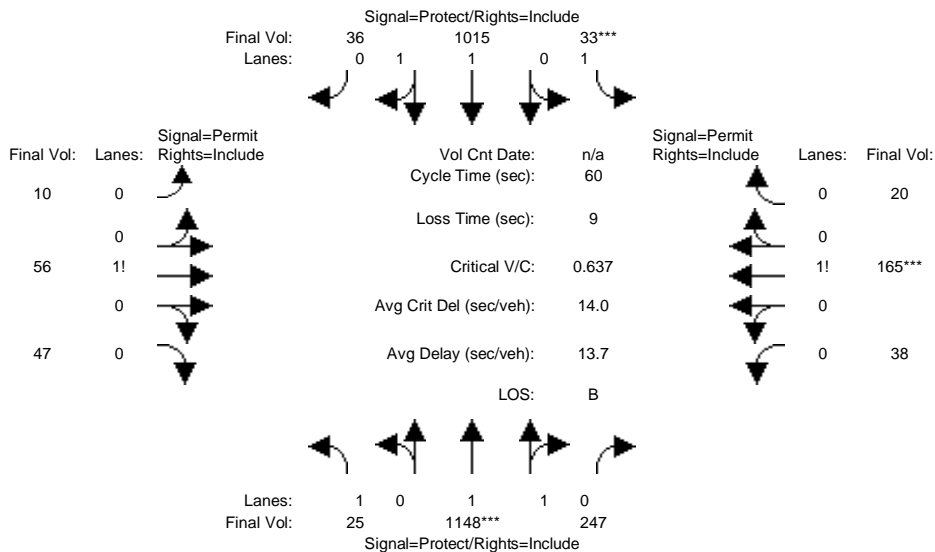
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.24	0.11	0.35	0.35	0.07	0.07	0.07	0.41	0.41	0.41
Crit Moves:					****						****	
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.17	0.57	0.57	0.27	0.85	0.85	0.14	0.14	0.14	0.85	0.85	0.85
Delay/Veh:	11.6	13.9	13.9	12.3	20.5	20.5	8.7	8.7	8.7	22.1	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	13.9	13.9	12.3	20.5	20.5	8.7	8.7	8.7	22.1	22.1	22.1
LOS by Move:	B	B	B	B	C	C	A	A	A	C	C	C
HCM2kAvgQ:	0	6	6	1	14	14	1	1	1	14	14	14

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #13: University Avenue and Bell Street



Street Name:	University Avenue						Bell Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	25	1148	247	33	1015	36	10	56	47	38	165	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1148	247	33	1015	36	10	56	47	38	165	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1148	247	33	1015	36	10	56	47	38	165	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1148	247	33	1015	36	10	56	47	38	165	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1148	247	33	1015	36	10	56	47	38	165	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	1148	247	33	1015	36	10	56	47	38	165	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.92	0.95	0.95	0.95	0.91	0.91	0.91	0.93	0.93	0.93
Lanes:	1.00	1.65	0.35	1.00	1.93	0.07	0.09	0.49	0.42	0.17	0.74	0.09
Final Sat.:	1805	2891	622	1805	3469	123	153	858	720	301	1307	158

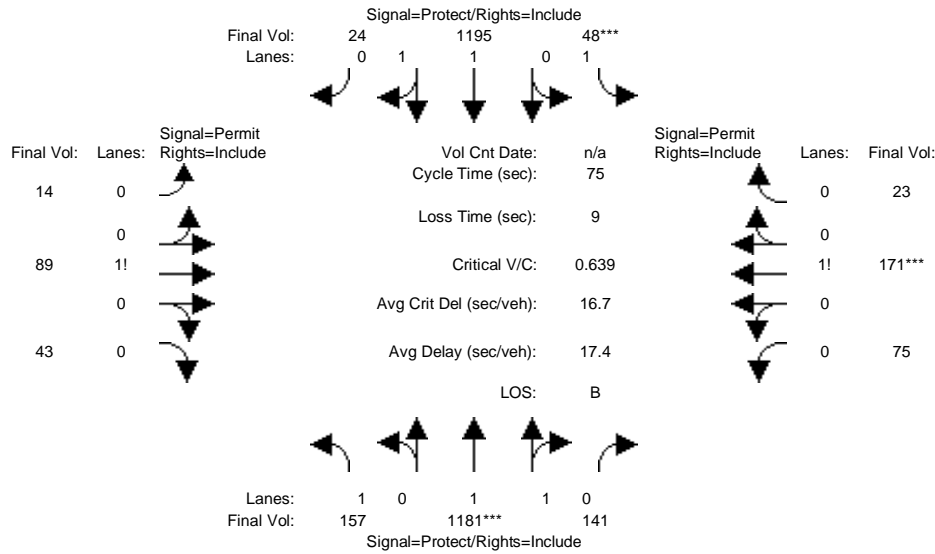
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.40	0.02	0.29	0.29	0.07	0.07	0.07	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green/Cycle:	0.19	0.56	0.56	0.12	0.48	0.48	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.07	0.71	0.71	0.16	0.61	0.61	0.37	0.37	0.37	0.71	0.71	0.71
Delay/Veh:	20.0	11.1	11.1	24.2	12.0	12.0	22.5	22.5	22.5	30.8	30.8	30.8
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:	20.0	11.1	11.1	24.2	12.0	12.0	22.5	22.5	22.5	30.8	30.8	30.8
LOS by Move:	B	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	10	10	1	7	7	2	2	2	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #13: University Avenue and Bell Street



Street Name:	University Avenue						Bell Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	157	1181	141	48	1195	24	14	89	43	75	171	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1181	141	48	1195	24	14	89	43	75	171	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	1181	141	48	1195	24	14	89	43	75	171	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	1181	141	48	1195	24	14	89	43	75	171	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1181	141	48	1195	24	14	89	43	75	171	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	1181	141	48	1195	24	14	89	43	75	171	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.93	0.93	0.93	0.87	0.87	0.87
Lanes:	1.00	1.79	0.21	1.00	1.96	0.04	0.10	0.61	0.29	0.28	0.64	0.08
Final Sat.:	1805	3173	379	1805	3528	71	169	1076	520	458	1045	141

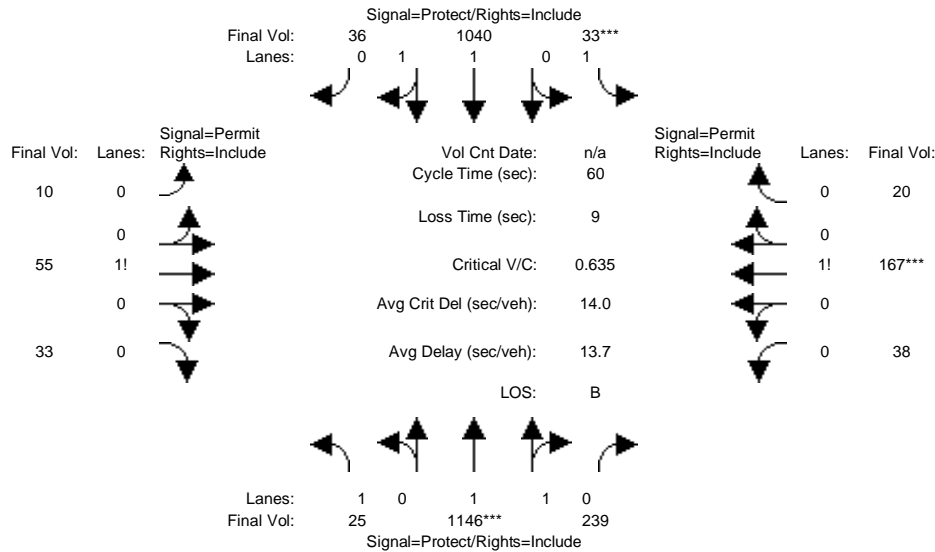
Capacity Analysis Module:												
Vol/Sat:	0.09	0.37	0.37	0.03	0.34	0.34	0.08	0.08	0.08	0.16	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.14	0.55	0.55	0.09	0.50	0.50	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.63	0.68	0.68	0.28	0.68	0.68	0.34	0.34	0.34	0.68	0.68	0.68
Delay/Veh:	35.6	13.3	13.3	32.6	15.1	15.1	24.1	24.1	24.1	30.7	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	13.3	13.3	32.6	15.1	15.1	24.1	24.1	24.1	30.7	30.7	30.7
LOS by Move:	D	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	12	12	1	10	10	3	3	3	7	7	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #13: University Avenue and Bell Street



Street Name:	University Avenue						Bell Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	25	1146	239	33	1040	36	10	55	33	38	167	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1146	239	33	1040	36	10	55	33	38	167	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	1146	239	33	1040	36	10	55	33	38	167	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1146	239	33	1040	36	10	55	33	38	167	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1146	239	33	1040	36	10	55	33	38	167	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	25	1146	239	33	1040	36	10	55	33	38	167	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92	0.93	0.93	0.93
Lanes:	1.00	1.65	0.35	1.00	1.93	0.07	0.10	0.56	0.34	0.17	0.74	0.09
Final Sat.:	1805	2909	607	1805	3472	120	178	978	587	297	1307	157

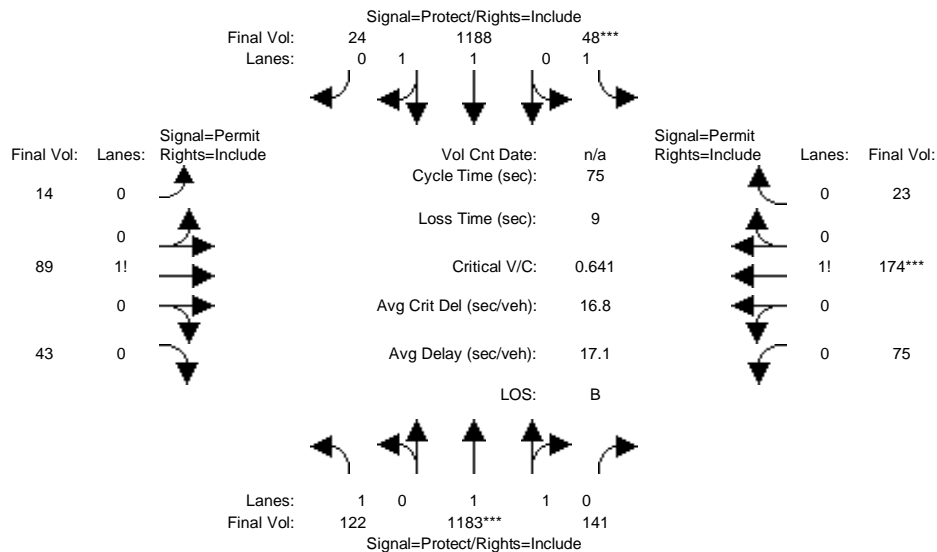
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.39	0.02	0.30	0.30	0.06	0.06	0.06	0.13	0.13	0.13
Crit Moves:	****			****						****		
Green/Cycle:	0.19	0.55	0.55	0.12	0.48	0.48	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.07	0.71	0.71	0.16	0.62	0.62	0.31	0.31	0.31	0.71	0.71	0.71
Delay/Veh:	20.2	11.1	11.1	24.2	12.2	12.2	22.0	22.0	22.0	30.5	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:	20.2	11.1	11.1	24.2	12.2	12.2	22.0	22.0	22.0	30.5	30.5	30.5
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	0	10	10	1	8	8	2	2	2	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #13: University Avenue and Bell Street



Street Name:	University Avenue						Bell Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	122	1183	141	48	1188	24	14	89	43	75	174	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	1183	141	48	1188	24	14	89	43	75	174	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	1183	141	48	1188	24	14	89	43	75	174	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	1183	141	48	1188	24	14	89	43	75	174	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	1183	141	48	1188	24	14	89	43	75	174	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	122	1183	141	48	1188	24	14	89	43	75	174	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.95	0.95	0.93	0.93	0.93	0.87	0.87	0.87
Lanes:	1.00	1.79	0.21	1.00	1.96	0.04	0.10	0.61	0.29	0.28	0.64	0.08
Final Sat.:	1805	3174	378	1805	3528	71	169	1076	520	455	1055	140

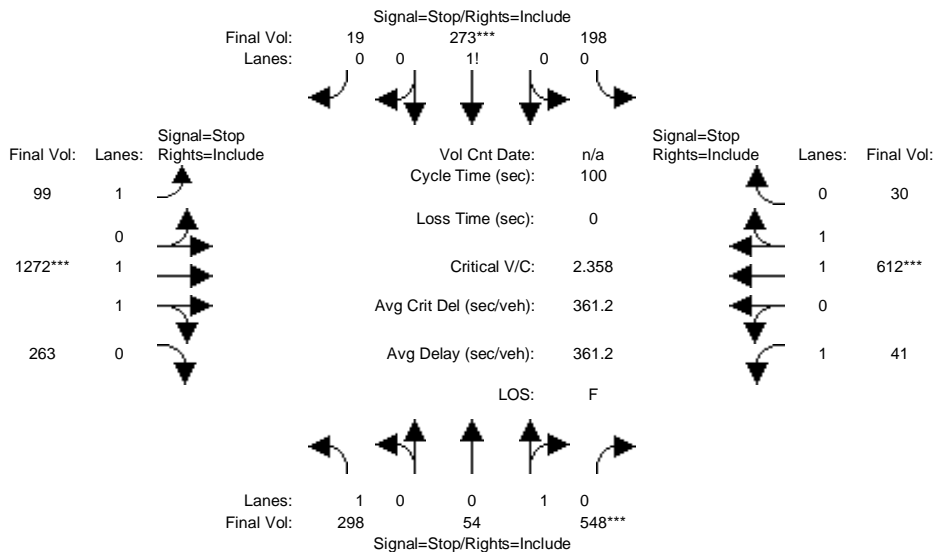
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.37	0.03	0.34	0.34	0.08	0.08	0.08	0.16	0.16	0.16
Crit Moves:	****			****						****		
Green/Cycle:	0.14	0.55	0.55	0.09	0.50	0.50	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.49	0.68	0.68	0.28	0.67	0.67	0.34	0.34	0.34	0.68	0.68	0.68
Delay/Veh:	31.3	13.4	13.4	32.6	15.1	15.1	24.0	24.0	24.0	30.7	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	13.4	13.4	32.6	15.1	15.1	24.0	24.0	24.0	30.7	30.7	30.7
LOS by Move:	C	B	B	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	12	12	1	11	11	3	3	3	7	7	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #21: Clarke Avenue and Bay Road

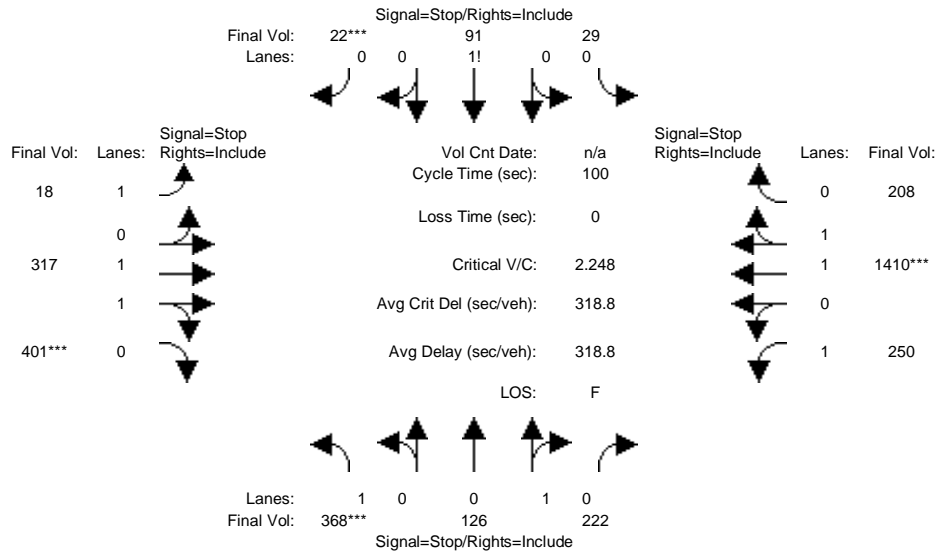


Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	298	54	548	198	273	19	99	1272	263	41	612	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	54	548	198	273	19	99	1272	263	41	612	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	54	548	198	273	19	99	1272	263	41	612	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	54	548	198	273	19	99	1272	263	41	612	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	54	548	198	273	19	99	1272	263	41	612	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	54	548	198	273	19	99	1272	263	41	612	30
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.09	0.91	0.40	0.56	0.04	1.00	1.66	0.34	1.00	1.91	0.09
Final Sat.:	337	34	342	148	204	14	308	539	113	298	601	30
Capacity Analysis Module:												
Vol/Sat:	0.89	1.60	1.60	1.34	1.34	1.34	0.32	2.36	2.33	0.14	1.02	1.02
Crit Moves:			****			****			****			****
Delay/Veh:	57.8	305	305.1	196.1	196	196.1	19.7	642	627.5	16.5	90.7	89.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	305	305.1	196.1	196	196.1	19.7	642	627.5	16.5	90.7	89.7
LOS by Move:	F	F	F	F	F	F	C	F	F	C	F	F
ApproachDel:	223.2			196.1			601.7			86.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	223.2			196.1			601.7			86.2		
LOS by Appr:		F			F			F			F	
AllWayAvgQ:	4.2	30.6	30.6	18.7	18.7	18.7	0.5	57.1	56.2	0.2	6.8	6.6

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #21: Clarke Avenue and Bay Road



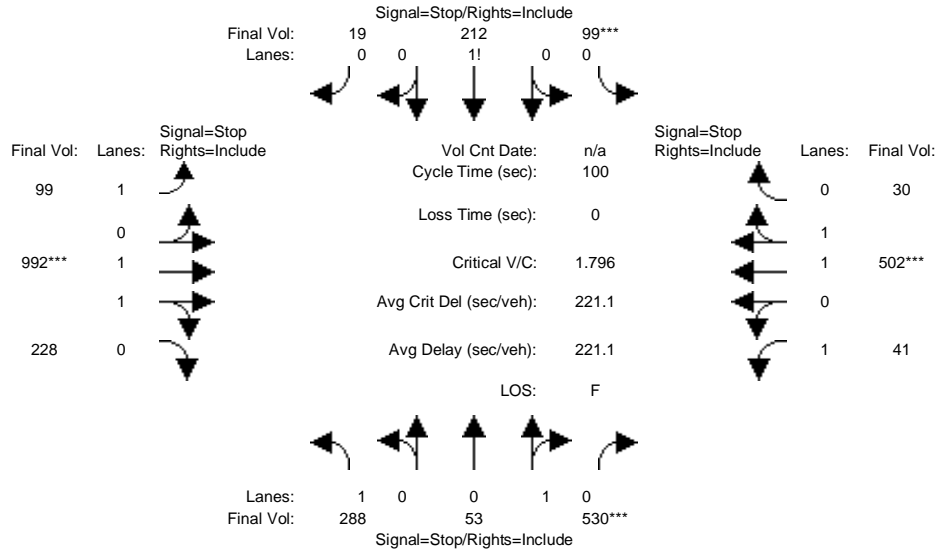
Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	368	126	222	29	91	22	18	317	401	250	1410	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	368	126	222	29	91	22	18	317	401	250	1410	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	126	222	29	91	22	18	317	401	250	1410	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	126	222	29	91	22	18	317	401	250	1410	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	126	222	29	91	22	18	317	401	250	1410	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	368	126	222	29	91	22	18	317	401	250	1410	208
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.36	0.64	0.20	0.65	0.15	1.00	1.00	1.00	1.00	1.74	0.26
Final Sat.:	357	143	252	76	238	58	291	312	332	340	627	94
Capacity Analysis Module:												
Vol/Sat:	1.03	0.88	0.88	0.38	0.38	0.38	0.06	1.02	1.21	0.74	2.25	2.22
Crit Moves:	***					***			***		***	
Delay/Veh:	87.5	50.8	50.8	18.6	18.6	18.6	15.5	90.6	150.0	37.5	590	579.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.5	50.8	50.8	18.6	18.6	18.6	15.5	90.6	150.0	37.5	590	579.7
LOS by Move:	F	F	F	C	C	C	C	F	F	E	F	F
ApproachDel:		69.7			18.6			121.1			515.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		69.7			18.6			121.1			515.1	
LOS by Appr:		F			C			F			F	
AllWayAvgQ:	7.4	4.3	4.3	0.6	0.6	0.6	0.1	6.6	12.6	2.3	58.0	57.3

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #21: Clarke Avenue and Bay Road



Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	288	53	530	99	212	19	99	992	228	41	502	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	53	530	99	212	19	99	992	228	41	502	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	53	530	99	212	19	99	992	228	41	502	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	53	530	99	212	19	99	992	228	41	502	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	53	530	99	212	19	99	992	228	41	502	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	288	53	530	99	212	19	99	992	228	41	502	30

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	1.00	0.09	0.91	0.30	0.64	0.06	1.00	1.63	0.37	1.00	1.89	0.11
Final Sat.:	350	36	358	111	238	21	316	552	129	304	605	36

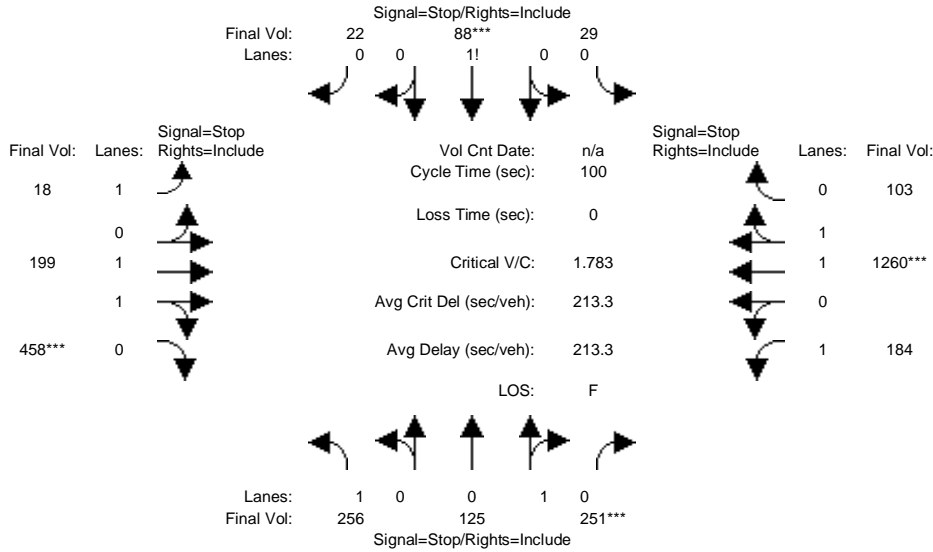
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.82	1.48	1.48	0.89	0.89	0.89	0.31	1.80	1.77	0.13	0.83	0.83
Crit Moves:		****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	46.4	253	252.6	55.3	55.3	55.3	18.8	392	380.0	16.2	50.4	49.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	253	252.6	55.3	55.3	55.3	18.8	392	380.0	16.2	50.4	49.8
LOS by Move:	E	F	F	F	F	F	C	F	F	C	F	E
ApproachDel:	184.4			55.3			362.2			47.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	184.4			55.3			362.2			47.9		
LOS by Appr:	F			F			F			E		
AllWayAvgQ:	3.2	26.4	26.4	4.4	4.4	4.4	0.4	36.1	35.1	0.2	3.3	3.2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #21: Clarke Avenue and Bay Road



Street Name:	Clarke Ave						Bay Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	256	125	251	29	88	22	18	199	458	184	1260	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	125	251	29	88	22	18	199	458	184	1260	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	125	251	29	88	22	18	199	458	184	1260	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	125	251	29	88	22	18	199	458	184	1260	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	125	251	29	88	22	18	199	458	184	1260	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	256	125	251	29	88	22	18	199	458	184	1260	103

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	1.00	0.33	0.67	0.21	0.63	0.16	1.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	372	138	277	77	235	59	317	337	365	357	707	58

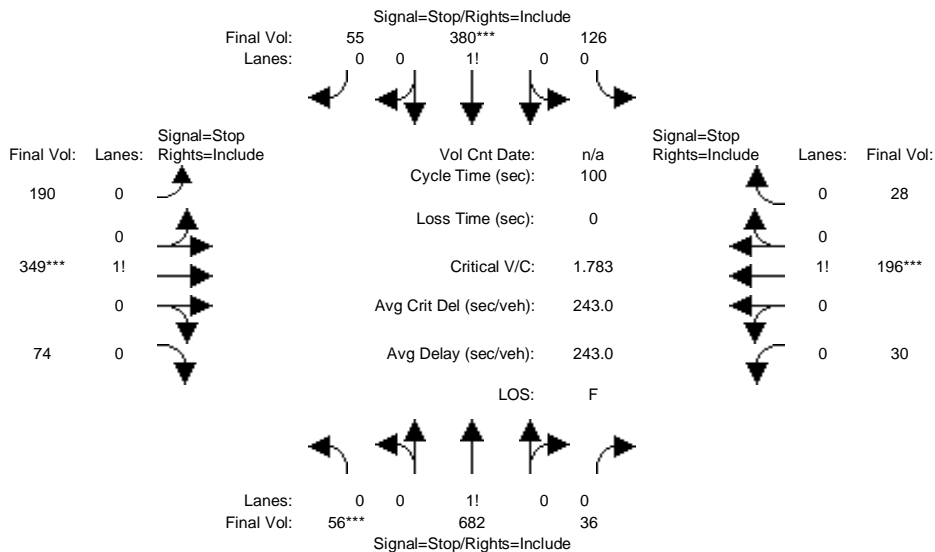
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.69	0.91	0.91	0.37	0.37	0.37	0.06	0.59	1.26	0.51	1.78	1.77
Crit Moves:			****			****			****			****
Delay/Veh:	30.9	53.1	53.1	18.2	18.2	18.2	14.4	27.1	164.5	22.5	384	379.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	53.1	53.1	18.2	18.2	18.2	14.4	27.1	164.5	22.5	384	379.1
LOS by Move:	D	F	F	C	C	C	B	D	F	C	F	F
ApproachDel:		44.1			18.2			120.0			340.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		44.1			18.2			120.0			340.7	
LOS by Appr:		E			C			F			F	
AllWayAvgQ:	1.9	4.8	4.8	0.6	0.6	0.6	0.1	1.3	15.4	1.0	39.7	39.2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #23: Clarke Avenue and Runnymede Street



Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:												
Base Vol:	56	682	36	126	380	55	190	349	74	30	196	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	682	36	126	380	55	190	349	74	30	196	28
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	682	36	126	380	55	190	349	74	30	196	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	682	36	126	380	55	190	349	74	30	196	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	682	36	126	380	55	190	349	74	30	196	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	682	36	126	380	55	190	349	74	30	196	28

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.88	0.05	0.22	0.68	0.10	0.31	0.57	0.12	0.12	0.77	0.11
Final Sat.:	31	383	20	98	294	43	135	247	52	47	306	44

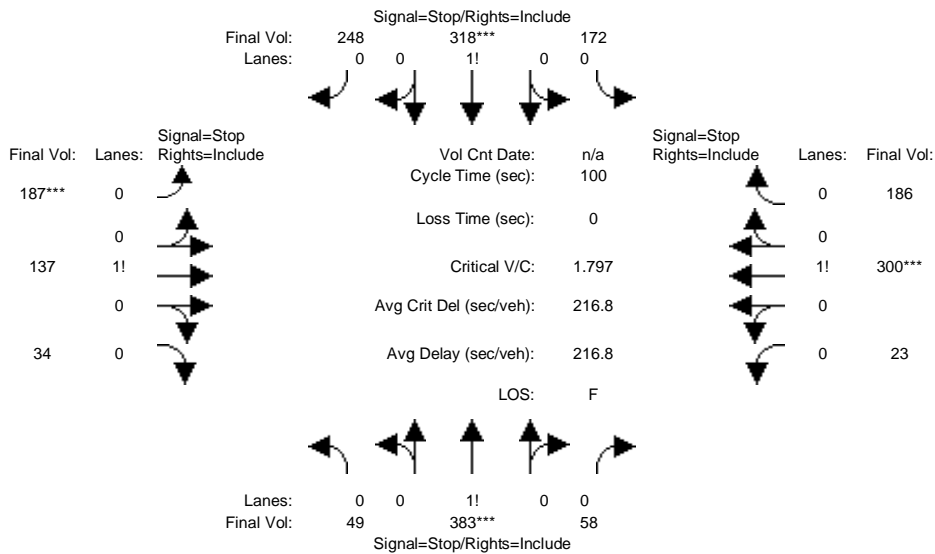
Capacity Analysis Module:												
Vol/Sat:	1.78	1.78	1.78	1.29	1.29	1.29	1.41	1.41	1.41	0.64	0.64	0.64
Crit Moves:	***			***			***			***		
Delay/Veh:	381.6	382	381.6	172.6	173	172.6	222.0	222	222.0	26.9	26.9	26.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	381.6	382	381.6	172.6	173	172.6	222.0	222	222.0	26.9	26.9	26.9
LOS by Move:	F	F	F	F	F	F	F	F	F	D	D	D
ApproachDel:	381.6			172.6			222.0			26.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	381.6			172.6			222.0			26.9		
LOS by Appr:	F			F			F			D		
AllWayAvgQ:	44.7	44.7	44.7	19.5	19.5	19.5	25.4	25.4	25.4	1.6	1.6	1.6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #23: Clarke Avenue and Runnymede Street



Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:												
Base Vol:	49	383	58	172	318	248	187	137	34	23	300	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	383	58	172	318	248	187	137	34	23	300	186
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:	49	383	58	172	318	248	187	137	34	23	300	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	383	58	172	318	248	187	137	34	23	300	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	383	58	172	318	248	187	137	34	23	300	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	383	58	172	318	248	187	137	34	23	300	186

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.78	0.12	0.23	0.43	0.34	0.53	0.38	0.09	0.04	0.59	0.37
Final Sat.:	41	317	48	96	177	138	205	150	37	19	244	151

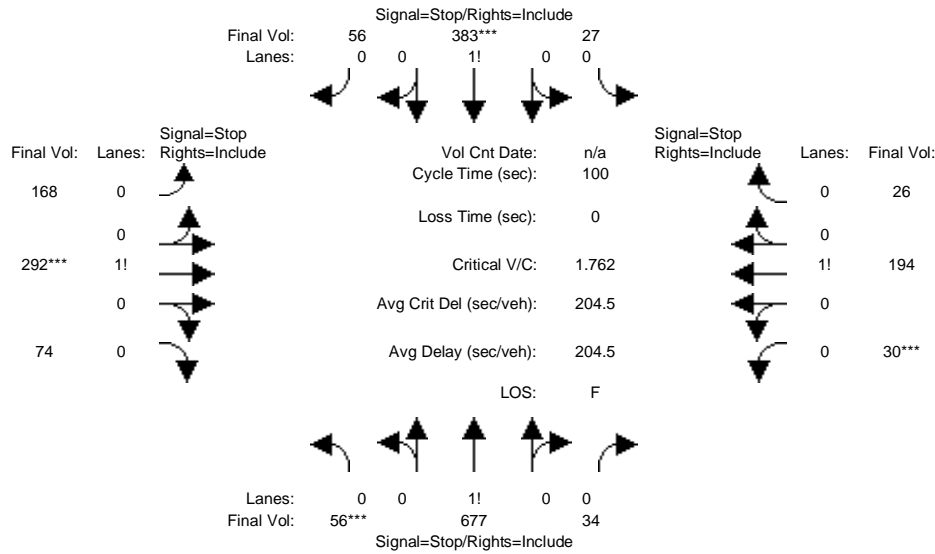
Capacity Analysis Module:												
Vol/Sat:	1.21	1.21	1.21	1.80	1.80	1.80	0.91	0.91	0.91	1.23	1.23	1.23
Crit Moves:	****			****			****			****		
Delay/Veh:	142.2	142	142.2	389.4	389	389.4	56.8	56.8	56.8	150.8	151	150.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.2	142	142.2	389.4	389	389.4	56.8	56.8	56.8	150.8	151	150.8
LOS by Move:	F	F	F	F	F	F	F	F	F	F	F	F
ApproachDel:	142.2			389.4			56.8			150.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	142.2			389.4			56.8			150.8		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	14.7	14.7	14.7	43.1	43.1	43.1	4.9	4.9	4.9	16.0	16.0	16.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #23: Clarke Avenue and Runnymede Street



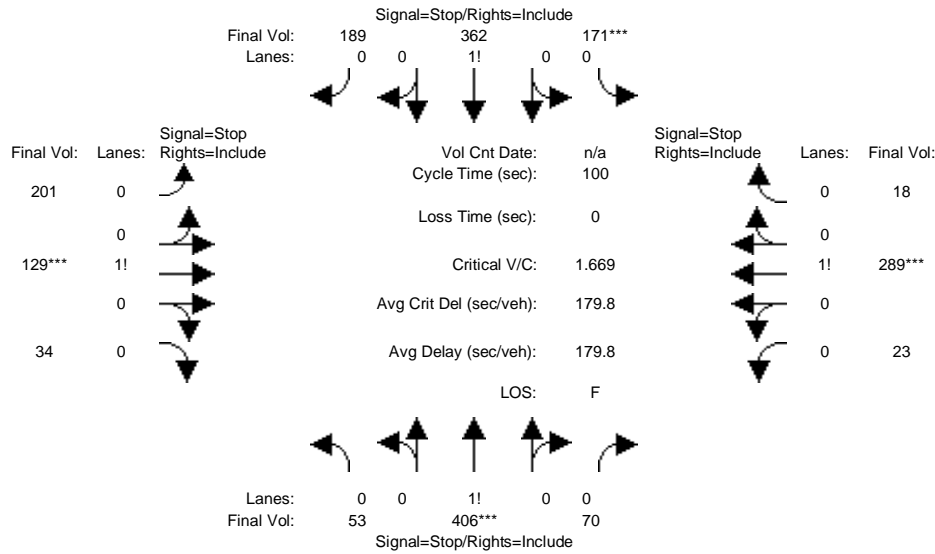
Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	56	677	34	27	383	56	168	292	74	30	194	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	677	34	27	383	56	168	292	74	30	194	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	677	34	27	383	56	168	292	74	30	194	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	677	34	27	383	56	168	292	74	30	194	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	677	34	27	383	56	168	292	74	30	194	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	677	34	27	383	56	168	292	74	30	194	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.89	0.04	0.06	0.82	0.12	0.31	0.55	0.14	0.12	0.78	0.10
Final Sat.:	32	384	19	25	360	53	137	238	60	48	308	41
Capacity Analysis Module:												
Vol/Sat:	1.76	1.76	1.76	1.06	1.06	1.06	1.23	1.23	1.23	0.63	0.63	0.63
Crit Moves:	***			***			***			***		
Delay/Veh:	372.5	372	372.5	90.1	90.1	90.1	146.5	147	146.5	26.4	26.4	26.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	372.5	372	372.5	90.1	90.1	90.1	146.5	147	146.5	26.4	26.4	26.4
LOS by Move:	F	F	F	F	F	F	F	F	F	D	D	D
ApproachDel:	372.5			90.1			146.5			26.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	372.5			90.1			146.5			26.4		
LOS by Appr:	F			F			F			D		
AllWayAvgQ:	43.7	43.7	43.7	9.6	9.6	9.6	16.4	16.4	16.4	1.6	1.6	1.6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #23: Clarke Avenue and Runnymede Street

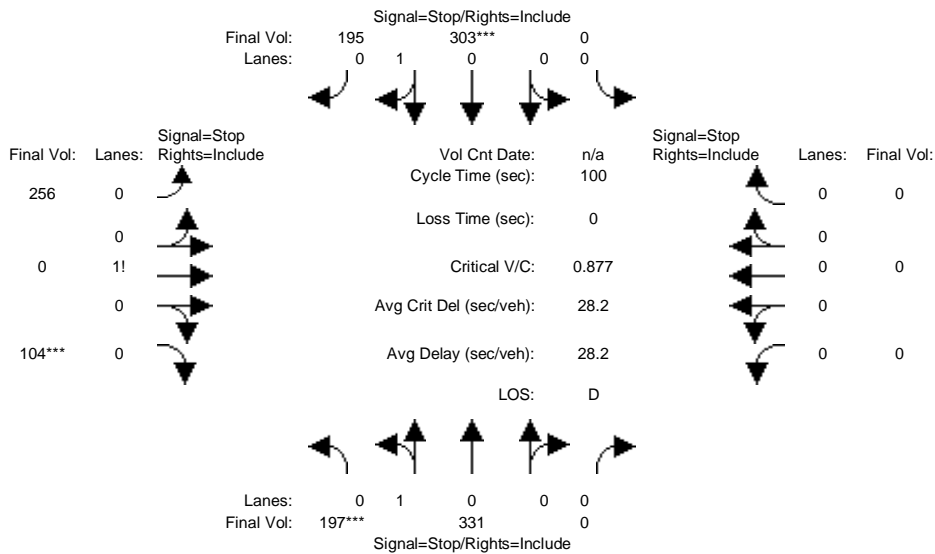


Street Name:	Clarke Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	53	406	70	171	362	189	201	129	34	23	289	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	406	70	171	362	189	201	129	34	23	289	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:	53	406	70	171	362	189	201	129	34	23	289	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:	53	406	70	171	362	189	201	129	34	23	289	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	406	70	171	362	189	201	129	34	23	289	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	406	70	171	362	189	201	129	34	23	289	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.77	0.13	0.24	0.50	0.26	0.56	0.35	0.09	0.07	0.88	0.05
Final Sat.:	43	330	57	102	217	113	226	145	38	28	352	22
Capacity Analysis Module:												
Vol/Sat:	1.23	1.23	1.23	1.67	1.67	1.67	0.89	0.89	0.89	0.82	0.82	0.82
Crit Moves:	****			****			****			****		
Delay/Veh:	148.7	149	148.7	331.8	332	331.8	50.2	50.2	50.2	40.2	40.2	40.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	148.7	149	148.7	331.8	332	331.8	50.2	50.2	50.2	40.2	40.2	40.2
LOS by Move:	F	F	F	F	F	F	F	F	F	E	E	E
ApproachDel:	148.7			331.8			50.2			40.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	148.7			331.8			50.2			40.2		
LOS by Appr:	F			F			F			E		
AllWayAvgQ:	16.4	16.4	16.4	38.5	38.5	38.5	4.4	4.4	4.4	3.2	3.2	3.2

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #24: Clarke Avenue and Donohoe Street



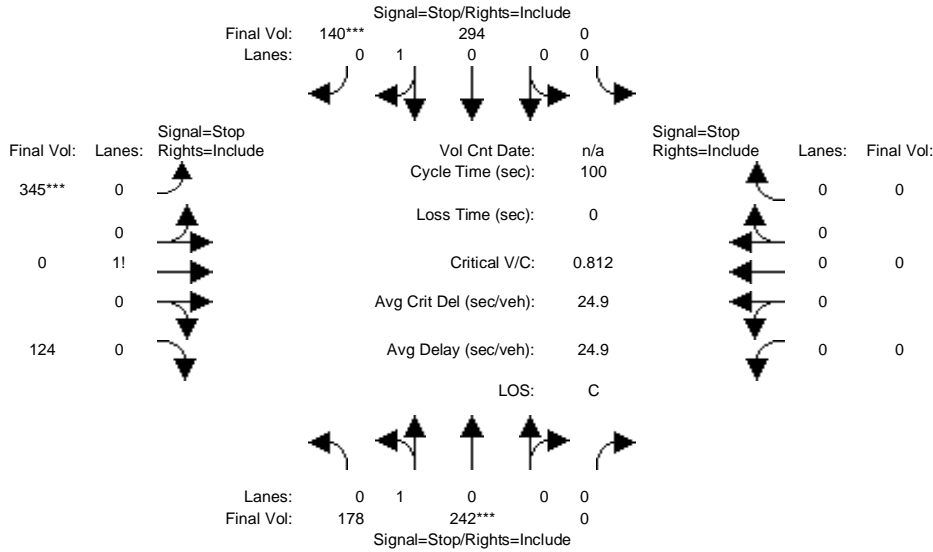
Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	197	331	0	0	303	195	256	0	104	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	331	0	0	303	195	256	0	104	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	331	0	0	303	195	256	0	104	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	331	0	0	303	195	256	0	104	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	331	0	0	303	195	256	0	104	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	197	331	0	0	303	195	256	0	104	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.63	0.00	0.00	0.61	0.39	0.71	0.00	0.29	0.00	0.00	0.00
Final Sat.:	225	377	0	0	378	243	386	0	157	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.88	0.88	xxxx	xxxx	0.80	0.80	0.66	xxxx	0.66	xxxx	xxxx	xxxx
Crit Moves:	***				***				***			
Delay/Veh:	35.8	35.8	0.0	0.0	26.5	26.5	19.7	0.0	19.7	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	35.8	0.0	0.0	26.5	26.5	19.7	0.0	19.7	0.0	0.0	0.0
LOS by Move:	E	E	*	*	D	D	C	*	C	*	*	*
ApproachDel:		35.8			26.5			19.7		xxxxxx		
Delay Adj:		1.00			1.00			1.00		xxxxxx		
ApprAdjDel:		35.8			26.5			19.7		xxxxxx		
LOS by Appr:		E			D			C			*	
AllWayAvgQ:	4.5	4.5	4.5	3.1	3.1	3.1	1.6	1.6	1.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #24: Clarke Avenue and Donohoe Street



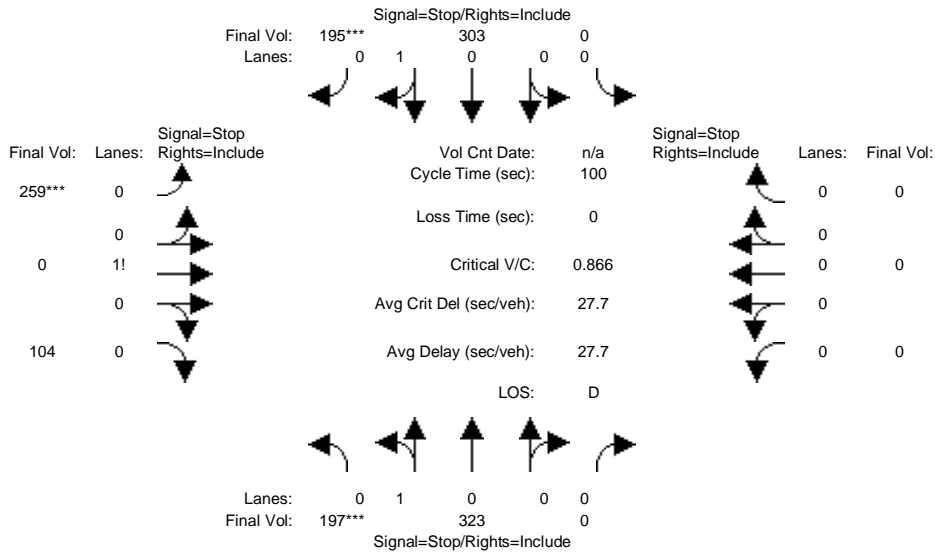
Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	178	242	0	0	294	140	345	0	124	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	242	0	0	294	140	345	0	124	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	242	0	0	294	140	345	0	124	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	242	0	0	294	140	345	0	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	242	0	0	294	140	345	0	124	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	242	0	0	294	140	345	0	124	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	0.58	0.00	0.00	0.68	0.32	0.74	0.00	0.26	0.00	0.00	0.00
Final Sat.:	240	327	0	0	401	191	425	0	153	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	xxxx	xxxx	0.73	0.73	0.81	xxxx	0.81	xxxx	xxxx	xxxx
Crit Moves:	****				****	****	****					
Delay/Veh:	23.6	23.6	0.0	0.0	22.3	22.3	28.4	0.0	28.4	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	23.6	0.0	0.0	22.3	22.3	28.4	0.0	28.4	0.0	0.0	0.0
LOS by Move:	C	C	*	*	C	C	D	*	D	*	*	*
ApproachDel:	23.6				22.3		28.4			xxxxxx		
Delay Adj:	1.00				1.00		1.00			xxxxxx		
ApprAdjDel:	23.6				22.3		28.4			xxxxxx		
LOS by Appr:	C				C		D			*		
AllWayAvgQ:	2.3	2.3	2.3	2.2	2.2	2.2	3.1	3.1	3.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #24: Clarke Avenue and Donohoe Street



Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module:												
Base Vol:	197	323	0	0	0	303	195	259	0	104	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	323	0	0	0	303	195	259	0	104	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	323	0	0	0	303	195	259	0	104	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	323	0	0	0	303	195	259	0	104	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	323	0	0	0	303	195	259	0	104	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
Final Volume:	197	323	0	0	0	303	195	259	0	104	0	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.62	0.00	0.00	0.61	0.39	0.71	0.00	0.29	0.00	0.00	0.00
Final Sat.:	227	373	0	0	378	243	388	0	156	0	0	0

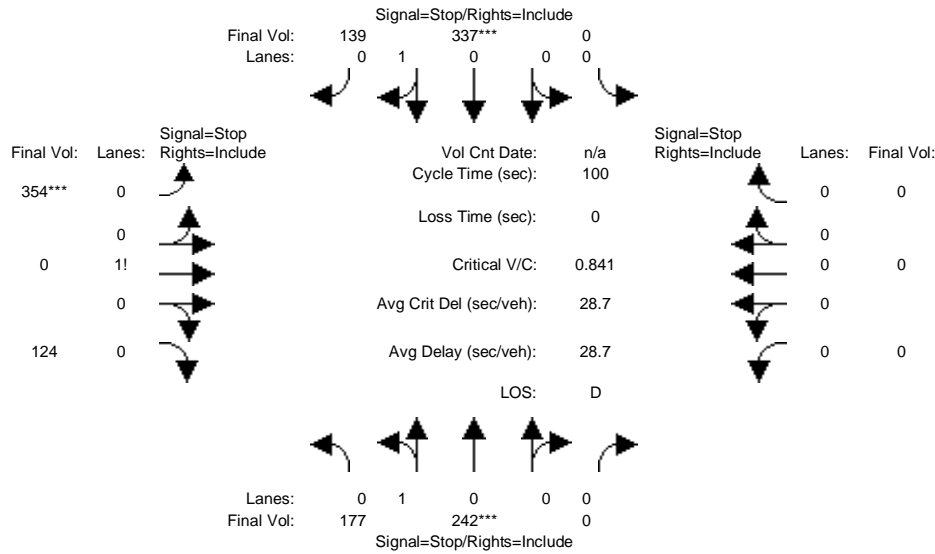
Capacity Analysis Module:												
Vol/Sat:	0.87	0.87	xxxx	xxxx	0.80	0.80	0.67	xxxx	0.67	xxxx	xxxx	xxxx
Crit Moves:	***					***	***					
Delay/Veh:	34.3	34.3	0.0	0.0	26.4	26.4	19.8	0.0	19.8	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	34.3	0.0	0.0	26.4	26.4	19.8	0.0	19.8	0.0	0.0	0.0
LOS by Move:	D	D	*	*	D	D	C	*	C	*	*	*
ApproachDel:		34.3			26.4			19.8		xxxxxx		
Delay Adj:		1.00			1.00			1.00		xxxxxx		
ApprAdjDel:		34.3			26.4			19.8		xxxxxx		
LOS by Appr:		D			D			C			*	
AllWayAvgQ:	4.2	4.2	4.2	3.1	3.1	3.1	1.6	1.6	1.6	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #24: Clarke Avenue and Donohoe Street

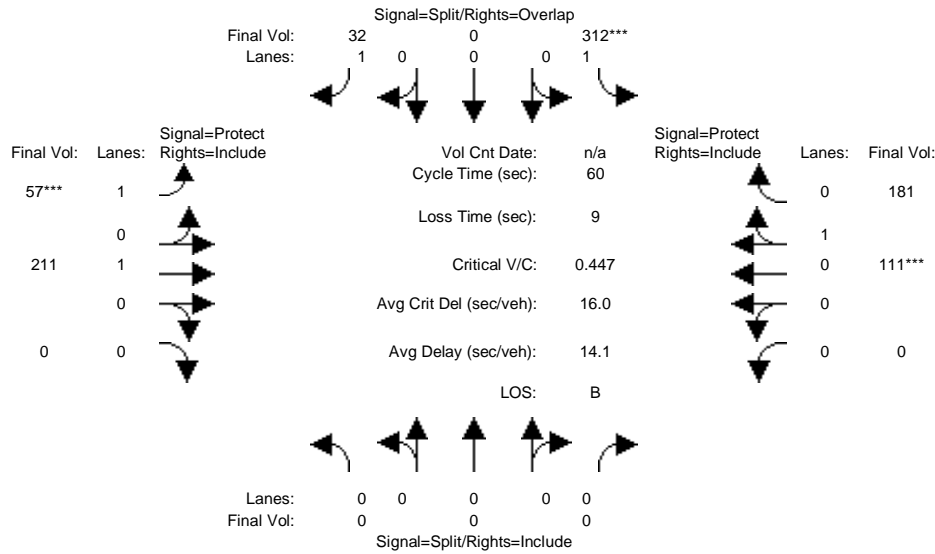


Street Name:	Clarke Avenue						Donohoe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	177	242	0	0	337	139	354	0	124	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	242	0	0	337	139	354	0	124	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	242	0	0	337	139	354	0	124	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	242	0	0	337	139	354	0	124	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	242	0	0	337	139	354	0	124	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	242	0	0	337	139	354	0	124	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	0.58	0.00	0.00	0.71	0.29	0.74	0.00	0.26	0.00	0.00	0.00
Final Sat.:	234	320	0	0	415	171	421	0	147	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.76	0.76	xxxx	xxxx	0.81	0.81	0.84	xxxx	0.84	xxxx	xxxx	xxxx
Crit Moves:	****				****		****					
Delay/Veh:	25.1	25.1	0.0	0.0	28.4	28.4	32.0	0.0	32.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	25.1	0.0	0.0	28.4	28.4	32.0	0.0	32.0	0.0	0.0	0.0
LOS by Move:	D	D	*	*	D	D	D	*	D	*	*	*
ApproachDel:	25.1				28.4		32.0			xxxxxx		
Delay Adj:	1.00				1.00		1.00			xxxxxx		
ApprAdjDel:	25.1				28.4		32.0			xxxxxx		
LOS by Appr:	D				D		D			*		
AllWayAvgQ:	2.4	2.4	2.4	3.2	3.2	3.2	3.6	3.6	3.6	0.0	0.0	0.0

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	312	0	32	57	211	0	0	111	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	312	0	32	57	211	0	0	111	181
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	312	0	32	57	211	0	0	111	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	312	0	32	57	211	0	0	111	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	312	0	32	57	211	0	0	111	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	312	0	32	57	211	0	0	111	181

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.90	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.38	0.62
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	648	1057

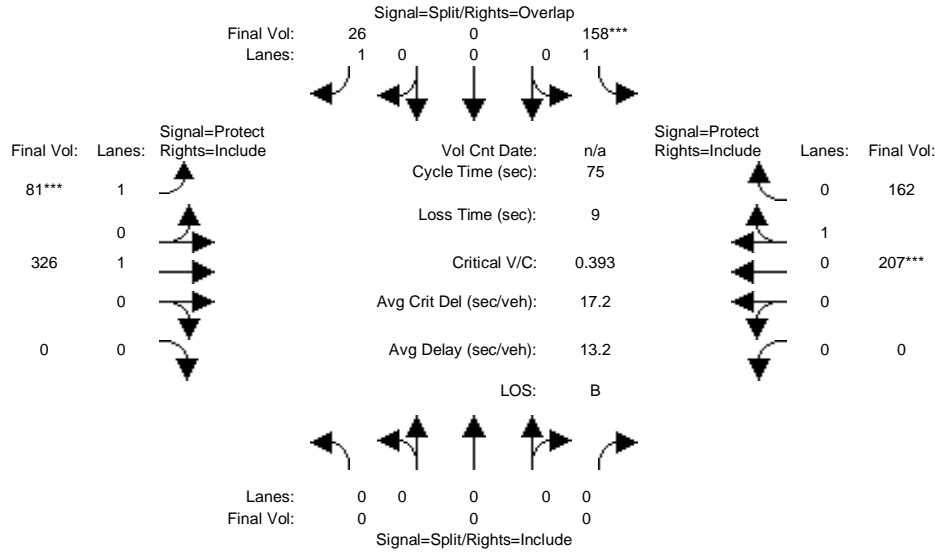
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.03	0.11	0.00	0.00	0.17	0.17
Crit Moves:				****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.37	0.00	0.49	0.12	0.48	0.00	0.00	0.36	0.36
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.04	0.28	0.24	0.00	0.00	0.47	0.47
Delay/Veh:	0.0	0.0	0.0	14.9	0.0	8.0	24.9	9.4	0.0	0.0	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:	0.0	0.0	0.0	14.9	0.0	8.0	24.9	9.4	0.0	0.0	15.3	15.3
LOS by Move:	A	A	A	B	A	A	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	5	0	0	1	2	0	0	4	4

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	158	0	26	81	326	0	0	207	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	158	0	26	81	326	0	0	207	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	158	0	26	81	326	0	0	207	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	158	0	26	81	326	0	0	207	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	158	0	26	81	326	0	0	207	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	158	0	26	81	326	0	0	207	162

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.56	0.44
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	983	769

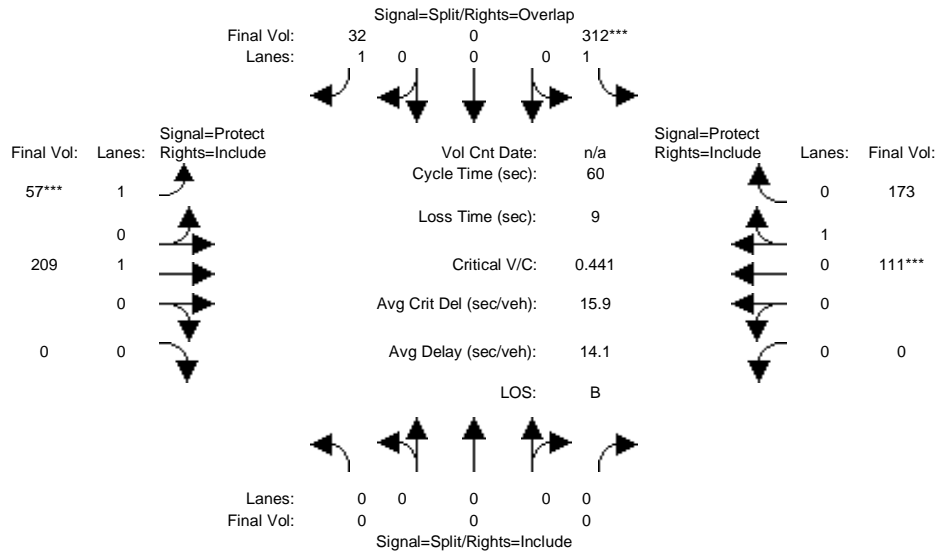
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.02	0.05	0.18	0.00	0.00	0.21	0.21
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.23	0.00	0.34	0.12	0.65	0.00	0.00	0.54	0.54
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.05	0.39	0.27	0.00	0.00	0.39	0.39
Delay/Veh:	0.0	0.0	0.0	25.2	0.0	16.4	31.9	5.6	0.0	0.0	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.2	0.0	16.4	31.9	5.6	0.0	0.0	10.5	10.5
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	0	2	3	0	0	5	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	312	0	32	57	209	0	0	111	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	312	0	32	57	209	0	0	111	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	312	0	32	57	209	0	0	111	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	312	0	32	57	209	0	0	111	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	312	0	32	57	209	0	0	111	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	312	0	32	57	209	0	0	111	173

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.90	0.90
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.39	0.61
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	668	1041

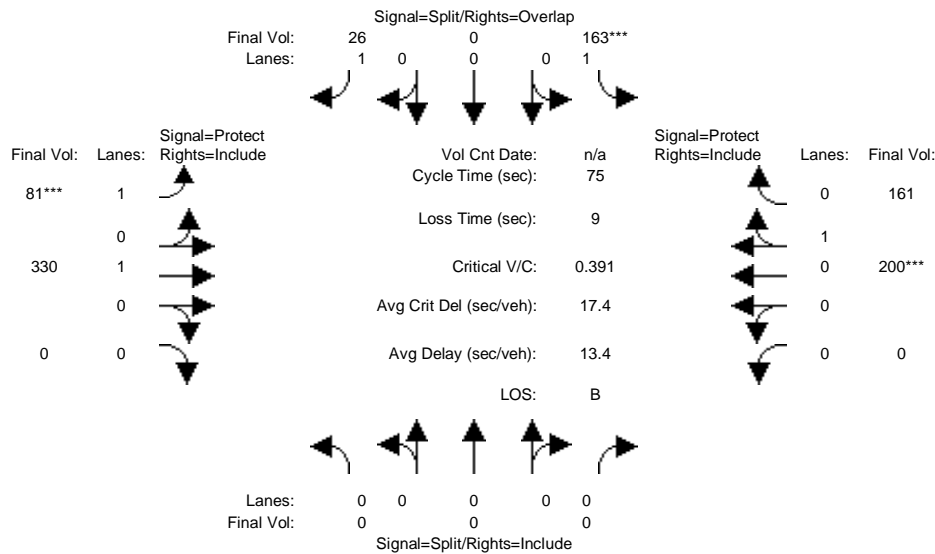
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.03	0.11	0.00	0.00	0.17	0.17
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.38	0.00	0.49	0.12	0.47	0.00	0.00	0.36	0.36
Volume/Cap:	0.00	0.00	0.00	0.47	0.00	0.04	0.28	0.24	0.00	0.00	0.47	0.47
Delay/Veh:	0.0	0.0	0.0	14.6	0.0	7.9	24.9	9.5	0.0	0.0	15.5	15.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	14.6	0.0	7.9	24.9	9.5	0.0	0.0	15.5	15.5
LOS by Move:	A	A	A	B	A	A	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	5	0	0	1	2	0	0	4	4

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #25: Clarke Avenue and East Bayshore Road



Street Name:	Clarke Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	163	0	26	81	330	0	0	200	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:	0	0	0	163	0	26	81	330	0	0	200	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:	0	0	0	163	0	26	81	330	0	0	200	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:	0	0	0	163	0	26	81	330	0	0	200	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	163	0	26	81	330	0	0	200	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:	0	0	0	163	0	26	81	330	0	0	200	161

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.83	0.93	0.98	1.00	1.00	0.92	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.55	0.45
Final Sat.:	0	0	0	1769	0	1583	1769	1862	0	0	970	781

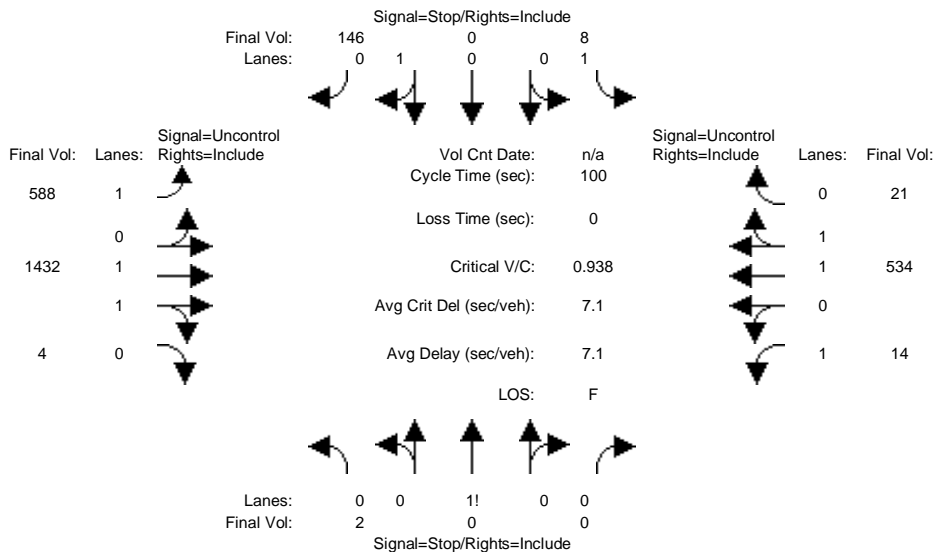
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.02	0.05	0.18	0.00	0.00	0.21	0.21
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.24	0.00	0.35	0.12	0.64	0.00	0.00	0.53	0.53
Volume/Cap:	0.00	0.00	0.00	0.39	0.00	0.05	0.39	0.28	0.00	0.00	0.39	0.39
Delay/Veh:	0.0	0.0	0.0	24.7	0.0	16.0	31.9	5.9	0.0	0.0	10.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.7	0.0	16.0	31.9	5.9	0.0	0.0	10.8	10.8
LOS by Move:	A	A	A	C	A	B	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	0	2	3	0	0	5	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #26: Demeter Street and Bay Road



Street Name: Demeter Street Bay Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	2	0	0	8	0	146	588	1432	4	14	534	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	8	0	146	588	1432	4	14	534	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	8	0	146	588	1432	4	14	534	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	8	0	146	588	1432	4	14	534	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	0	8	0	146	588	1432	4	14	534	21

Critical Gap Module:												
Critical Gp:	7.5	xxxx	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	2905	xxxx	xxxxx	2465	3185	278	555	xxxx	xxxxx	1436	xxxx	xxxxx
Potent Cap.:	7	xxxx	xxxxx	16	10	726	1026	xxxx	xxxxx	479	xxxx	xxxxx
Move Cap.:	3	xxxx	xxxxx	9	4	726	1026	xxxx	xxxxx	479	xxxx	xxxxx
Volume/Cap:	0.65	xxxx	xxxx	0.94	0.00	0.20	0.57	xxxx	xxxx	0.03	xxxx	xxxx

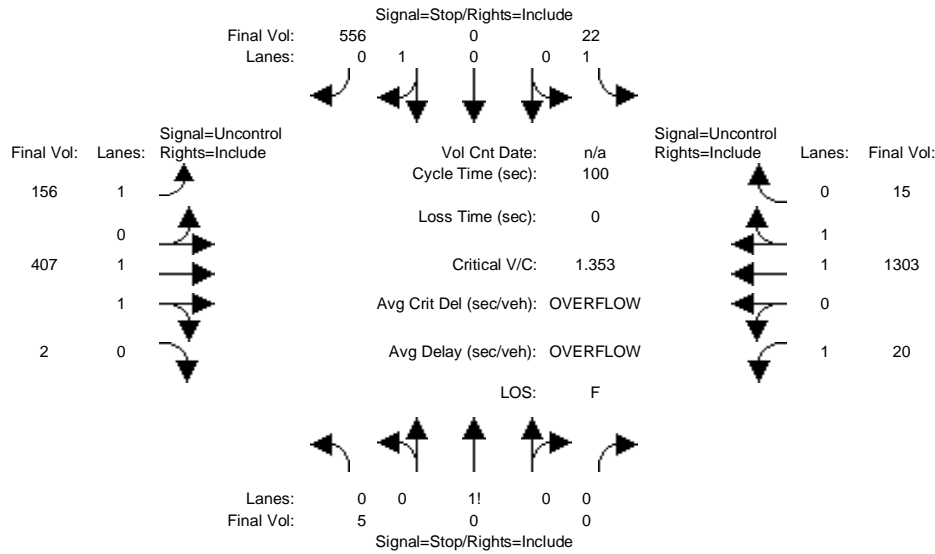
Level Of Service Module:														
2Way95thQ:	0.8	xxxx	xxxxx	1.7	xxxx	xxxxx	3.8	xxxx	xxxxx	0.1	xxxx	xxxxx		
Control Del:	1673	xxxx	xxxxx	835.4	xxxx	xxxxx	13.1	xxxx	xxxxx	12.7	xxxx	xxxxx		
LOS by Move:	F	*	*	F	*	*	B	*	*	B	*	*		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				LT - LTR - RT			
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	726	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*		
ApproachDel:	1672.5			54.0			xxxxxx			xxxxxx				
ApproachLOS:	F			F			*			*				

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #26: Demeter Street and Bay Road



Street Name: Demeter Street Bay Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
	Demeter Street North Bound			Demeter Street South Bound			Bay Road East Bound			Bay Road West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	5	0	0	22	0	556	156	407	2	20	1303	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	22	0	556	156	407	2	20	1303	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	22	0	556	156	407	2	20	1303	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	22	0	556	156	407	2	20	1303	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	0	22	0	556	156	407	2	20	1303	15

Critical Gap Module:												
Critical Gp:	7.5	xxxx	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	1412	xxxx	xxxxx	1866	2072	659	1318	xxxx	xxxxx	409	xxxx	xxxxx
Potent Cap.:	100	xxxx	xxxxx	46	55	411	531	xxxx	xxxxx	1161	xxxx	xxxxx
Move Cap.:	0	xxxx	xxxxx	35	38	411	531	xxxx	xxxxx	1161	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.63	0.00	1.35	0.29	xxxx	xxxx	0.02	xxxx	xxxx

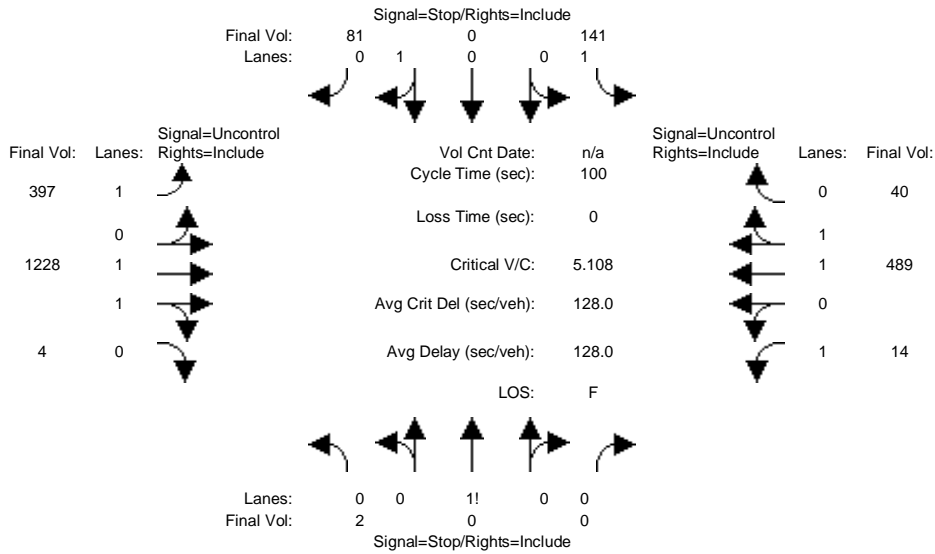
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	1.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	215.5	xxxx	xxxxx	14.6	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	411	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	26.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	201.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	F	*	*	*	*	*	*
ApproachDel:	+Inf			201.6			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #26: Demeter Street and Bay Road



Street Name:	Demeter Street						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	2	0	0	141	0	81	397	1228	4	14	489	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	141	0	81	397	1228	4	14	489	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	141	0	81	397	1228	4	14	489	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	141	0	81	397	1228	4	14	489	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	0	0	141	0	81	397	1228	4	14	489	40

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	7.5	xxxx	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	2297	xxxx	xxxxx	1945	2563	265	529	xxxx	xxxxx	1232	xxxx	xxxxx
Potent Cap.:	22	xxxx	xxxxx	40	27	740	1048	xxxx	xxxxx	573	xxxx	xxxxx
Move Cap.:	13	xxxx	xxxxx	28	16	740	1048	xxxx	xxxxx	573	xxxx	xxxxx
Volume/Cap:	0.15	xxxx	xxxx	5.11	0.00	0.11	0.38	xxxx	xxxx	0.02	xxxx	xxxx

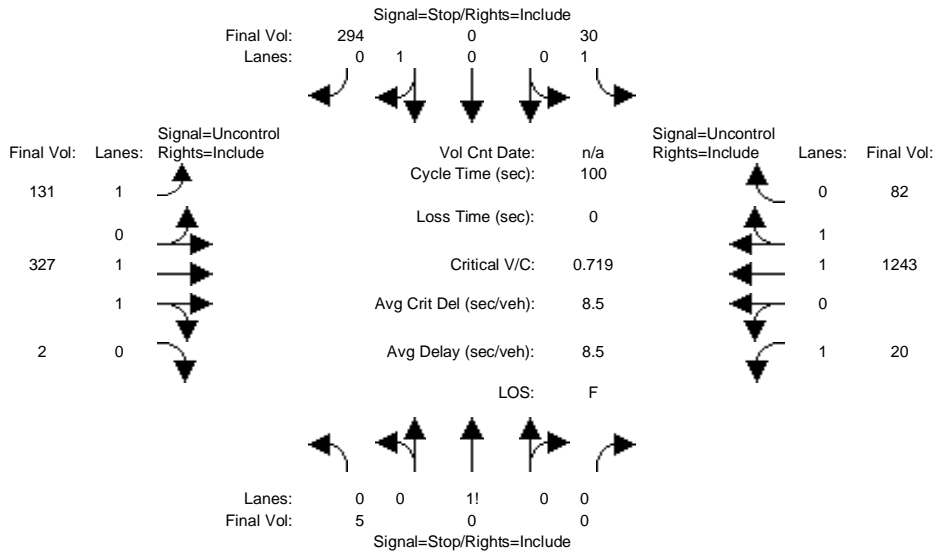
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.4	xxxx	xxxxx	17.2	xxxx	xxxxx	1.8	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	319.5	xxxx	xxxxx	2134	xxxx	xxxxx	10.5	xxxx	xxxxx	11.4	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	740	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	0.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	319.5			1359.3			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #26: Demeter Street and Bay Road



Street Name: Demeter Street Bay Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	5	0	0	30	0	294	131	327	2	20	1243	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:	5	0	0	30	0	294	131	327	2	20	1243	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:	5	0	0	30	0	294	131	327	2	20	1243	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:	5	0	0	30	0	294	131	327	2	20	1243	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	0	30	0	294	131	327	2	20	1243	82

Critical Gap Module:

Critical Gp:	7.5	xxxx	xxxxx	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1252	xxxx	xxxxx	1750	1915	663	1325	xxxx	xxxxx	329	xxxx	xxxxx
Potent Cap.:	131	xxxx	xxxxx	56	68	409	528	xxxx	xxxxx	1242	xxxx	xxxxx
Move Cap.:	29	xxxx	xxxxx	45	51	409	528	xxxx	xxxxx	1242	xxxx	xxxxx
Volume/Cap:	0.17	xxxx	xxxx	0.67	0.00	0.72	0.25	xxxx	xxxx	0.02	xxxx	xxxx

Level Of Service Module:

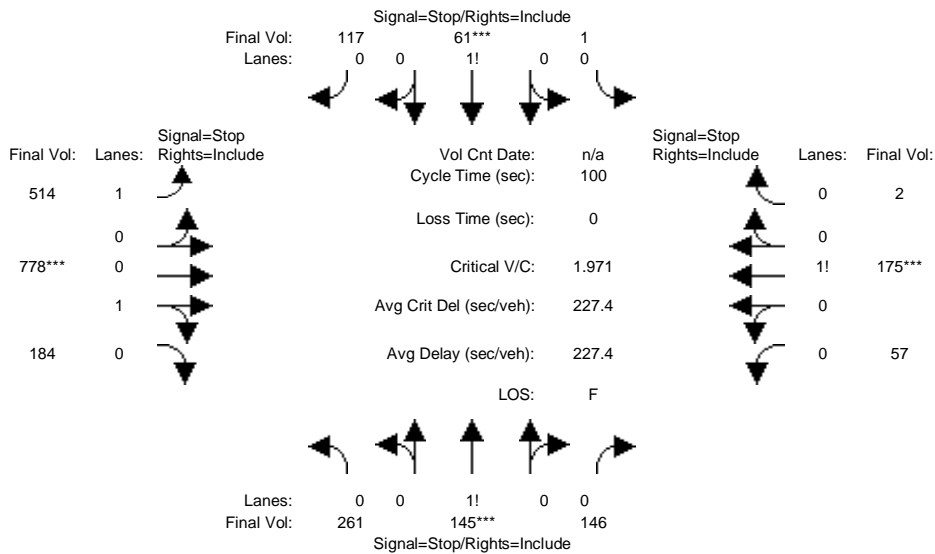
2Way95thQ:	0.5	xxxx	xxxxx	2.6	xxxx	xxxxx	1.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	150.9	xxxx	xxxxx	184.3	xxxx	xxxxx	14.1	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	F	*	*	F	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	409	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	33.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	D	*	*	*	*	*	*
ApproachDel:	150.9			47.3			xxxxxxx			xxxxxxx		
ApproachLOS:	F			E			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #27: Pulgas Avenue and Bay Road



Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
-------------	---	---	---	---	---	---	---	---	---	---	---	---

Volume Module:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
Base Vol:	261	145	146	1	61	117	514	778	184	57	175	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	145	146	1	61	117	514	778	184	57	175	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	145	146	1	61	117	514	778	184	57	175	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	145	146	1	61	117	514	778	184	57	175	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	145	146	1	61	117	514	778	184	57	175	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	261	145	146	1	61	117	514	778	184	57	175	2

Saturation Flow Module:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
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:	0.48	0.26	0.26	0.01	0.34	0.65	1.00	0.81	0.19	0.24	0.75	0.01
Final Sat.:	246	136	137	3	156	299	450	395	93	109	336	4

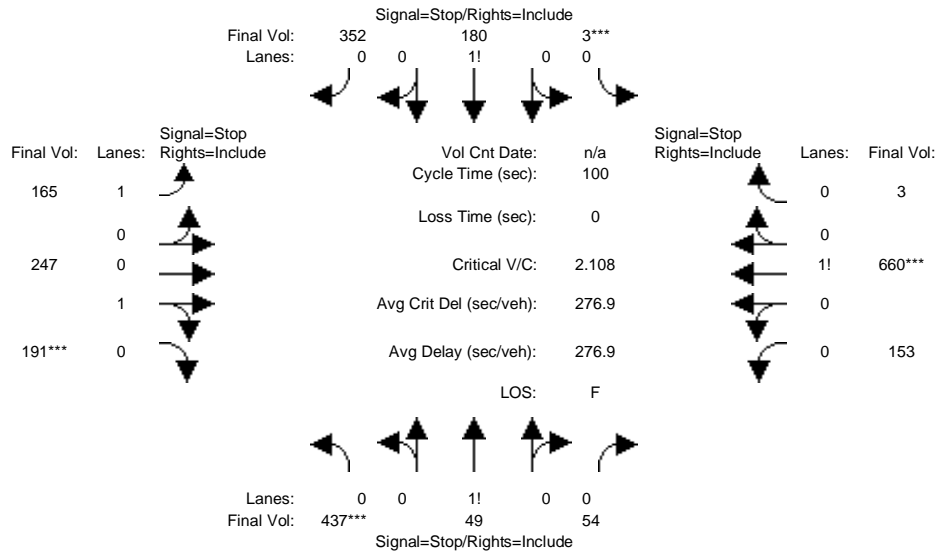
Capacity Analysis Module:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
Vol/Sat:	1.06	1.06	1.06	0.39	0.39	0.39	1.14	1.97	1.97	0.52	0.52	0.52
Crit Moves:	****			****			****			****		
Delay/Veh:	83.3	83.3	83.3	15.3	15.3	15.3	114.5	461	460.5	18.9	18.9	18.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.3	83.3	83.3	15.3	15.3	15.3	114.5	461	460.5	18.9	18.9	18.9
LOS by Move:	F	F	F	C	C	C	F	F	F	C	C	C
ApproachDel:	83.3			15.3			340.0			18.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	83.3			15.3			340.0			18.9		
LOS by Appr:	F			C			F			C		
AllWayAvgQ:	10.6	10.6	10.6	0.6	0.6	0.6	13.0	61.1	61.1	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #27: Pulgas Avenue and Bay Road

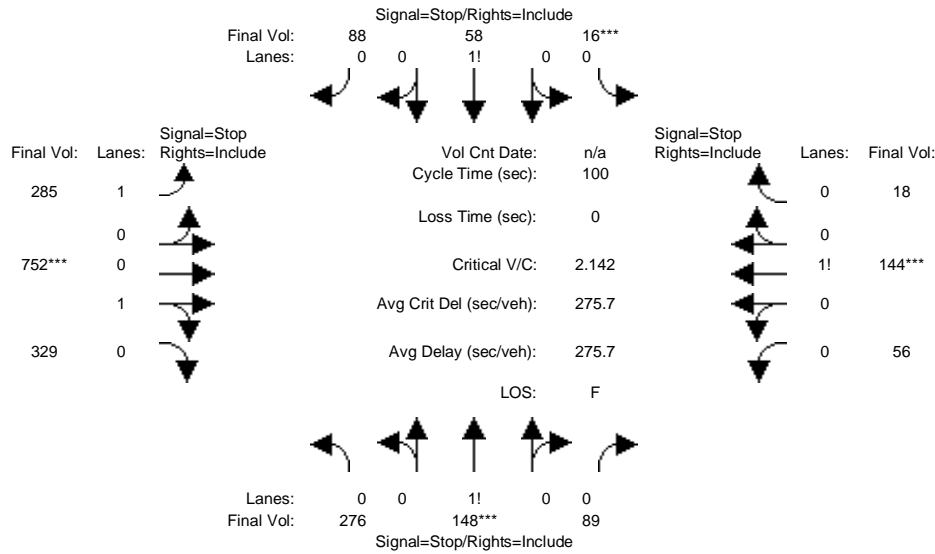


Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	437	49	54	3	180	352	165	247	191	153	660	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	49	54	3	180	352	165	247	191	153	660	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	437	49	54	3	180	352	165	247	191	153	660	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	49	54	3	180	352	165	247	191	153	660	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	49	54	3	180	352	165	247	191	153	660	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	49	54	3	180	352	165	247	191	153	660	3
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.09	0.10	0.01	0.33	0.66	1.00	0.56	0.44	0.18	0.81	0.01
Final Sat.:	315	35	39	2	138	270	367	226	175	73	313	1
Capacity Analysis Module:												
Vol/Sat:	1.39	1.39	1.39	1.30	1.30	1.30	0.45	1.09	1.09	2.11	2.11	2.11
Crit Moves:	****			****			****			****		
Delay/Veh:	215.7	216	215.7	178.6	179	178.6	20.2	103	102.7	527.2	527	527.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	215.7	216	215.7	178.6	179	178.6	20.2	103	102.7	527.2	527	527.2
LOS by Move:	F	F	F	F	F	F	C	F	F	F	F	F
ApproachDel:	215.7			178.6			80.1			527.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	215.7			178.6			80.1			527.2		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	22.0	22.0	22.0	19.0	19.0	19.0	0.8	10.1	10.1	55.4	55.4	55.4

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #27: Pulgas Avenue and Bay Road



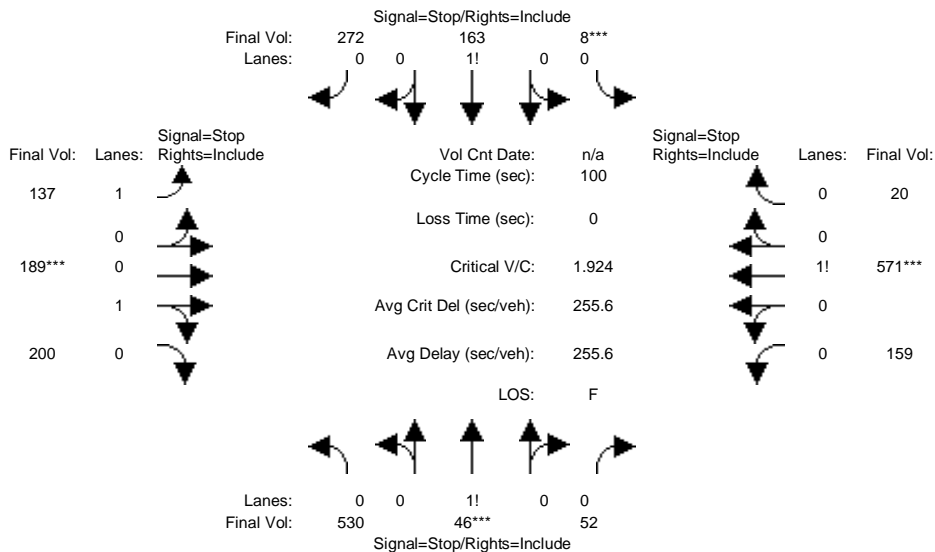
Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	276	148	89	16	58	88	285	752	329	56	144	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	148	89	16	58	88	285	752	329	56	144	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:	276	148	89	16	58	88	285	752	329	56	144	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:	276	148	89	16	58	88	285	752	329	56	144	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	148	89	16	58	88	285	752	329	56	144	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:	276	148	89	16	58	88	285	752	329	56	144	18
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.29	0.17	0.10	0.36	0.54	1.00	0.70	0.30	0.26	0.66	0.08
Final Sat.:	282	151	91	45	164	249	459	351	154	117	301	38
Capacity Analysis Module:												
Vol/Sat:	0.98	0.98	0.98	0.35	0.35	0.35	0.62	2.14	2.14	0.48	0.48	0.48
Crit Moves:	****			****			****			****		
Delay/Veh:	60.1	60.1	60.1	14.5	14.5	14.5	22.5	536	536.0	17.3	17.3	17.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	60.1	60.1	14.5	14.5	14.5	22.5	536	536.0	17.3	17.3	17.3
LOS by Move:	F	F	F	B	B	B	C	F	F	C	C	C
ApproachDel:	60.1			14.5			428.9			17.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	60.1			14.5			428.9			17.3		
LOS by Appr:	F			B			F			C		
AllWayAvgQ:	7.3	7.3	7.3	0.5	0.5	0.5	1.5	73.7	73.7	0.8	0.8	0.8

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #27: Pulgas Avenue and Bay Road



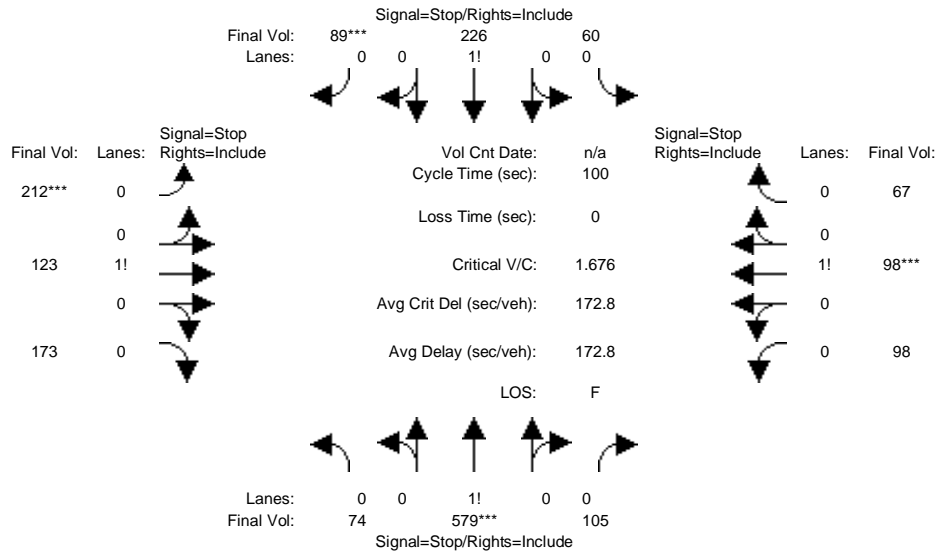
Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	530	46	52	8	163	272	137	189	200	159	571	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	46	52	8	163	272	137	189	200	159	571	20
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:	530	46	52	8	163	272	137	189	200	159	571	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	46	52	8	163	272	137	189	200	159	571	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	46	52	8	163	272	137	189	200	159	571	20
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:	530	46	52	8	163	272	137	189	200	159	571	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.85	0.07	0.08	0.02	0.37	0.61	1.00	0.49	0.51	0.21	0.76	0.03
Final Sat.:	329	29	32	7	151	253	368	196	207	83	297	10
Capacity Analysis Module:												
Vol/Sat:	1.61	1.61	1.61	1.08	1.08	1.08	0.37	0.96	0.96	1.92	1.92	1.92
Crit Moves:	****			****			****			****		
Delay/Veh:	309.1	309	309.1	96.1	96.1	96.1	18.2	66.7	66.7	446.4	446	446.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	309.1	309	309.1	96.1	96.1	96.1	18.2	66.7	66.7	446.4	446	446.4
LOS by Move:	F	F	F	F	F	F	C	F	F	F	F	F
ApproachDel:	309.1			96.1			54.1			446.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	309.1			96.1			54.1			446.4		
LOS by Appr:	F			F			F			F		
AllWayAvgQ:	32.2	32.2	32.2	9.6	9.6	9.6	0.6	6.2	6.2	47.0	47.0	47.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #29: Pulgas Avenue and Runnymead Street

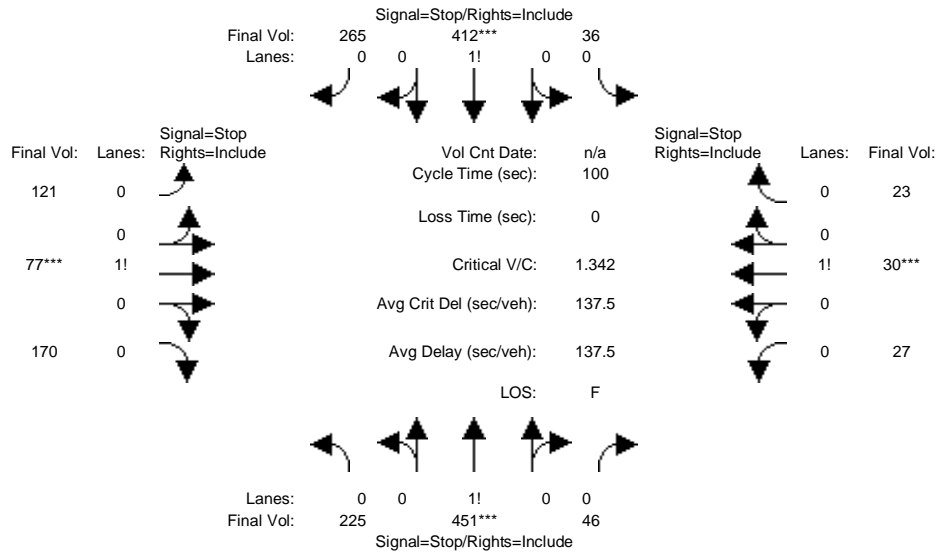


Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	74	579	105	60	226	89	212	123	173	98	98	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	579	105	60	226	89	212	123	173	98	98	67
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:	74	579	105	60	226	89	212	123	173	98	98	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	579	105	60	226	89	212	123	173	98	98	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	579	105	60	226	89	212	123	173	98	98	67
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:	74	579	105	60	226	89	212	123	173	98	98	67
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.76	0.14	0.16	0.60	0.24	0.42	0.24	0.34	0.38	0.37	0.25
Final Sat.:	44	346	63	70	263	104	190	110	155	151	151	103
Capacity Analysis Module:												
Vol/Sat:	1.68	1.68	1.68	0.86	0.86	0.86	1.12	1.12	1.12	0.65	0.65	0.65
Crit Moves:	****					****	****			****		
Delay/Veh:	333.6	334	333.6	43.1	43.1	43.1	104.8	105	104.8	25.7	25.7	25.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	333.6	334	333.6	43.1	43.1	43.1	104.8	105	104.8	25.7	25.7	25.7
LOS by Move:	F	F	F	E	E	E	F	F	F	D	D	D
ApproachDel:	333.6			43.1			104.8			25.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	333.6			43.1			104.8			25.7		
LOS by Appr:	F			E			F			D		
AllWayAvgQ:	40.5	40.5	40.5	3.9	3.9	3.9	11.9	11.9	11.9	1.6	1.6	1.6

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #29: Pulgas Avenue and Runnymead Street

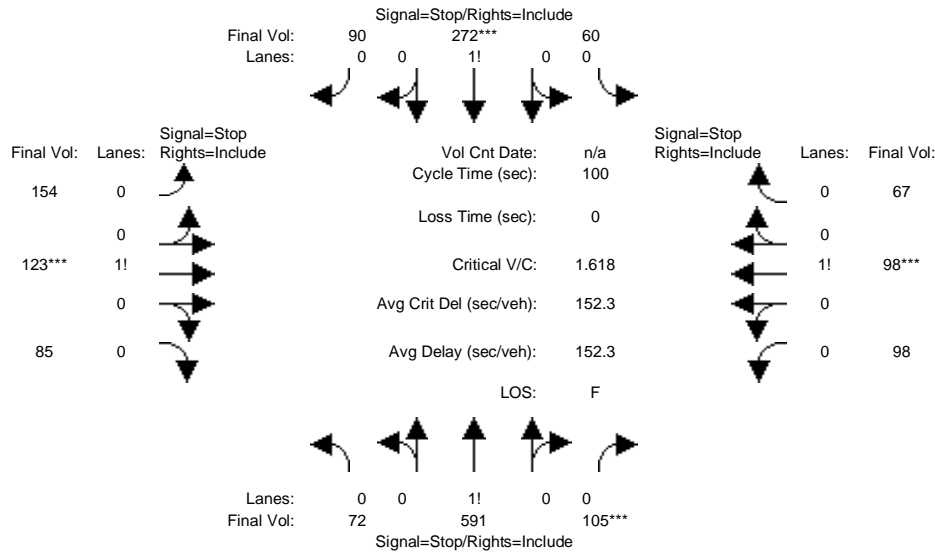


Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	225	451	46	36	412	265	121	77	170	27	30	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	451	46	36	412	265	121	77	170	27	30	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	451	46	36	412	265	121	77	170	27	30	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	451	46	36	412	265	121	77	170	27	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	451	46	36	412	265	121	77	170	27	30	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	225	451	46	36	412	265	121	77	170	27	30	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.63	0.06	0.05	0.58	0.37	0.33	0.21	0.46	0.34	0.37	0.29
Final Sat.:	168	336	34	28	322	207	167	106	234	138	153	117
Capacity Analysis Module:												
Vol/Sat:	1.34	1.34	1.34	1.28	1.28	1.28	0.72	0.72	0.72	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	186.4	186	186.4	159.4	159	159.4	26.3	26.3	26.3	13.3	13.3	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	186.4	186	186.4	159.4	159	159.4	26.3	26.3	26.3	13.3	13.3	13.3
LOS by Move:	F	F	F	F	F	F	D	D	D	B	B	B
ApproachDel:	186.4			159.4			26.3			13.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	186.4			159.4			26.3			13.3		
LOS by Appr:	F			F			D			B		
AllWayAvgQ:	26.4	26.4	26.4	23.2	23.2	23.2	2.3	2.3	2.3	0.2	0.2	0.2

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #29: Pulgas Avenue and Runnymead Street

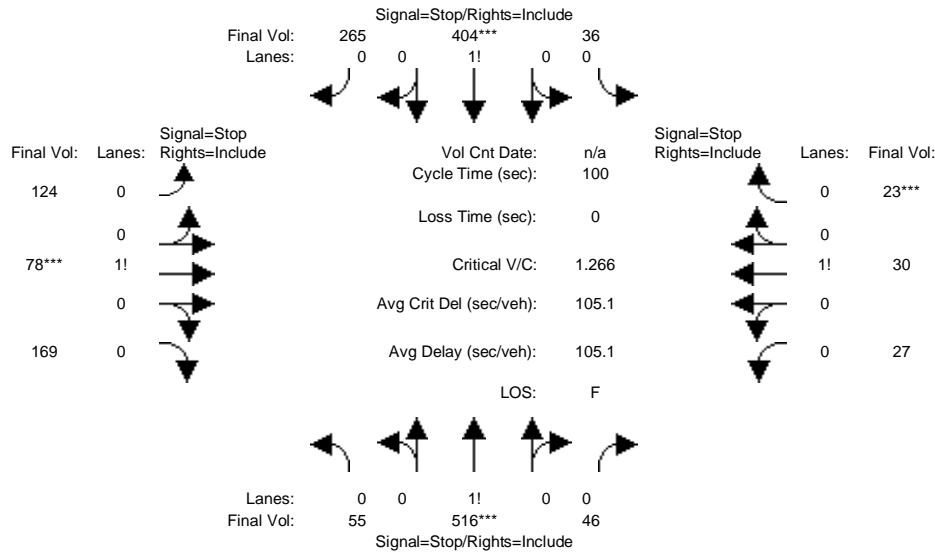


Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	72	591	105	60	272	90	154	123	85	98	98	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	591	105	60	272	90	154	123	85	98	98	67
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:	72	591	105	60	272	90	154	123	85	98	98	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	591	105	60	272	90	154	123	85	98	98	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	591	105	60	272	90	154	123	85	98	98	67
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:	72	591	105	60	272	90	154	123	85	98	98	67
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.77	0.14	0.14	0.65	0.21	0.43	0.34	0.23	0.38	0.37	0.25
Final Sat.:	44	365	65	66	297	98	187	149	103	152	152	104
Capacity Analysis Module:												
Vol/Sat:	1.62	1.62	1.62	0.91	0.91	0.91	0.83	0.83	0.83	0.65	0.65	0.65
Crit Moves:		****			****			****			****	
Delay/Veh:	307.5	307	307.5	49.1	49.1	49.1	36.7	36.7	36.7	23.9	23.9	23.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	307.5	307	307.5	49.1	49.1	49.1	36.7	36.7	36.7	23.9	23.9	23.9
LOS by Move:	F	F	F	E	E	E	E	E	E	C	C	C
ApproachDel:		307.5			49.1			36.7			23.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		307.5			49.1			36.7			23.9	
LOS by Appr:		F			E			E			C	
AllWayAvgQ:	39.1	39.1	39.1	4.9	4.9	4.9	3.1	3.1	3.1	1.4	1.4	1.4

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #29: Pulgas Avenue and Runnymead Street

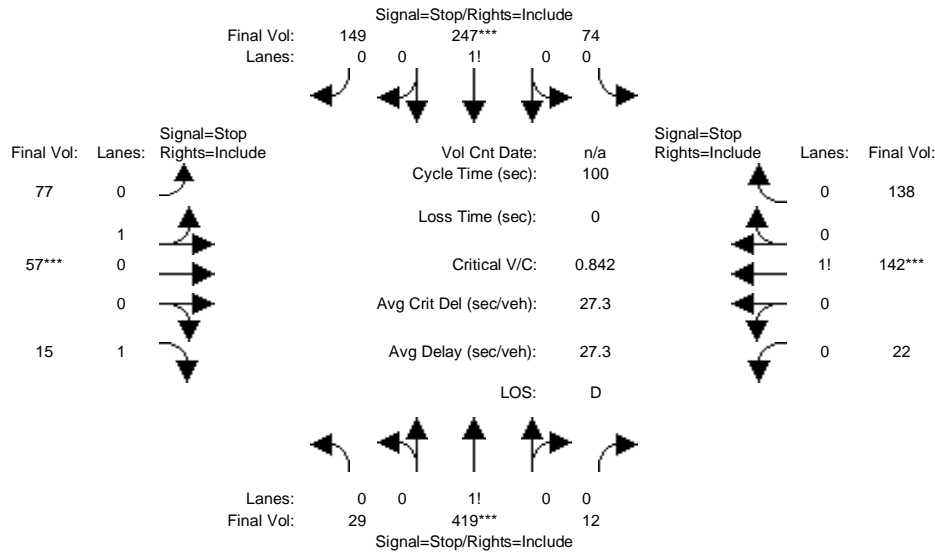


Street Name:	Pulgas Avenue						Runnymead Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	55	516	46	36	404	265	124	78	169	27	30	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	516	46	36	404	265	124	78	169	27	30	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	516	46	36	404	265	124	78	169	27	30	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	516	46	36	404	265	124	78	169	27	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	516	46	36	404	265	124	78	169	27	30	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	516	46	36	404	265	124	78	169	27	30	23
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.84	0.07	0.05	0.57	0.38	0.33	0.21	0.46	0.34	0.37	0.29
Final Sat.:	48	452	40	28	319	209	170	107	231	138	153	117
Capacity Analysis Module:												
Vol/Sat:	1.14	1.14	1.14	1.27	1.27	1.27	0.73	0.73	0.73	0.20	0.20	0.20
Crit Moves:	****			****			****			****		
Delay/Veh:	107.6	108	107.6	154.6	155	154.6	26.7	26.7	26.7	13.3	13.3	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.6	108	107.6	154.6	155	154.6	26.7	26.7	26.7	13.3	13.3	13.3
LOS by Move:	F	F	F	F	F	F	D	D	D	B	B	B
ApproachDel:	107.6			154.6			26.7			13.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	107.6			154.6			26.7			13.3		
LOS by Appr:	F			F			D			B		
AllWayAvgQ:	14.7	14.7	14.7	22.4	22.4	22.4	2.3	2.3	2.3	0.2	0.2	0.2

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #30: Pulgas Avenue and O'Connor Street



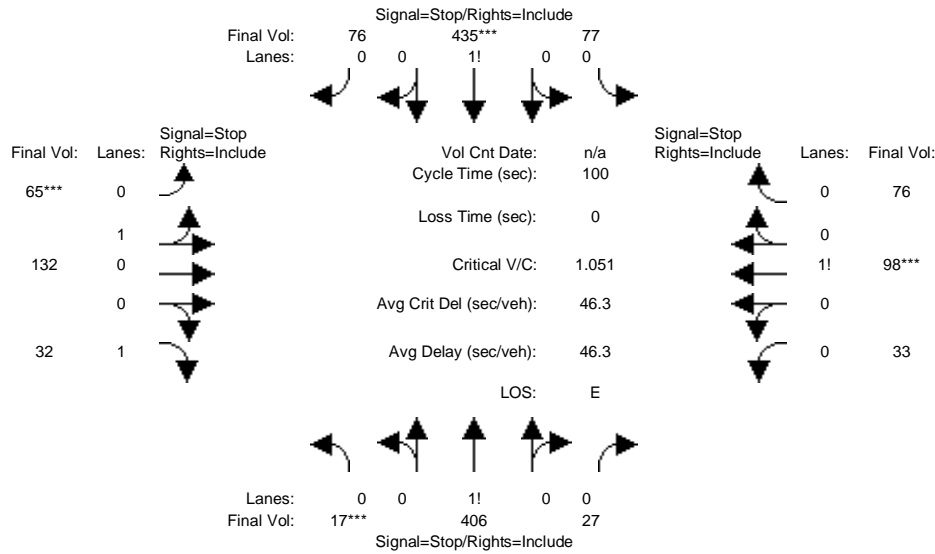
Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	419	12	74	247	149	77	57	15	22	142	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	419	12	74	247	149	77	57	15	22	142	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	419	12	74	247	149	77	57	15	22	142	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	419	12	74	247	149	77	57	15	22	142	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	419	12	74	247	149	77	57	15	22	142	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	419	12	74	247	149	77	57	15	22	142	138
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.16	0.52	0.32	0.57	0.43	1.00	0.07	0.47	0.46
Final Sat.:	34	497	14	88	294	177	227	168	444	35	226	220
Capacity Analysis Module:												
Vol/Sat:	0.84	0.84	0.84	0.84	0.84	0.84	0.34	0.34	0.03	0.63	0.63	0.63
Crit Moves:	****				****		****			****		
Delay/Veh:	32.6	32.6	32.6	31.8	31.8	31.8	14.5	14.5	10.2	18.9	18.9	18.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	32.6	32.6	31.8	31.8	31.8	14.5	14.5	10.2	18.9	18.9	18.9
LOS by Move:	D	D	D	D	D	D	B	B	B	C	C	C
ApproachDel:		32.6			31.8			14.1			18.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		32.6			31.8			14.1			18.9	
LOS by Appr:		D			D			B			C	
AllWayAvgQ:	3.5	3.5	3.5	3.5	3.5	3.5	0.4	0.4	0.0	1.2	1.2	1.2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #30: Pulgas Avenue and O'Connor Street



Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:												
Base Vol:	17	406	27	77	435	76	65	132	32	33	98	76
Growth Adj:	1.00	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	406	27	77	435	76	65	132	32	33	98	76
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	406	27	77	435	76	65	132	32	33	98	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	406	27	77	435	76	65	132	32	33	98	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	406	27	77	435	76	65	132	32	33	98	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	406	27	77	435	76	65	132	32	33	98	76

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.90	0.06	0.13	0.74	0.13	0.33	0.67	1.00	0.16	0.47	0.37
Final Sat.:	20	482	32	73	414	72	139	282	468	72	212	165

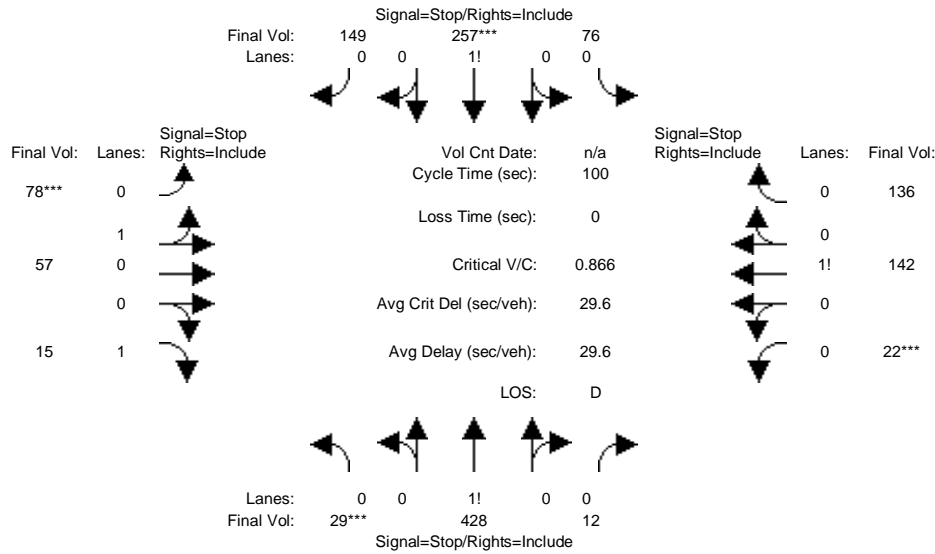
Capacity Analysis Module:												
Vol/Sat:	0.84	0.84	0.84	1.05	1.05	1.05	0.47	0.47	0.07	0.46	0.46	0.46
Crit Moves:	***			***			***			***		
Delay/Veh:	34.7	34.7	34.7	77.3	77.3	77.3	17.3	17.3	10.5	16.3	16.3	16.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.7	34.7	34.7	77.3	77.3	77.3	17.3	17.3	10.5	16.3	16.3	16.3
LOS by Move:	D	D	D	F	F	F	C	C	B	C	C	C
ApproachDel:		34.7			77.3			16.3			16.3	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.7			77.3			16.3			16.3	
LOS by Appr:		D			F			C			C	
AllWayAvgQ:	3.7	3.7	3.7	10.5	10.5	10.5	0.8	0.8	0.1	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #30: Pulgas Avenue and O'Connor Street



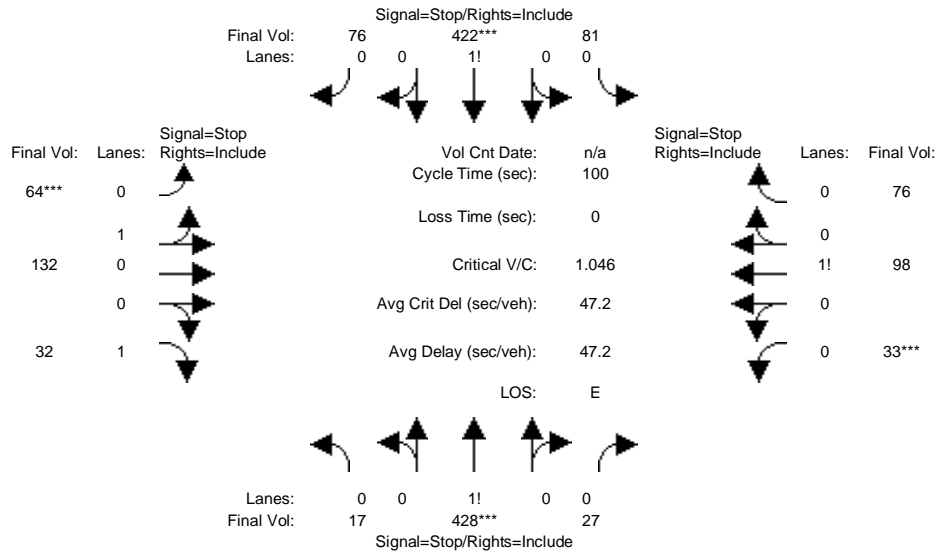
Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	428	12	76	257	149	78	57	15	22	142	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	428	12	76	257	149	78	57	15	22	142	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	428	12	76	257	149	78	57	15	22	142	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	428	12	76	257	149	78	57	15	22	142	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	428	12	76	257	149	78	57	15	22	142	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	428	12	76	257	149	78	57	15	22	142	136
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.16	0.53	0.31	0.58	0.42	1.00	0.07	0.48	0.45
Final Sat.:	34	496	14	88	297	172	229	167	444	35	225	216
Capacity Analysis Module:												
Vol/Sat:	0.86	0.86	0.86	0.87	0.87	0.87	0.34	0.34	0.03	0.63	0.63	0.63
Crit Moves:	***				***		***			***		
Delay/Veh:	35.4	35.4	35.4	35.1	35.1	35.1	14.7	14.7	10.2	19.2	19.2	19.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	35.4	35.4	35.1	35.1	35.1	14.7	14.7	10.2	19.2	19.2	19.2
LOS by Move:	E	E	E	E	E	E	B	B	B	C	C	C
ApproachDel:		35.4			35.1			14.3			19.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		35.4			35.1			14.3			19.2	
LOS by Appr:		E			E			B			C	
AllWayAvgQ:	3.9	3.9	3.9	4.0	4.0	4.0	0.4	0.4	0.0	1.2	1.2	1.2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #30: Pulgas Avenue and O'Connor Street



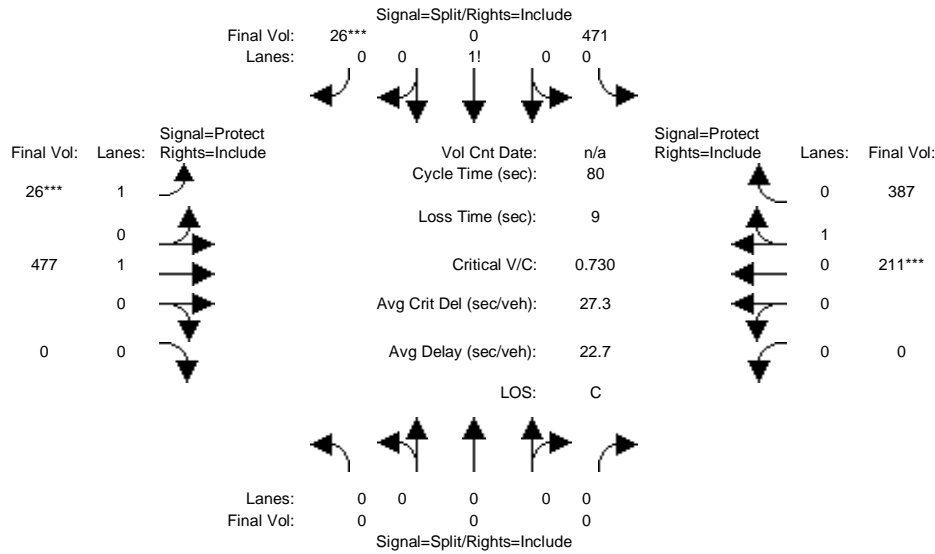
Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	17	428	27	81	422	76	64	132	32	33	98	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	428	27	81	422	76	64	132	32	33	98	76
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	428	27	81	422	76	64	132	32	33	98	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	428	27	81	422	76	64	132	32	33	98	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	428	27	81	422	76	64	132	32	33	98	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	428	27	81	422	76	64	132	32	33	98	76
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.91	0.06	0.14	0.73	0.13	0.33	0.67	1.00	0.16	0.47	0.37
Final Sat.:	19	485	31	77	404	73	138	284	468	72	213	165
Capacity Analysis Module:												
Vol/Sat:	0.88	0.88	0.88	1.05	1.05	1.05	0.47	0.47	0.07	0.46	0.46	0.46
Crit Moves:	****			****			****			****		
Delay/Veh:	40.2	40.2	40.2	76.0	76.0	76.0	17.4	17.4	10.6	16.5	16.5	16.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	40.2	40.2	76.0	76.0	76.0	17.4	17.4	10.6	16.5	16.5	16.5
LOS by Move:	E	E	E	F	F	F	C	C	B	C	C	C
ApproachDel:		40.2			76.0			16.5			16.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		40.2			76.0			16.5			16.5	
LOS by Appr:		E			F			C			C	
AllWayAvgQ:	4.5	4.5	4.5	10.2	10.2	10.2	0.8	0.8	0.1	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #31: Pulgas Avenue and East Bayshore Road



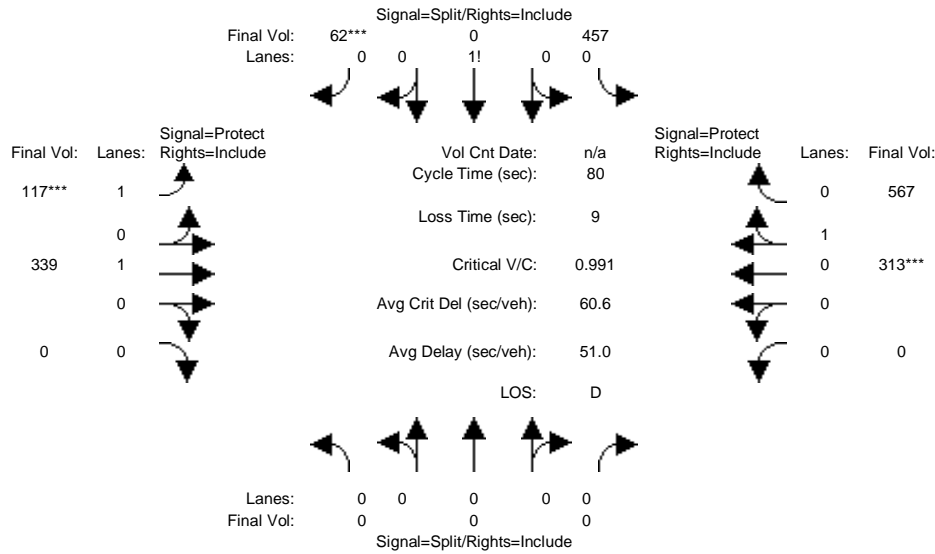
Street Name:	Pulgas Avenue						East Bayshore Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	471	0	26	26	477	0	0	211	387
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	471	0	26	26	477	0	0	211	387
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	471	0	26	26	477	0	0	211	387
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	471	0	26	26	477	0	0	211	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	471	0	26	26	477	0	0	211	387
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	471	0	26	26	477	0	0	211	387
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.93	0.93	0.98	1.00	1.00	0.89	0.89
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	1.00	1.00	0.00	0.00	0.35	0.65
Final Sat.:	0	0	0	1673	0	92	1769	1862	0	0	600	1100
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.01	0.26	0.00	0.00	0.35	0.35
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.00	0.36	0.09	0.53	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	0.79	0.17	0.48	0.00	0.00	0.79	0.79
Delay/Veh:	0.0	0.0	0.0	29.9	0.0	29.9	34.3	12.2	0.0	0.0	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.9	0.0	29.9	34.3	12.2	0.0	0.0	24.7	24.7
LOS by Move:	A	A	A	C	C	C	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	13	0	13	1	7	0	0	15	15

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	457	0	62	117	339	0	0	313	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	457	0	62	117	339	0	0	313	567
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	457	0	62	117	339	0	0	313	567
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	457	0	62	117	339	0	0	313	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	457	0	62	117	339	0	0	313	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	457	0	62	117	339	0	0	313	567

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	0.93	0.98	1.00	1.00	0.89	0.89
Lanes:	0.00	0.00	0.00	0.88	0.00	0.12	1.00	1.00	0.00	0.00	0.36	0.64
Final Sat.:	0	0	0	1546	0	210	1769	1862	0	0	605	1095

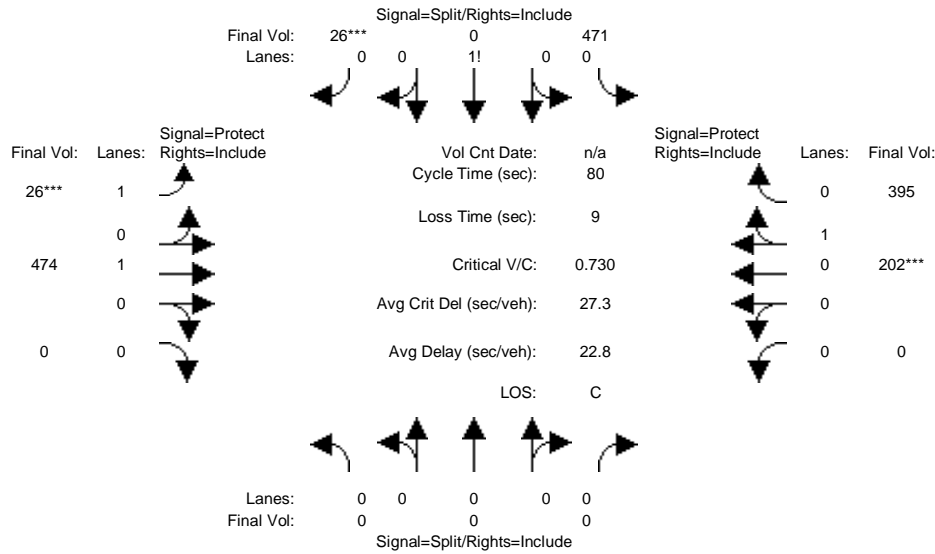
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.30	0.07	0.18	0.00	0.00	0.52	0.52
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.09	0.60	0.00	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	1.02	0.00	1.02	0.76	0.31	0.00	0.00	1.02	1.02
Delay/Veh:	0.0	0.0	0.0	72.5	0.0	72.5	54.7	8.1	0.0	0.0	54.5	54.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	72.5	0.0	72.5	54.7	8.1	0.0	0.0	54.5	54.5
LOS by Move:	A	A	A	E	A	E	D	A	A	A	D	D
HCM2kAvgQ:	0	0	0	20	0	20	3	4	0	0	31	31

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	471	0	26	26	474	0	0	202	395
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	471	0	26	26	474	0	0	202	395
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	471	0	26	26	474	0	0	202	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	471	0	26	26	474	0	0	202	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	471	0	26	26	474	0	0	202	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	471	0	26	26	474	0	0	202	395

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.93	1.00	0.93	0.93	0.98	1.00	1.00	0.89	0.89
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	1.00	1.00	0.00	0.00	0.34	0.66
Final Sat.:	0	0	0	1673	0	92	1769	1862	0	0	574	1122

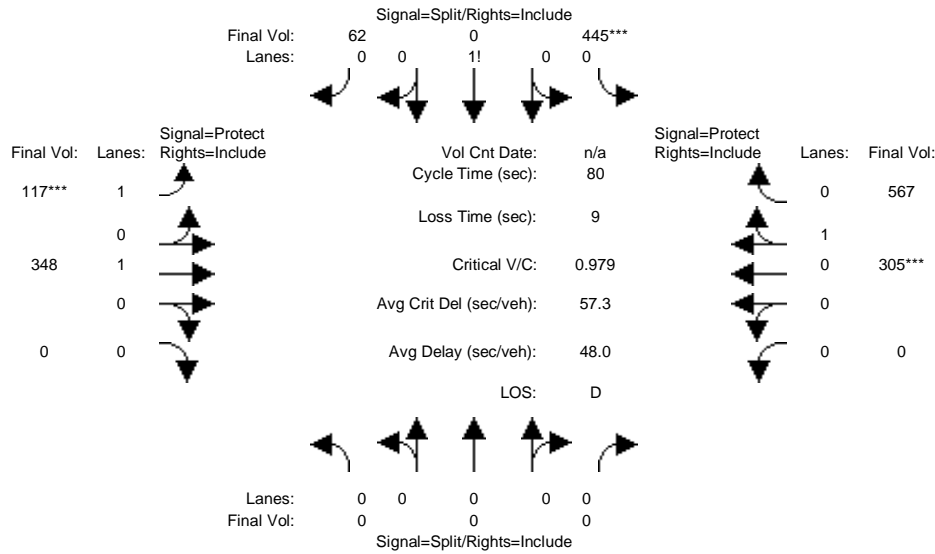
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.28	0.01	0.25	0.00	0.00	0.35	0.35
Crit Moves:						****	****				****	
Green/Cycle:	0.00	0.00	0.00	0.36	0.00	0.36	0.09	0.53	0.00	0.00	0.44	0.44
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	0.79	0.17	0.48	0.00	0.00	0.79	0.79
Delay/Veh:	0.0	0.0	0.0	29.9	0.0	29.9	34.3	12.1	0.0	0.0	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.9	0.0	29.9	34.3	12.1	0.0	0.0	24.8	24.8
LOS by Move:	A	A	A	C	A	C	C	B	A	A	C	C
HCM2kAvgQ:	0	0	0	13	0	13	1	7	0	0	15	15

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #31: Pulgas Avenue and East Bayshore Road



Street Name:	Pulgas Avenue						East Bayshore Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	0	0	445	0	62	117	348	0	0	305	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	445	0	62	117	348	0	0	305	567
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	445	0	62	117	348	0	0	305	567
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	445	0	62	117	348	0	0	305	567
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	445	0	62	117	348	0	0	305	567
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	445	0	62	117	348	0	0	305	567

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	0.93	0.98	1.00	1.00	0.89	0.89
Lanes:	0.00	0.00	0.00	0.88	0.00	0.12	1.00	1.00	0.00	0.00	0.35	0.65
Final Sat.:	0	0	0	1541	0	215	1769	1862	0	0	594	1104

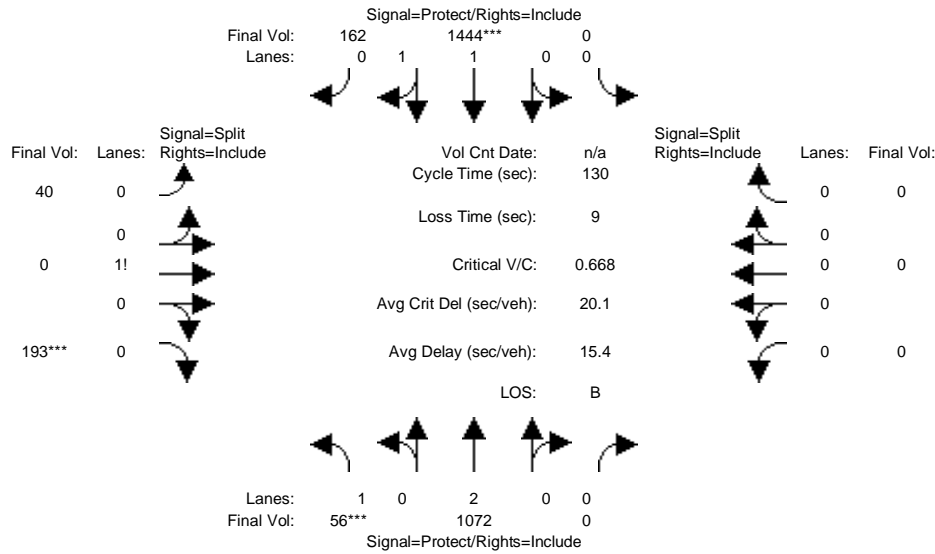
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.29	0.07	0.19	0.00	0.00	0.51	0.51
Crit Moves:				****			****			****		
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.29	0.09	0.60	0.00	0.00	0.51	0.51
Volume/Cap:	0.00	0.00	0.00	1.00	0.00	1.00	0.76	0.31	0.00	0.00	1.00	1.00
Delay/Veh:	0.0	0.0	0.0	69.2	0.0	69.2	54.7	8.1	0.0	0.0	50.8	50.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	69.2	0.0	69.2	54.7	8.1	0.0	0.0	50.8	50.8
LOS by Move:	A	A	A	E	A	E	D	A	A	A	D	D
HCM2kAvgQ:	0	0	0	19	0	19	3	4	0	0	30	30

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
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	0	0	10	10	10	0	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	1072	0	0	1444	162	40	0	193	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	1072	0	0	1444	162	40	0	193	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	1072	0	0	1444	162	40	0	193	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	1072	0	0	1444	162	40	0	193	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1072	0	0	1444	162	40	0	193	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
Final Volume:	56	1072	0	0	1444	162	40	0	193	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.88	1.00	0.88	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	0.17	0.00	0.83	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3197	359	287	0	1385	0	0	0

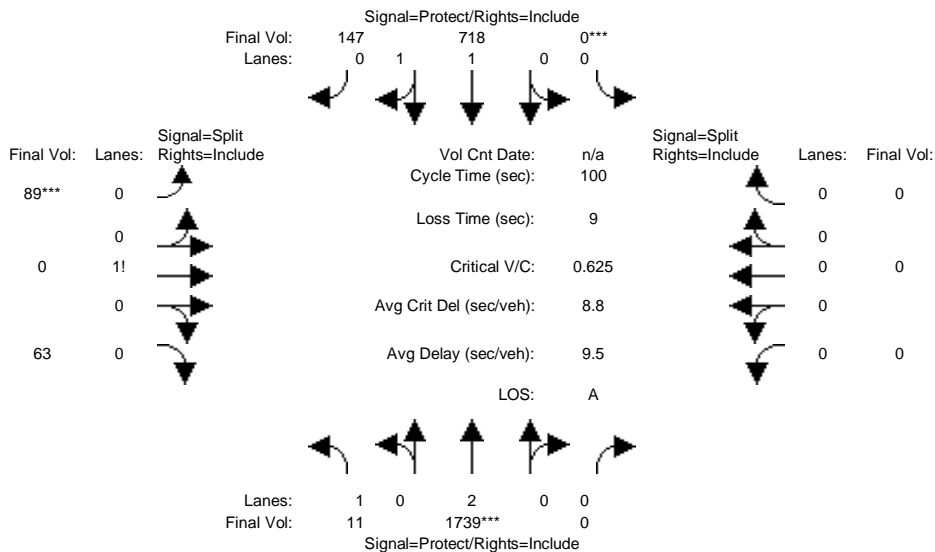
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.00	0.00	0.45	0.45	0.14	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green/Cycle:	0.05	0.72	0.00	0.00	0.67	0.67	0.21	0.00	0.21	0.00	0.00	0.00
Volume/Cap:	0.58	0.41	0.00	0.00	0.67	0.67	0.67	0.00	0.67	0.00	0.00	0.00
Delay/Veh:	68.3	7.1	0.0	0.0	13.7	13.7	52.7	0.0	52.7	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:	68.3	7.1	0.0	0.0	13.7	13.7	52.7	0.0	52.7	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	3	9	0	0	20	20	10	0	10	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
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	0	0	10	10	10	0	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:	University Avenue NB			University Avenue SB			Kavanaugh Drive EB			Kavanaugh Drive WB		
Base Vol:	11	1739	0	0	718	147	89	0	63	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1739	0	0	718	147	89	0	63	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	1739	0	0	718	147	89	0	63	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	1739	0	0	718	147	89	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1739	0	0	718	147	89	0	63	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
Final Volume:	11	1739	0	0	718	147	89	0	63	0	0	0

Saturation Flow Module:	University Avenue NB			University Avenue SB			Kavanaugh Drive EB			Kavanaugh Drive WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.66	0.34	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	2922	598	1021	0	723	0	0	0

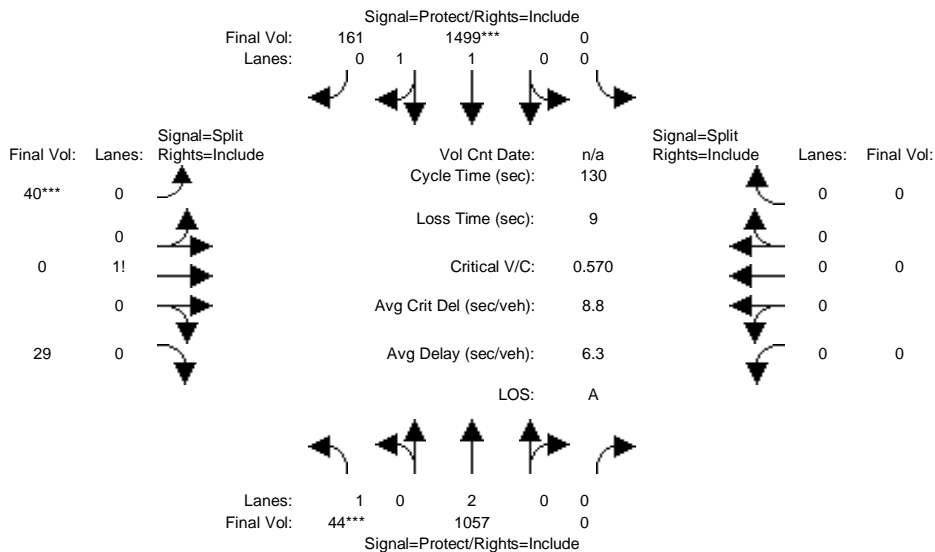
Capacity Analysis Module:	University Avenue NB			University Avenue SB			Kavanaugh Drive EB			Kavanaugh Drive WB		
Vol/Sat:	0.01	0.48	0.00	0.00	0.25	0.25	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.17	0.77	0.00	0.00	0.60	0.60	0.14	0.00	0.14	0.00	0.00	0.00
Volume/Cap:	0.04	0.63	0.00	0.00	0.41	0.41	0.63	0.00	0.63	0.00	0.00	0.00
Delay/Veh:	34.6	5.5	0.0	0.0	10.8	10.8	45.6	0.0	45.6	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:	34.6	5.5	0.0	0.0	10.8	10.8	45.6	0.0	45.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	0	13	0	0	7	7	5	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
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	0	0	10	10	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	44	1057	0	0	1499	161	40	0	29	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:	44	1057	0	0	1499	161	40	0	29	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:	44	1057	0	0	1499	161	40	0	29	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:	44	1057	0	0	1499	161	40	0	29	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1057	0	0	1499	161	40	0	29	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
Final Volume:	44	1057	0	0	1499	161	40	0	29	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.81	0.19	0.58	0.00	0.42	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3211	345	1010	0	732	0	0	0

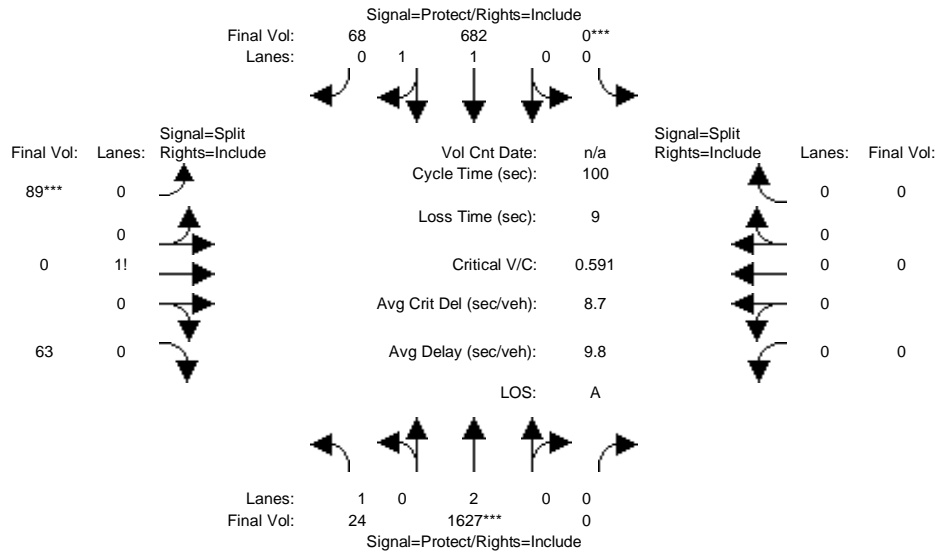
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.29	0.00	0.00	0.47	0.47	0.04	0.00	0.04	0.00	0.00	0.00
Crit Moves:	***			***			***					
Green/Cycle:	0.05	0.85	0.00	0.00	0.80	0.80	0.08	0.00	0.08	0.00	0.00	0.00
Volume/Cap:	0.45	0.34	0.00	0.00	0.58	0.58	0.52	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	63.0	2.0	0.0	0.0	5.2	5.2	61.1	0.0	61.1	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:	63.0	2.0	0.0	0.0	5.2	5.2	61.1	0.0	61.1	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	2	5	0	0	13	13	3	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #33: University Avenue and Kavanaugh Drive



Street Name:	University Avenue						Kavanaugh Drive					
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	0	0	10	10	10	0	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	24	1627	0	0	682	68	89	0	63	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:	24	1627	0	0	682	68	89	0	63	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:	24	1627	0	0	682	68	89	0	63	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:	24	1627	0	0	682	68	89	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1627	0	0	682	68	89	0	63	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
Final Volume:	24	1627	0	0	682	68	89	0	63	0	0	0

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.92	1.00	0.92	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.82	0.18	0.59	0.00	0.41	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3237	323	1021	0	723	0	0	0

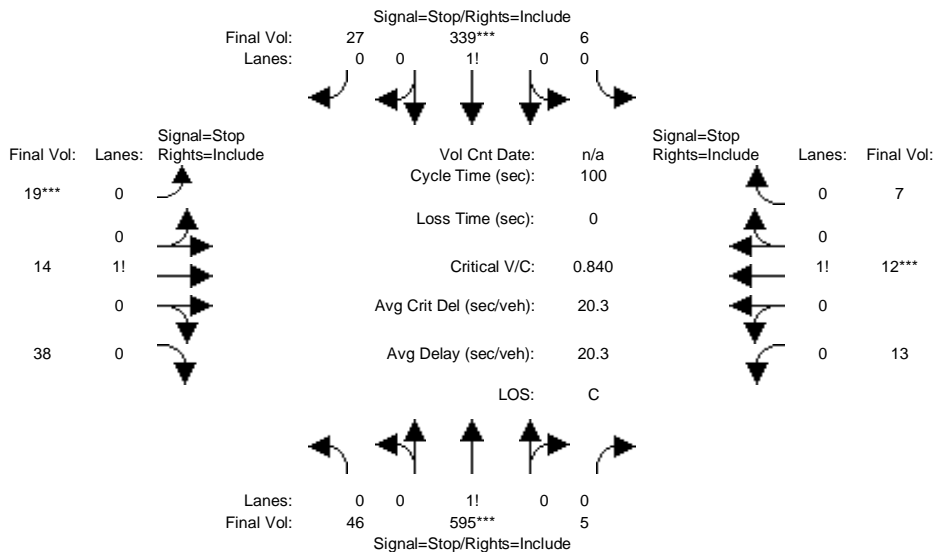
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.01	0.45	0.00	0.00	0.21	0.21	0.09	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.19	0.76	0.00	0.00	0.57	0.57	0.15	0.00	0.15	0.00	0.00	0.00
Volume/Cap:	0.07	0.59	0.00	0.00	0.37	0.37	0.59	0.00	0.59	0.00	0.00	0.00
Delay/Veh:	33.3	5.5	0.0	0.0	11.7	11.7	43.4	0.0	43.4	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:	33.3	5.5	0.0	0.0	11.7	11.7	43.4	0.0	43.4	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	D	A	D	A	A	A
HCM2kAvgQ:	1	12	0	0	6	6	5	0	5	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #201: Pulgas Ave & Beech St



Street Name:	Pulgas Ave						Beech 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:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	46	595	5	6	339	27	19	14	38	13	12	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	595	5	6	339	27	19	14	38	13	12	7
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:	46	595	5	6	339	27	19	14	38	13	12	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	595	5	6	339	27	19	14	38	13	12	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	595	5	6	339	27	19	14	38	13	12	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	595	5	6	339	27	19	14	38	13	12	7

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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:	0.07	0.92	0.01	0.02	0.91	0.07	0.27	0.20	0.53	0.41	0.37	0.22
Final Sat.:	55	709	6	12	657	52	150	111	300	214	198	115

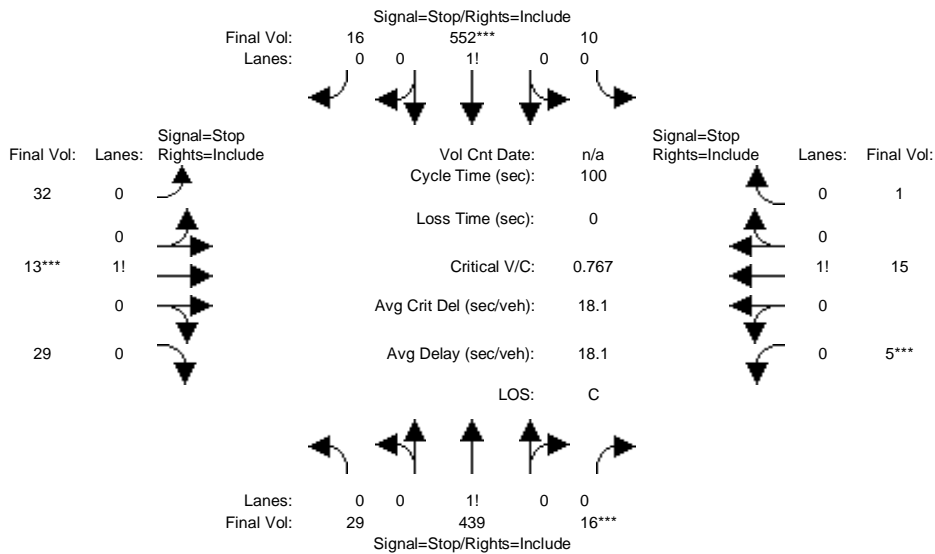
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.84	0.84	0.84	0.52	0.52	0.52	0.13	0.13	0.13	0.06	0.06	0.06
Crit Moves:	****			****			****			****		
Delay/Veh:	26.4	26.4	26.4	12.7	12.7	12.7	9.6	9.6	9.6	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	26.4	26.4	12.7	12.7	12.7	9.6	9.6	9.6	9.6	9.6	9.6
LOS by Move:	D	D	D	B	B	B	A	A	A	A	A	A
ApproachDel:	26.4			12.7			9.6			9.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	26.4			12.7			9.6			9.6		
LOS by Appr:	D			B			A			A		
AllWayAvgQ:	4.0	4.0	4.0	1.0	1.0	1.0	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #201: Pulgas Ave & Beech St



Street Name:	Pulgas Ave						Beech 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:	0	0	0	0	0	0	0	0	0	0	0	0
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Volume Module:												
Base Vol:	29	439	16	10	552	16	32	13	29	5	15	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	439	16	10	552	16	32	13	29	5	15	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	439	16	10	552	16	32	13	29	5	15	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	439	16	10	552	16	32	13	29	5	15	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	439	16	10	552	16	32	13	29	5	15	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	439	16	10	552	16	32	13	29	5	15	1

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.91	0.03	0.02	0.95	0.03	0.43	0.18	0.39	0.24	0.71	0.05
Final Sat.:	44	666	24	13	720	21	231	94	209	118	355	24

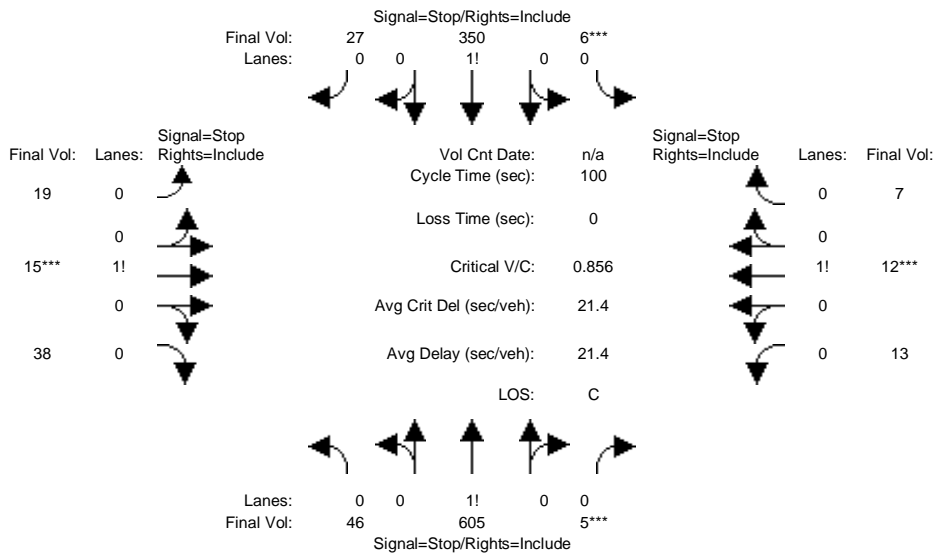
Capacity Analysis Module:												
Vol/Sat:	0.66	0.66	0.66	0.77	0.77	0.77	0.14	0.14	0.14	0.04	0.04	0.04
Crit Moves:			****			****			****			****
Delay/Veh:	16.3	16.3	16.3	21.0	21.0	21.0	9.9	9.9	9.9	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.3	16.3	21.0	21.0	21.0	9.9	9.9	9.9	9.6	9.6	9.6
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:		16.3			21.0			9.9			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		16.3			21.0			9.9			9.6	
LOS by Appr:		C			C			A			A	
AllWayAvgQ:	1.7	1.7	1.7	2.8	2.8	2.8	0.1	0.1	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #201: Pulgas Ave & Beech St



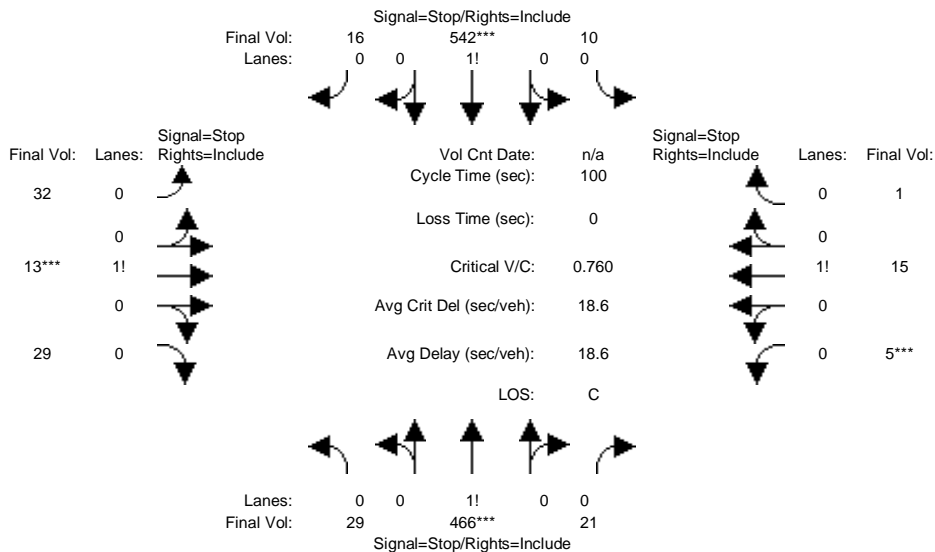
Street Name:	Pulgas Ave						Beech St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	46	605	5	6	350	27	19	15	38	13	12	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	605	5	6	350	27	19	15	38	13	12	7
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:	46	605	5	6	350	27	19	15	38	13	12	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	605	5	6	350	27	19	15	38	13	12	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	605	5	6	350	27	19	15	38	13	12	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	605	5	6	350	27	19	15	38	13	12	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.92	0.01	0.02	0.91	0.07	0.26	0.21	0.53	0.41	0.37	0.22
Final Sat.:	54	707	6	11	656	51	147	116	295	213	196	114
Capacity Analysis Module:												
Vol/Sat:	0.86	0.86	0.86	0.53	0.53	0.53	0.13	0.13	0.13	0.06	0.06	0.06
Crit Moves:			****	****			****			****		
Delay/Veh:	28.1	28.1	28.1	13.1	13.1	13.1	9.7	9.7	9.7	9.6	9.6	9.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.1	28.1	28.1	13.1	13.1	13.1	9.7	9.7	9.7	9.6	9.6	9.6
LOS by Move:	D	D	D	B	B	B	A	A	A	A	A	A
ApproachDel:		28.1			13.1			9.7			9.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		28.1			13.1			9.7			9.6	
LOS by Appr:		D			B			A			A	
AllWayAvgQ:	4.4	4.4	4.4	1.0	1.0	1.0	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #201: Pulgas Ave & Beech St



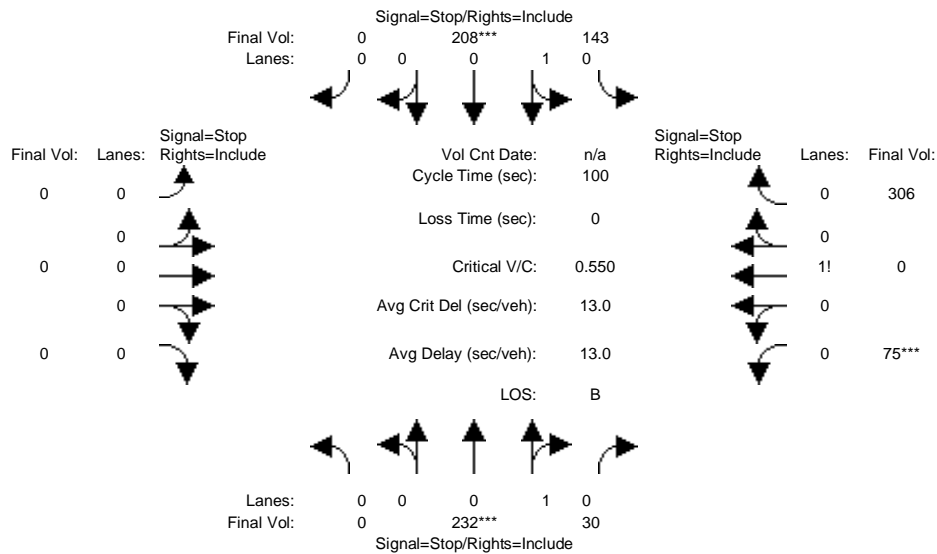
Street Name:	Pulgas Ave						Beech St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	466	21	10	542	16	32	13	29	5	15	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	466	21	10	542	16	32	13	29	5	15	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	466	21	10	542	16	32	13	29	5	15	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	466	21	10	542	16	32	13	29	5	15	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	466	21	10	542	16	32	13	29	5	15	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	466	21	10	542	16	32	13	29	5	15	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.90	0.04	0.02	0.95	0.03	0.43	0.18	0.39	0.24	0.71	0.05
Final Sat.:	41	666	30	13	714	21	228	93	207	118	353	24
Capacity Analysis Module:												
Vol/Sat:	0.70	0.70	0.70	0.76	0.76	0.76	0.14	0.14	0.14	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	17.9	17.9	17.9	20.7	20.7	20.7	10.0	10.0	10.0	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	17.9	17.9	20.7	20.7	20.7	10.0	10.0	10.0	9.7	9.7	9.7
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:	17.9			20.7			10.0			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.9			20.7			10.0			9.7		
LOS by Appr:	C			C			A			A		
AllWayAvgQ:	2.1	2.1	2.1	2.7	2.7	2.7	0.1	0.1	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #203: Clarke Ave & O'Connor St

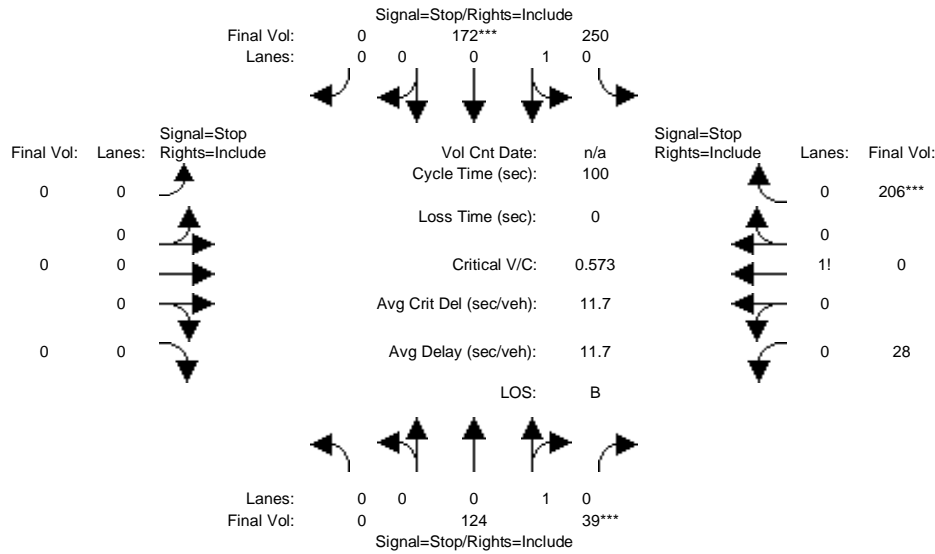


Street Name:	Clarke Ave						O'Connor St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	232	30	143	208	0	0	0	0	75	0	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	232	30	143	208	0	0	0	0	75	0	306
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	232	30	143	208	0	0	0	0	75	0	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	232	30	143	208	0	0	0	0	75	0	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	232	30	143	208	0	0	0	0	75	0	306
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	232	30	143	208	0	0	0	0	75	0	306
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.89	0.11	0.41	0.59	0.00	0.00	0.00	0.00	0.20	0.00	0.80
Final Sat.:	0	572	74	266	386	0	0	0	0	136	0	556
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.41	0.41	0.54	0.54	xxxx	xxxx	xxxx	xxxx	0.55	xxxx	0.55
Crit Moves:	****				****					****		
Delay/Veh:	0.0	11.6	11.6	13.9	13.9	0.0	0.0	0.0	0.0	13.2	0.0	13.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.6	11.6	13.9	13.9	0.0	0.0	0.0	0.0	13.2	0.0	13.2
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	B
ApproachDel:		11.6			13.9		xxxxxxx				13.2	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		11.6			13.9		xxxxxxx				13.2	
LOS by Appr:		B			B			*			B	
AllWayAvgQ:	0.6	0.6	0.6	1.0	1.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #203: Clarke Ave & O'Connor St



Street Name: Clarke Ave O'Connor 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: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol:	0	124	39	250	172	0	0	0	0	28	0	206
Growth Adj:	1.00	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	124	39	250	172	0	0	0	0	28	0	206
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	124	39	250	172	0	0	0	0	28	0	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	124	39	250	172	0	0	0	0	28	0	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	124	39	250	172	0	0	0	0	28	0	206
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	124	39	250	172	0	0	0	0	28	0	206

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.76	0.24	0.59	0.41	0.00	0.00	0.00	0.00	0.12	0.00	0.88
Final Sat.:	0	541	170	436	300	0	0	0	0	85	0	624

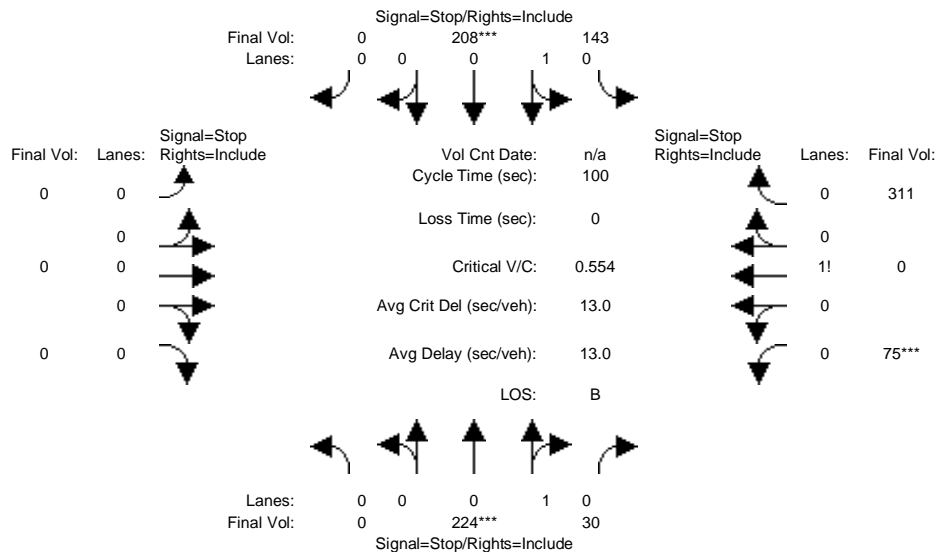
Capacity Analysis Module:

Vol/Sat:	xxxx	0.23	0.23	0.57	0.57	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.33
Crit Moves:			****		****							****
Delay/Veh:	0.0	9.2	9.2	13.7	13.7	0.0	0.0	0.0	0.0	9.8	0.0	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	9.2	13.7	13.7	0.0	0.0	0.0	0.0	9.8	0.0	9.8
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.2		13.7			xxxxxxx			9.8		
Delay Adj:		1.00		1.00			xxxxxxx			1.00		
ApprAdjDel:		9.2		13.7			xxxxxxx			9.8		
LOS by Appr:		A		B			*			A		
AllWayAvgQ:	0.3	0.3	0.3	1.2	1.2	1.2	0.0	0.0	0.0	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cum+3.35 proj AM with Loop Rd

Intersection #203: Clarke Ave & O'Connor St



Street Name: Clarke Ave O'Connor 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: 0 0 0 0 0 0 0 0 0 0 0 0

Volume Module:

Base Vol:	0	224	30	143	208	0	0	0	0	75	0	311
Growth Adj:	1.00	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	224	30	143	208	0	0	0	0	75	0	311
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	224	30	143	208	0	0	0	0	75	0	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	224	30	143	208	0	0	0	0	75	0	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	224	30	143	208	0	0	0	0	75	0	311
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	224	30	143	208	0	0	0	0	75	0	311

Saturation Flow Module:

Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.88	0.12	0.41	0.59	0.00	0.00	0.00	0.00	0.19	0.00	0.81
Final Sat.:	0	569	76	266	386	0	0	0	0	135	0	561

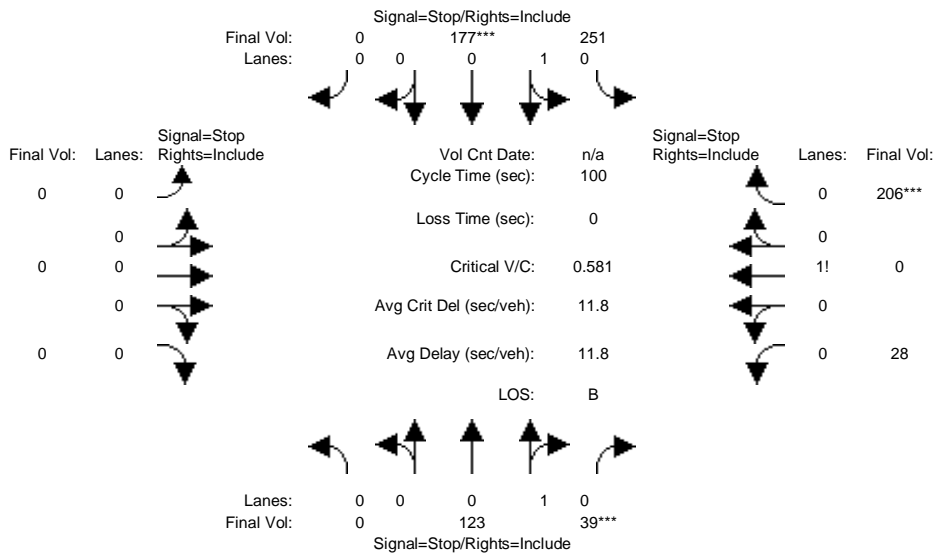
Capacity Analysis Module:

Vol/Sat:	xxxx	0.39	0.39	0.54	0.54	xxxx	xxxx	xxxx	xxxx	0.55	xxxx	0.55
Crit Moves:		****			****					****		
Delay/Veh:	0.0	11.4	11.4	13.9	13.9	0.0	0.0	0.0	0.0	13.3	0.0	13.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	11.4	13.9	13.9	0.0	0.0	0.0	0.0	13.3	0.0	13.3
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	B
ApproachDel:		11.4		13.9			xxxxxx			13.3		
Delay Adj:		1.00		1.00			xxxxxx			1.00		
ApprAdjDel:		11.4		13.9			xxxxxx			13.3		
LOS by Appr:		B		B			*			B		
AllWayAvgQ:	0.6	0.6	0.6	1.0	1.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cum+3.35 proj PM with Loop Rd

Intersection #203: Clarke Ave & O'Connor St



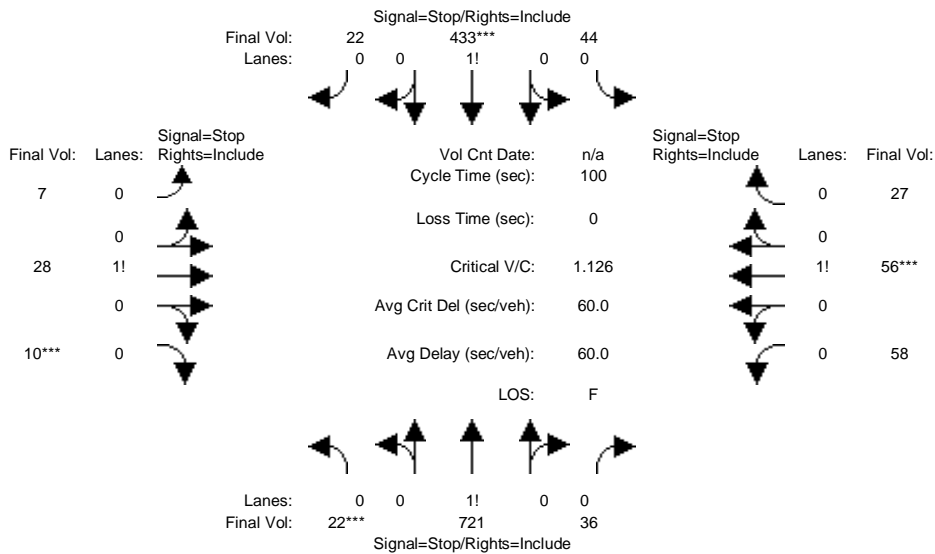
Street Name:	Clarke Ave						O'Connor St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	123	39	251	177	0	0	0	0	28	0	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	123	39	251	177	0	0	0	0	28	0	206
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	123	39	251	177	0	0	0	0	28	0	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	123	39	251	177	0	0	0	0	28	0	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	123	39	251	177	0	0	0	0	28	0	206
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	123	39	251	177	0	0	0	0	28	0	206
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.76	0.24	0.59	0.41	0.00	0.00	0.00	0.00	0.12	0.00	0.88
Final Sat.:	0	539	171	432	305	0	0	0	0	85	0	623
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.23	0.23	0.58	0.58	xxxx	xxxx	xxxx	xxxx	0.33	xxxx	0.33
Crit Moves:			****		****							****
Delay/Veh:	0.0	9.2	9.2	13.9	13.9	0.0	0.0	0.0	0.0	9.8	0.0	9.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	9.2	13.9	13.9	0.0	0.0	0.0	0.0	9.8	0.0	9.8
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.2			13.9		xxxxxxx				9.8	
Delay Adj:		1.00			1.00		xxxxxxx				1.00	
ApprAdjDel:		9.2			13.9		xxxxxxx				9.8	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.3	0.3	0.3	1.2	1.2	1.2	0.0	0.0	0.0	0.4	0.4	0.4

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #206: Clarke/Garden



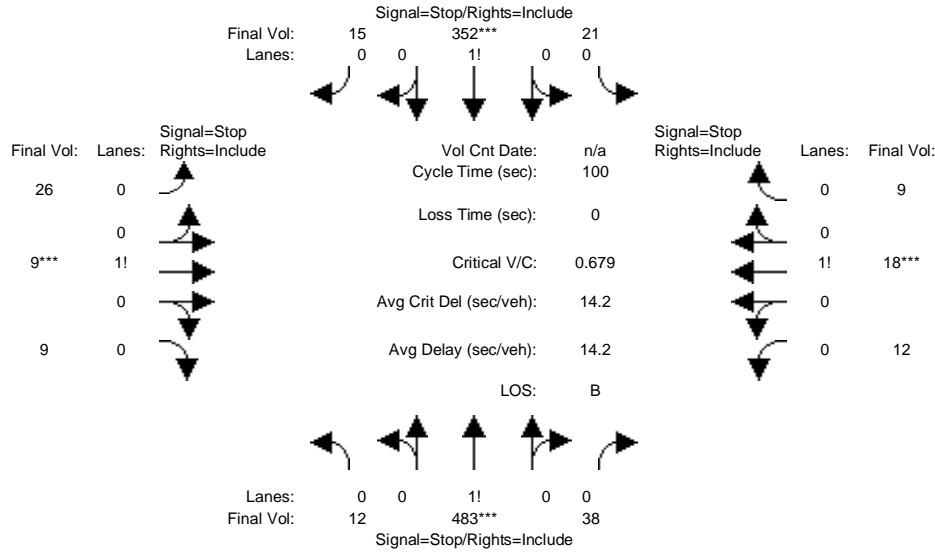
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	721	36	44	433	22	7	28	10	58	56	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	721	36	44	433	22	7	28	10	58	56	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	721	36	44	433	22	7	28	10	58	56	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	721	36	44	433	22	7	28	10	58	56	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	721	36	44	433	22	7	28	10	58	56	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	721	36	44	433	22	7	28	10	58	56	27
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.92	0.05	0.09	0.87	0.04	0.16	0.62	0.22	0.41	0.40	0.19
Final Sat.:	20	640	32	58	571	29	74	297	106	210	203	98
Capacity Analysis Module:												
Vol/Sat:	1.13	1.13	1.13	0.76	0.76	0.76	0.09	0.09	0.09	0.28	0.28	0.28
Crit Moves:	****			****			****			****		
Delay/Veh:	95.1	95.1	95.1	23.2	23.2	23.2	10.7	10.7	10.7	12.1	12.1	12.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.1	95.1	95.1	23.2	23.2	23.2	10.7	10.7	10.7	12.1	12.1	12.1
LOS by Move:	F	F	F	C	C	C	B	B	B	B	B	B
ApproachDel:	95.1			23.2			10.7			12.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	95.1			23.2			10.7			12.1		
LOS by Appr:	F			C			B			B		
AllWayAvgQ:	16.7	16.7	16.7	2.7	2.7	2.7	0.1	0.1	0.1	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #206: Clarke/Garden



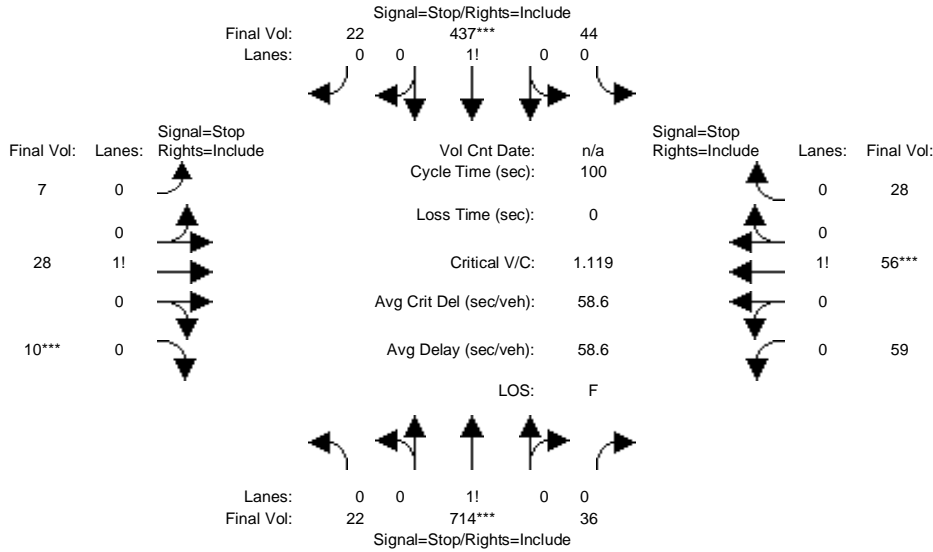
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	12	483	38	21	352	15	26	9	9	12	18	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	483	38	21	352	15	26	9	9	12	18	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:	12	483	38	21	352	15	26	9	9	12	18	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:	12	483	38	21	352	15	26	9	9	12	18	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	483	38	21	352	15	26	9	9	12	18	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:	12	483	38	21	352	15	26	9	9	12	18	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.91	0.07	0.05	0.91	0.04	0.60	0.20	0.20	0.31	0.46	0.23
Final Sat.:	18	711	56	41	682	29	315	109	109	165	247	124
Capacity Analysis Module:												
Vol/Sat:	0.68	0.68	0.68	0.52	0.52	0.52	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:	****			****			****			****		
Delay/Veh:	16.3	16.3	16.3	12.4	12.4	12.4	9.4	9.4	9.4	9.2	9.2	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.3	16.3	12.4	12.4	12.4	9.4	9.4	9.4	9.2	9.2	9.2
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:	16.3			12.4			9.4			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.3			12.4			9.4			9.2		
LOS by Appr:	C			B			A			A		
AllWayAvgQ:	1.9	1.9	1.9	1.0	1.0	1.0	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #206: Clarke/Garden



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	22	714	36	44	437	22	7	28	10	59	56	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	714	36	44	437	22	7	28	10	59	56	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	714	36	44	437	22	7	28	10	59	56	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	714	36	44	437	22	7	28	10	59	56	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	714	36	44	437	22	7	28	10	59	56	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	714	36	44	437	22	7	28	10	59	56	28

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.92	0.05	0.09	0.87	0.04	0.16	0.62	0.22	0.41	0.39	0.20
Final Sat.:	20	638	32	57	571	29	74	296	106	210	200	100

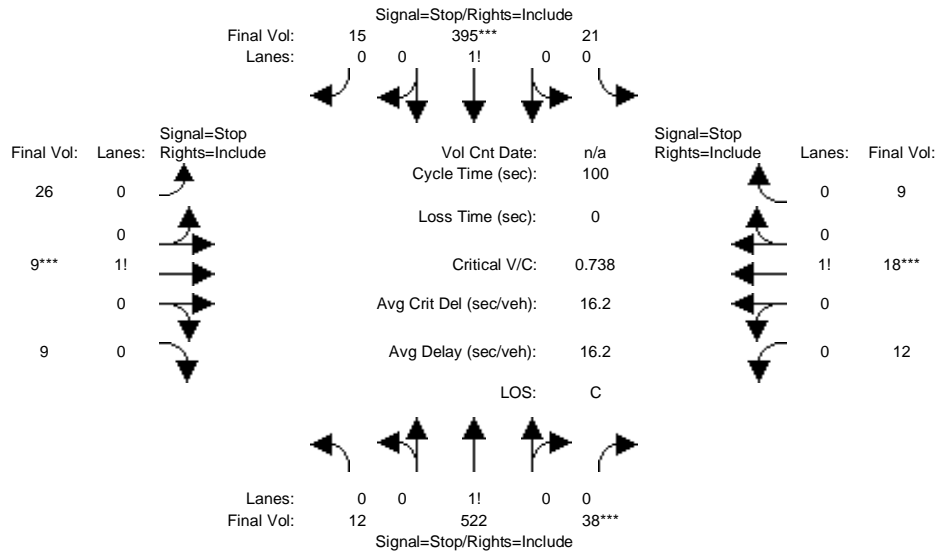
Capacity Analysis Module:												
Vol/Sat:	1.12	1.12	1.12	0.77	0.77	0.77	0.09	0.09	0.09	0.28	0.28	0.28
Crit Moves:	****			****			****			****		
Delay/Veh:	92.8	92.8	92.8	23.7	23.7	23.7	10.7	10.7	10.7	12.2	12.2	12.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.8	92.8	92.8	23.7	23.7	23.7	10.7	10.7	10.7	12.2	12.2	12.2
LOS by Move:	F	F	F	C	C	C	B	B	B	B	B	B
ApproachDel:	92.8			23.7			10.7			12.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	92.8			23.7			10.7			12.2		
LOS by Appr:	F			C			B			B		
AllWayAvgQ:	16.2	16.2	16.2	2.8	2.8	2.8	0.1	0.1	0.1	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #206: Clarke/Garden



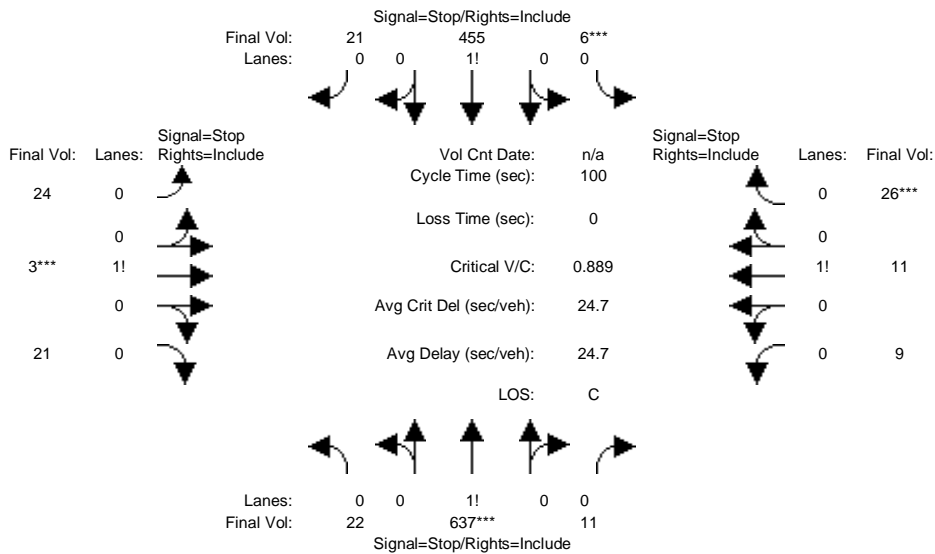
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	12	522	38	21	395	15	26	9	9	12	18	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	522	38	21	395	15	26	9	9	12	18	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:	12	522	38	21	395	15	26	9	9	12	18	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:	12	522	38	21	395	15	26	9	9	12	18	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	522	38	21	395	15	26	9	9	12	18	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:	12	522	38	21	395	15	26	9	9	12	18	9
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.91	0.07	0.05	0.92	0.03	0.60	0.20	0.20	0.31	0.46	0.23
Final Sat.:	16	707	51	36	682	26	310	107	107	162	243	122
Capacity Analysis Module:												
Vol/Sat:	0.74	0.74	0.74	0.58	0.58	0.58	0.08	0.08	0.08	0.07	0.07	0.07
Crit Moves:			****			****			****			****
Delay/Veh:	19.0	19.0	19.0	13.9	13.9	13.9	9.6	9.6	9.6	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	19.0	19.0	13.9	13.9	13.9	9.6	9.6	9.6	9.5	9.5	9.5
LOS by Move:	C	C	C	B	B	B	A	A	A	A	A	A
ApproachDel:		19.0			13.9			9.6			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		19.0			13.9			9.6			9.5	
LOS by Appr:		C			B			A			A	
AllWayAvgQ:	2.5	2.5	2.5	1.3	1.3	1.3	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #210: Pulgas Ave & Garden St



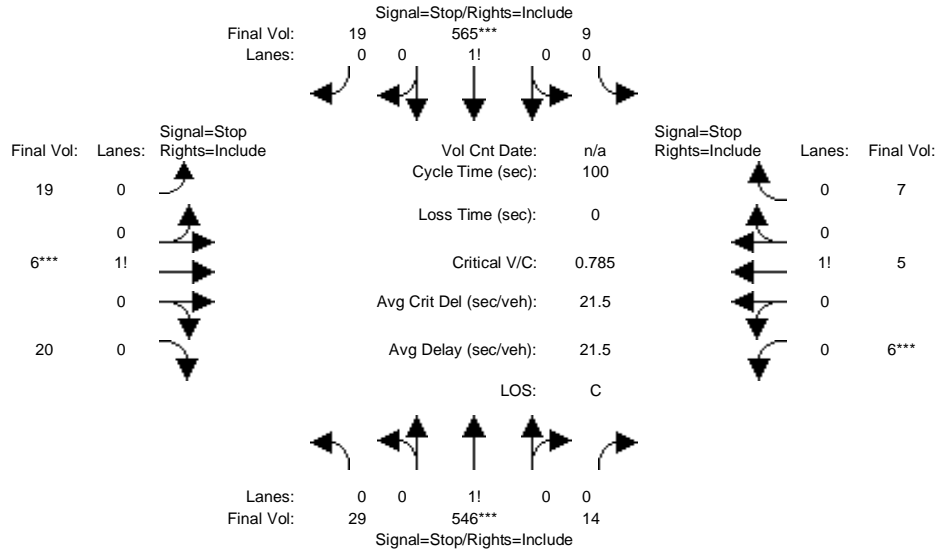
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	637	11	6	455	21	24	3	21	9	11	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	637	11	6	455	21	24	3	21	9	11	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	637	11	6	455	21	24	3	21	9	11	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	637	11	6	455	21	24	3	21	9	11	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	637	11	6	455	21	24	3	21	9	11	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	637	11	6	455	21	24	3	21	9	11	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.95	0.02	0.01	0.95	0.04	0.50	0.06	0.44	0.20	0.24	0.56
Final Sat.:	25	717	12	9	680	31	262	33	229	104	127	301
Capacity Analysis Module:												
Vol/Sat:	0.89	0.89	0.89	0.67	0.67	0.67	0.09	0.09	0.09	0.09	0.09	0.09
Crit Moves:	****			****			****			****		
Delay/Veh:	32.4	32.4	32.4	16.9	16.9	16.9	9.9	9.9	9.9	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	32.4	32.4	16.9	16.9	16.9	9.9	9.9	9.9	9.7	9.7	9.7
LOS by Move:	D	D	D	C	C	C	A	A	A	A	A	A
ApproachDel:	32.4			16.9			9.9			9.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	32.4			16.9			9.9			9.7		
LOS by Appr:	D			C			A			A		
AllWayAvgQ:	5.2	5.2	5.2	1.8	1.8	1.8	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #210: Pulgas Ave & Garden St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	29	546	14	9	565	19	19	6	20	6	5	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	546	14	9	565	19	19	6	20	6	5	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	546	14	9	565	19	19	6	20	6	5	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	546	14	9	565	19	19	6	20	6	5	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	546	14	9	565	19	19	6	20	6	5	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	546	14	9	565	19	19	6	20	6	5	7

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.93	0.02	0.02	0.95	0.03	0.42	0.13	0.45	0.33	0.28	0.39
Final Sat.:	37	698	18	11	720	24	225	71	236	173	144	202

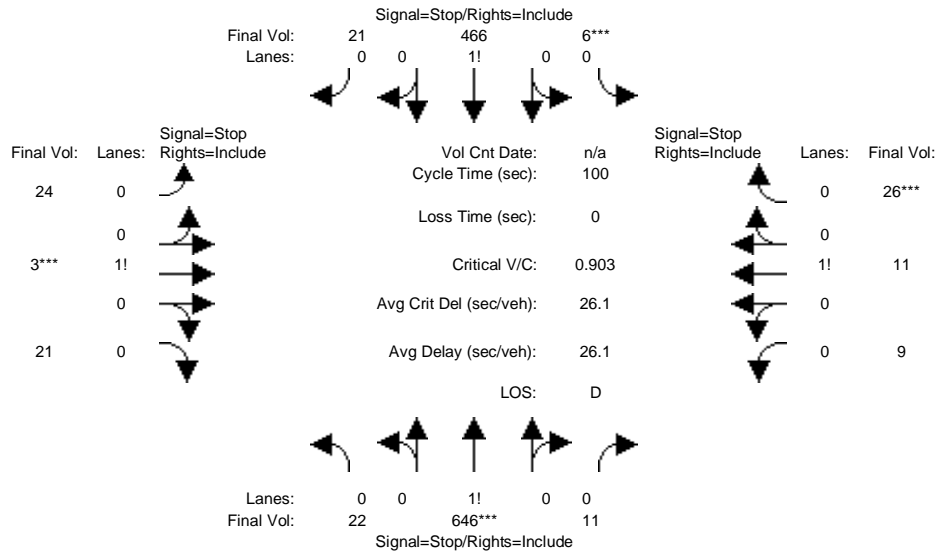
Capacity Analysis Module:												
Vol/Sat:	0.78	0.78	0.78	0.79	0.79	0.79	0.08	0.08	0.08	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	22.1	22.1	22.1	22.2	22.2	22.2	9.7	9.7	9.7	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	22.1	22.1	22.2	22.2	22.2	9.7	9.7	9.7	9.5	9.5	9.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:		22.1			22.2			9.7			9.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.1			22.2			9.7			9.5	
LOS by Appr:		C			C			A			A	
AllWayAvgQ:	3.0	3.0	3.0	3.0	3.0	3.0	0.1	0.1	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #210: Pulgas Ave & Garden St



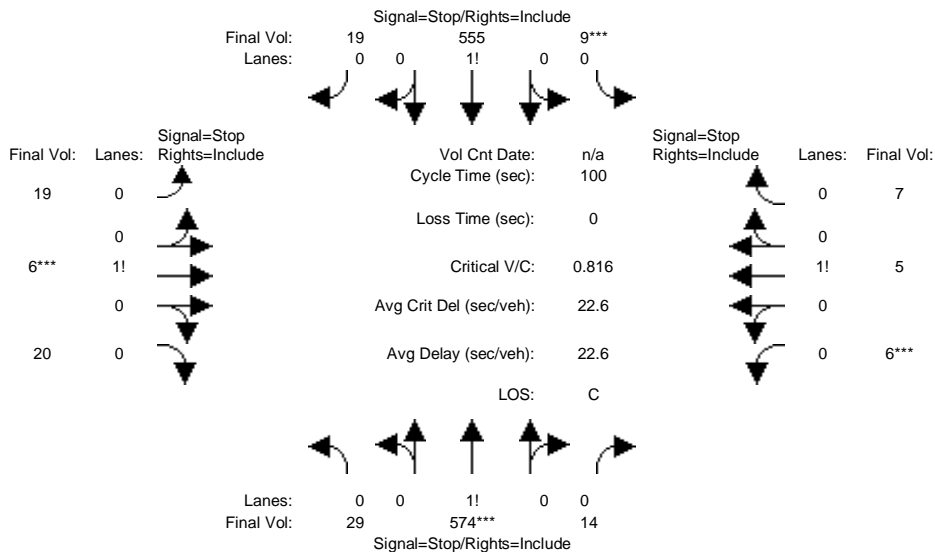
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	646	11	6	466	21	24	3	21	9	11	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	646	11	6	466	21	24	3	21	9	11	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	646	11	6	466	21	24	3	21	9	11	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	646	11	6	466	21	24	3	21	9	11	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	646	11	6	466	21	24	3	21	9	11	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	646	11	6	466	21	24	3	21	9	11	26
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.95	0.02	0.01	0.95	0.04	0.50	0.06	0.44	0.20	0.24	0.56
Final Sat.:	24	715	12	9	679	31	261	33	228	104	127	300
Capacity Analysis Module:												
Vol/Sat:	0.90	0.90	0.90	0.69	0.69	0.69	0.09	0.09	0.09	0.09	0.09	0.09
Crit Moves:	****			****			****					****
Delay/Veh:	34.5	34.5	34.5	17.6	17.6	17.6	9.9	9.9	9.9	9.7	9.7	9.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.5	34.5	34.5	17.6	17.6	17.6	9.9	9.9	9.9	9.7	9.7	9.7
LOS by Move:	D	D	D	C	C	C	A	A	A	A	A	A
ApproachDel:		34.5			17.6			9.9			9.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		34.5			17.6			9.9			9.7	
LOS by Appr:		D			C			A			A	
AllWayAvgQ:	5.6	5.6	5.6	1.9	1.9	1.9	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #210: Pulgas Ave & Garden St



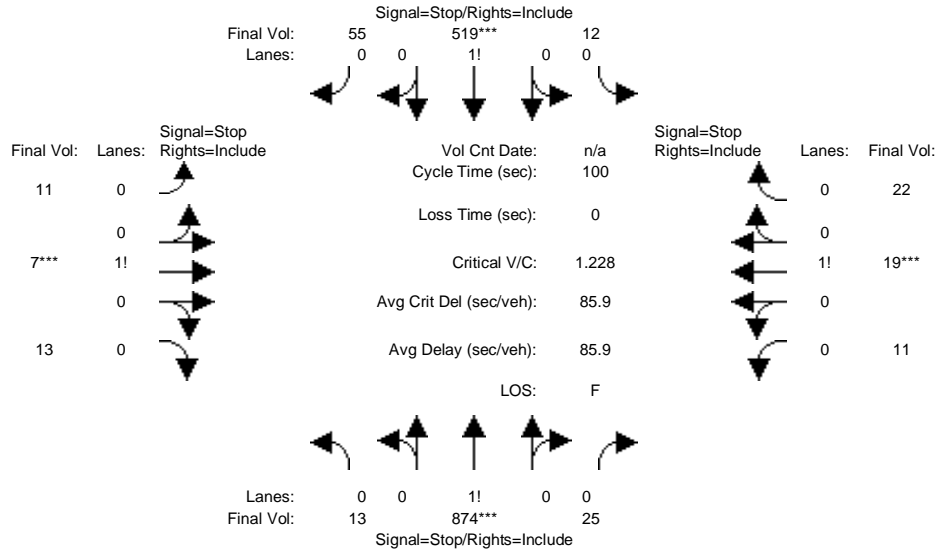
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	574	14	9	555	19	19	6	20	6	5	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	574	14	9	555	19	19	6	20	6	5	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	574	14	9	555	19	19	6	20	6	5	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	574	14	9	555	19	19	6	20	6	5	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	574	14	9	555	19	19	6	20	6	5	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	574	14	9	555	19	19	6	20	6	5	7
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.05	0.93	0.02	0.02	0.95	0.03	0.42	0.13	0.45	0.33	0.28	0.39
Final Sat.:	36	703	17	12	714	24	225	71	236	173	144	202
Capacity Analysis Module:												
Vol/Sat:	0.82	0.82	0.82	0.78	0.78	0.78	0.08	0.08	0.08	0.03	0.03	0.03
Crit Moves:	****	****			****	****			****	****		
Delay/Veh:	24.7	24.7	24.7	21.8	21.8	21.8	9.8	9.8	9.8	9.5	9.5	9.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	24.7	24.7	21.8	21.8	21.8	9.8	9.8	9.8	9.5	9.5	9.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	A	A
ApproachDel:	24.7			21.8			9.8			9.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	24.7			21.8			9.8			9.5		
LOS by Appr:	C			C			A			A		
AllWayAvgQ:	3.6	3.6	3.6	2.9	2.9	2.9	0.1	0.1	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #220: Clarke Ave & Weeks St



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	13	874	25	12	519	55	11	7	13	11	19	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	874	25	12	519	55	11	7	13	11	19	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	874	25	12	519	55	11	7	13	11	19	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	874	25	12	519	55	11	7	13	11	19	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	874	25	12	519	55	11	7	13	11	19	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	874	25	12	519	55	11	7	13	11	19	22

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.96	0.03	0.02	0.89	0.09	0.35	0.23	0.42	0.21	0.37	0.42
Final Sat.:	11	711	20	15	640	68	184	117	217	112	193	224

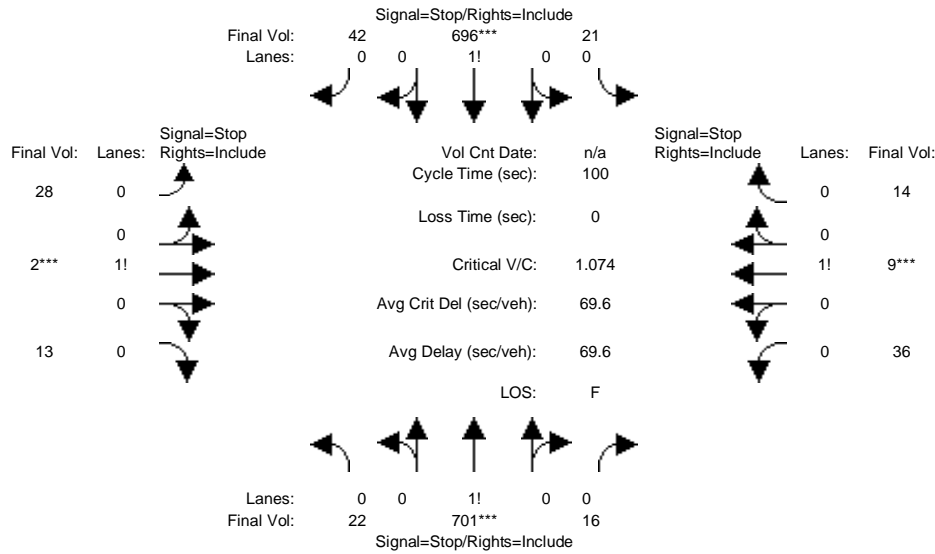
Capacity Analysis Module:												
Vol/Sat:	1.23	1.23	1.23	0.81	0.81	0.81	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	131.7	132	131.7	25.4	25.4	25.4	10.1	10.1	10.1	10.2	10.2	10.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.7	132	131.7	25.4	25.4	25.4	10.1	10.1	10.1	10.2	10.2	10.2
LOS by Move:	F	F	F	D	D	D	B	B	B	B	B	B
ApproachDel:	131.7			25.4			10.1			10.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	131.7			25.4			10.1			10.2		
LOS by Appr:	F			D			B			B		
AllWayAvgQ:	25.5	25.5	25.5	3.5	3.5	3.5	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #220: Clarke Ave & Weeks St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	22	701	16	21	696	42	28	2	13	36	9	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	701	16	21	696	42	28	2	13	36	9	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	701	16	21	696	42	28	2	13	36	9	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	701	16	21	696	42	28	2	13	36	9	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	701	16	21	696	42	28	2	13	36	9	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	701	16	21	696	42	28	2	13	36	9	14

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.95	0.02	0.03	0.92	0.05	0.65	0.05	0.30	0.61	0.15	0.24
Final Sat.:	21	667	15	20	648	39	329	23	153	311	78	121

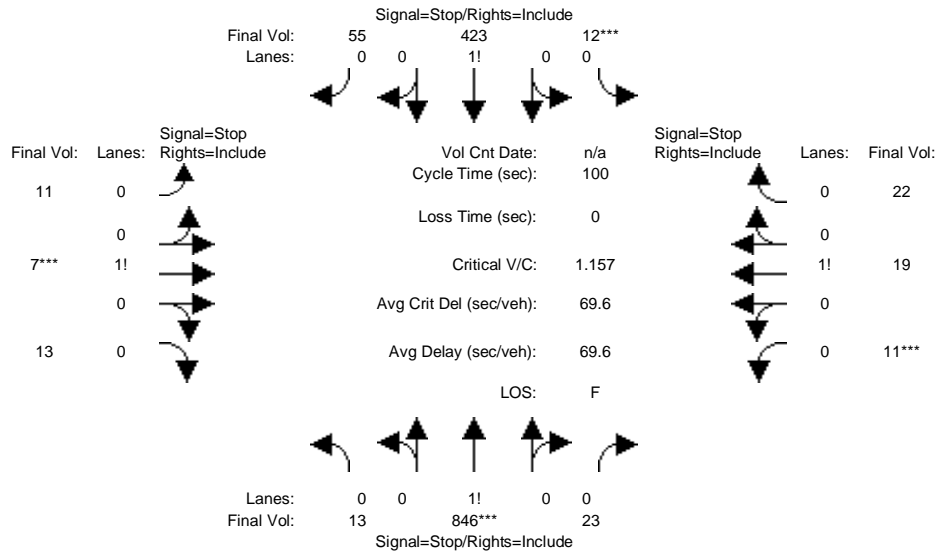
Capacity Analysis Module:												
Vol/Sat:	1.05	1.05	1.05	1.07	1.07	1.07	0.09	0.09	0.09	0.12	0.12	0.12
Crit Moves:	****			****			****			****		
Delay/Veh:	69.9	69.9	69.9	77.2	77.2	77.2	10.7	10.7	10.7	10.9	10.9	10.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.9	69.9	69.9	77.2	77.2	77.2	10.7	10.7	10.7	10.9	10.9	10.9
LOS by Move:	F	F	F	F	F	F	B	B	B	B	B	B
ApproachDel:		69.9			77.2			10.7			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		69.9			77.2			10.7			10.9	
LOS by Appr:		F			F			B			B	
AllWayAvgQ:	12.1	12.1	12.1	13.6	13.6	13.6	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #220: Clarke Ave & Weeks St



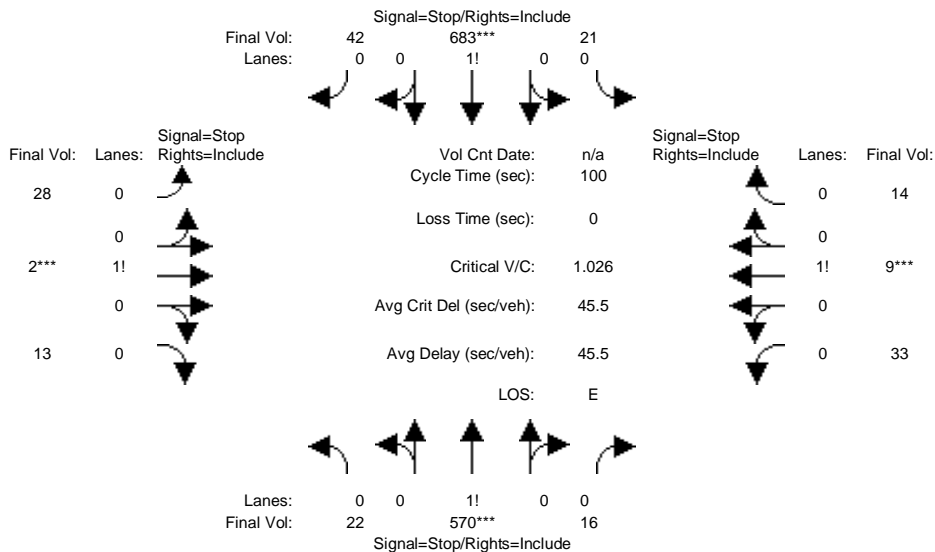
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	13	846	23	12	423	55	11	7	13	11	19	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	846	23	12	423	55	11	7	13	11	19	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	846	23	12	423	55	11	7	13	11	19	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	846	23	12	423	55	11	7	13	11	19	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	846	23	12	423	55	11	7	13	11	19	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	13	846	23	12	423	55	11	7	13	11	19	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.96	0.03	0.02	0.87	0.11	0.35	0.23	0.42	0.21	0.37	0.42
Final Sat.:	11	731	20	18	626	81	185	118	218	113	195	226
Capacity Analysis Module:												
Vol/Sat:	1.16	1.16	1.16	0.68	0.68	0.68	0.06	0.06	0.06	0.10	0.10	0.10
Crit Moves:	****			****			****			****		
Delay/Veh:	104.1	104	104.1	17.5	17.5	17.5	9.9	9.9	9.9	10.0	10.0	10.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.1	104	104.1	17.5	17.5	17.5	9.9	9.9	9.9	10.0	10.0	10.0
LOS by Move:	F	F	F	C	C	C	A	A	A	B	B	B
ApproachDel:	104.1			17.5			9.9			10.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	104.1			17.5			9.9			10.0		
LOS by Appr:	F			C			A			B		
AllWayAvgQ:	20.4	20.4	20.4	1.9	1.9	1.9	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #220: Clarke Ave & Weeks St



Approach:	North Bound			South Bound			East Bound			West Bound		
	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:	22	570	16	21	683	42	28	2	13	33	9	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	570	16	21	683	42	28	2	13	33	9	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	570	16	21	683	42	28	2	13	33	9	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	570	16	21	683	42	28	2	13	33	9	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	570	16	21	683	42	28	2	13	33	9	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	570	16	21	683	42	28	2	13	33	9	14

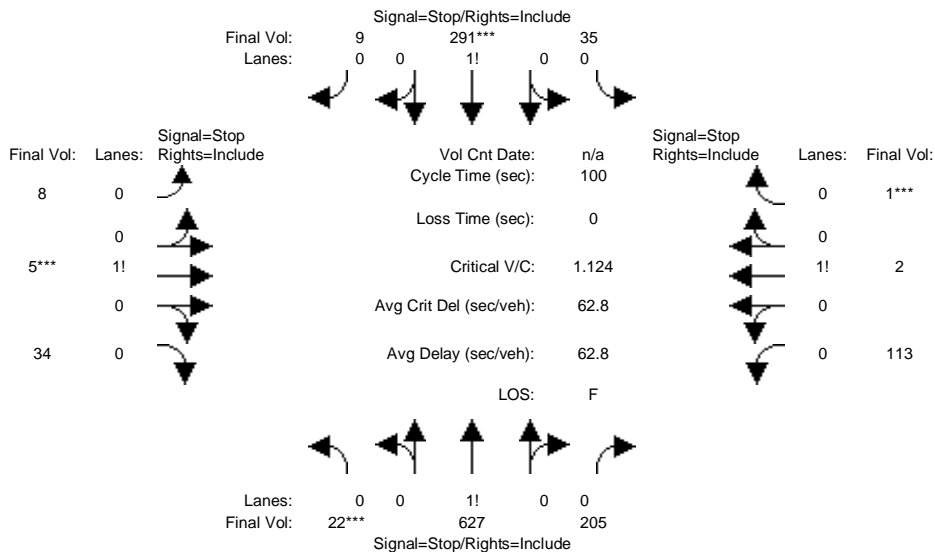
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.94	0.03	0.03	0.91	0.06	0.65	0.05	0.30	0.59	0.16	0.25
Final Sat.:	26	662	19	20	666	41	329	24	153	301	82	128

Capacity Analysis Module:												
Vol/Sat:	0.86	0.86	0.86	1.03	1.03	1.03	0.09	0.09	0.09	0.11	0.11	0.11
Crit Moves:	****			****			****			****		
Delay/Veh:	31.0	31.0	31.0	61.9	61.9	61.9	10.5	10.5	10.5	10.6	10.6	10.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	31.0	31.0	61.9	61.9	61.9	10.5	10.5	10.5	10.6	10.6	10.6
LOS by Move:	D	D	D	F	F	F	B	B	B	B	B	B
ApproachDel:		31.0			61.9			10.5			10.6	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		31.0			61.9			10.5			10.6	
LOS by Appr:		D			F			B			B	
AllWayAvgQ:	4.5	4.5	4.5	10.9	10.9	10.9	0.1	0.1	0.1	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
 Hexagon Transportation Consultants
 City of East Palo Alto
 Level Of Service Computation Report
 2000 HCM 4-Way Stop (Future Volume Alternative)
 Cumul+3.35 Proj AM No Loop Rd

Intersection #280: Pulgas Ave/Weeks St

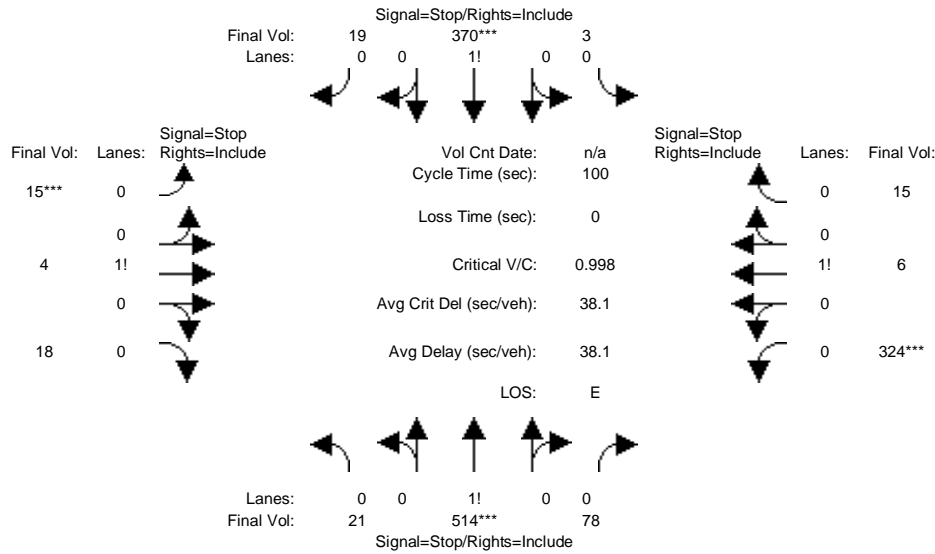


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	22	627	205	35	291	9	8	5	34	113	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	627	205	35	291	9	8	5	34	113	2	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	627	205	35	291	9	8	5	34	113	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	627	205	35	291	9	8	5	34	113	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	627	205	35	291	9	8	5	34	113	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	627	205	35	291	9	8	5	34	113	2	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.73	0.24	0.10	0.87	0.03	0.17	0.11	0.72	0.97	0.02	0.01
Final Sat.:	20	558	182	70	579	18	92	58	392	512	9	5
Capacity Analysis Module:												
Vol/Sat:	1.12	1.12	1.12	0.50	0.50	0.50	0.09	0.09	0.09	0.22	0.22	0.22
Crit Moves:	****				****			****				****
Delay/Veh:	92.1	92.1	92.1	13.5	13.5	13.5	9.8	9.8	9.8	11.4	11.4	11.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.1	92.1	92.1	13.5	13.5	13.5	9.8	9.8	9.8	11.4	11.4	11.4
LOS by Move:	F	F	F	B	B	B	A	A	A	B	B	B
ApproachDel:		92.1			13.5			9.8			11.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		92.1			13.5			9.8			11.4	
LOS by Appr:		F			B			A			B	
AllWayAvgQ:	17.8	17.8	17.8	1.0	1.0	1.0	0.1	0.1	0.1	0.3	0.3	0.3

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #280: Pulgas Ave/Weeks St



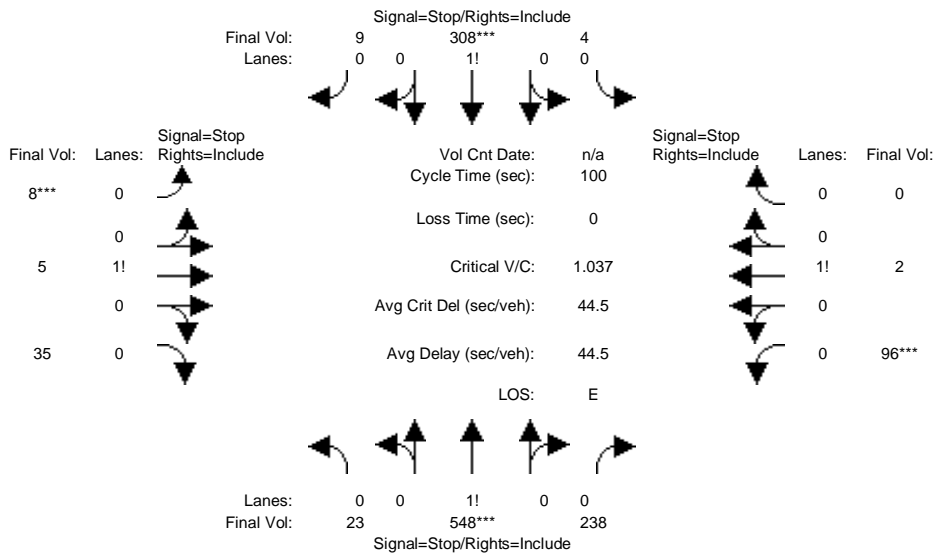
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	21	514	78	3	370	19	15	4	18	324	6	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	514	78	3	370	19	15	4	18	324	6	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	514	78	3	370	19	15	4	18	324	6	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	514	78	3	370	19	15	4	18	324	6	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	514	78	3	370	19	15	4	18	324	6	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	514	78	3	370	19	15	4	18	324	6	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.84	0.13	0.01	0.94	0.05	0.40	0.11	0.49	0.94	0.02	0.04
Final Sat.:	21	515	78	4	536	28	171	46	205	488	9	23
Capacity Analysis Module:												
Vol/Sat:	1.00	1.00	1.00	0.69	0.69	0.69	0.09	0.09	0.09	0.66	0.66	0.66
Crit Moves:	****			****			****			****		
Delay/Veh:	59.7	59.7	59.7	21.4	21.4	21.4	11.1	11.1	11.1	21.6	21.6	21.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.7	59.7	59.7	21.4	21.4	21.4	11.1	11.1	11.1	21.6	21.6	21.6
LOS by Move:	F	F	F	C	C	C	B	B	B	C	C	C
ApproachDel:	59.7			21.4			11.1			21.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	59.7			21.4			11.1			21.6		
LOS by Appr:	F			C			B			C		
AllWayAvgQ:	8.7	8.7	8.7	1.9	1.9	1.9	0.1	0.1	0.1	1.7	1.7	1.7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #280: Pulgas Ave/Weeks St



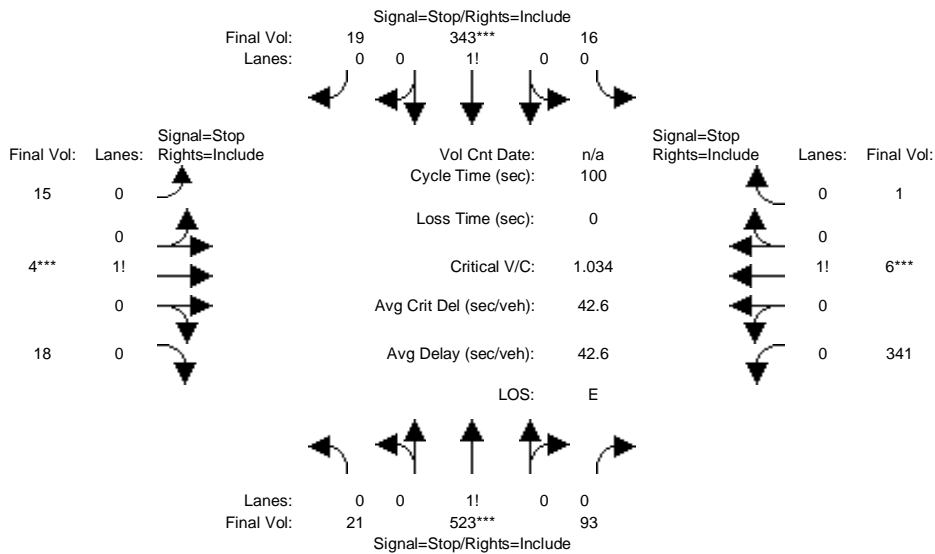
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	23	548	238	4	308	9	8	5	35	96	2	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	548	238	4	308	9	8	5	35	96	2	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:	23	548	238	4	308	9	8	5	35	96	2	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:	23	548	238	4	308	9	8	5	35	96	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	548	238	4	308	9	8	5	35	96	2	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	548	238	4	308	9	8	5	35	96	2	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.68	0.29	0.01	0.96	0.03	0.17	0.10	0.73	0.98	0.02	0.00
Final Sat.:	22	528	229	8	652	19	92	58	403	516	11	0
Capacity Analysis Module:												
Vol/Sat:	1.04	1.04	1.04	0.47	0.47	0.47	0.09	0.09	0.09	0.19	0.19	xxxx
Crit Moves:	****			****			****			****		
Delay/Veh:	63.2	63.2	63.2	12.8	12.8	12.8	9.7	9.7	9.7	11.0	11.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.2	63.2	63.2	12.8	12.8	12.8	9.7	9.7	9.7	11.0	11.0	0.0
LOS by Move:	F	F	F	B	B	B	A	A	A	B	B	*
ApproachDel:	63.2			12.8			9.7			11.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	63.2			12.8			9.7			11.0		
LOS by Appr:	F			B			A			B		
AllWayAvgQ:	12.0	12.0	12.0	0.9	0.9	0.9	0.1	0.1	0.1	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #280: Pulgas Ave/Weeks St



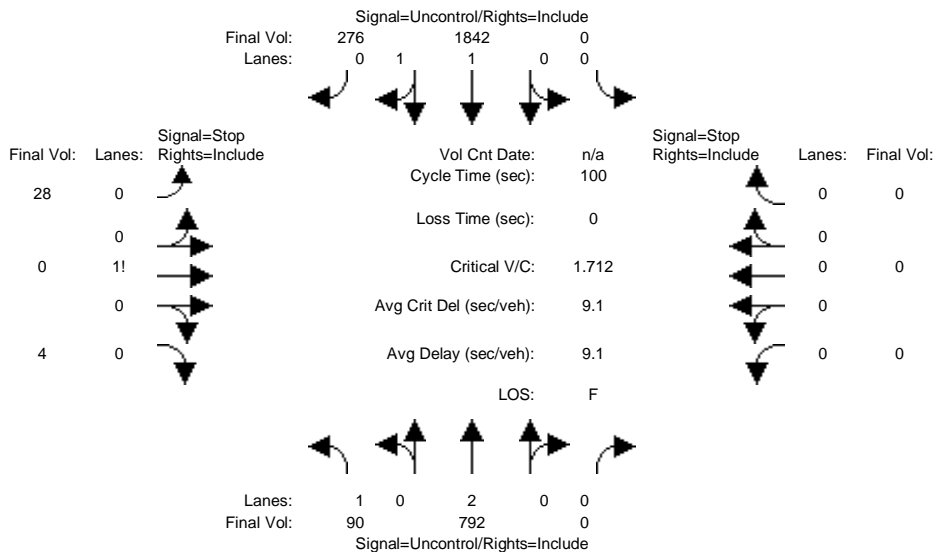
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	21	523	93	16	343	19	15	4	18	341	6	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	523	93	16	343	19	15	4	18	341	6	1
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	523	93	16	343	19	15	4	18	341	6	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	523	93	16	343	19	15	4	18	341	6	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	523	93	16	343	19	15	4	18	341	6	1
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	523	93	16	343	19	15	4	18	341	6	1
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.82	0.15	0.04	0.91	0.05	0.40	0.11	0.49	0.98	0.01	0.01
Final Sat.:	20	506	90	24	513	28	172	46	206	510	9	1
Capacity Analysis Module:												
Vol/Sat:	1.03	1.03	1.03	0.67	0.67	0.67	0.09	0.09	0.09	0.67	0.67	0.67
Crit Moves:	****			****			****			****		
Delay/Veh:	68.9	68.9	68.9	20.5	20.5	20.5	11.1	11.1	11.1	22.0	22.0	22.0
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:	68.9	68.9	68.9	20.5	20.5	20.5	11.1	11.1	11.1	22.0	22.0	22.0
LOS by Move:	F	F	F	C	C	C	B	B	B	C	C	C
ApproachDel:	68.9			20.5			11.1			22.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	68.9			20.5			11.1			22.0		
LOS by Appr:	F			C			B			C		
AllWayAvgQ:	10.3	10.3	10.3	1.8	1.8	1.8	0.1	0.1	0.1	1.8	1.8	1.8

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #300: University Ave & Adams Dr



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:	90	792	0	0	1842	276	28	0	4	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:	90	792	0	0	1842	276	28	0	4	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:	90	792	0	0	1842	276	28	0	4	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:	90	792	0	0	1842	276	28	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	792	0	0	1842	276	28	0	4	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	2118	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	2556	2952	1059	xxxx	xxxx	xxxxxx
Potent Cap.:	261	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	22	15	224	xxxx	xxxx	xxxxxx
Move Cap.:	261	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	16	10	224	xxxx	xxxx	xxxxxx
Volume/Cap:	0.34	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.71	0.00	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

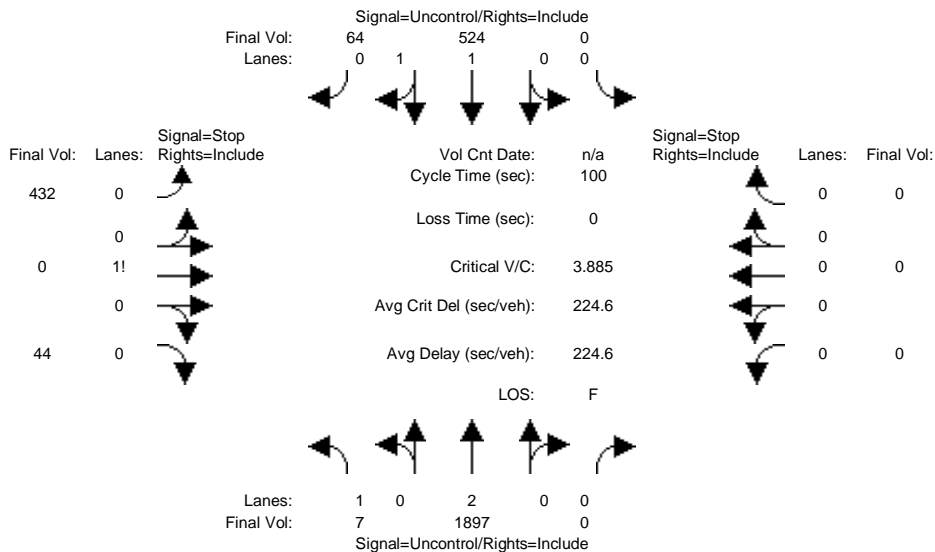
2Way95thQ:	1.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	25.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	D	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	18	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	4.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	787	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx				786.5				xxxxxx
ApproachLOS:	*				*				F				*

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #300: University Ave & Adams Dr



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:	7	1897	0	0	524	64	432	0	44	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:	7	1897	0	0	524	64	432	0	44	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:	7	1897	0	0	524	64	432	0	44	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:	7	1897	0	0	524	64	432	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	7	1897	0	0	524	64	432	0	44	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	588	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	1519	2467	294	xxxx	xxxx	xxxxxx
Potent Cap.:	997	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	112	31	708	xxxx	xxxx	xxxxxx
Move Cap.:	997	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	111	30	708	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	3.89	0.00	0.06	xxxx	xxxx	xxxx

Level Of Service Module:

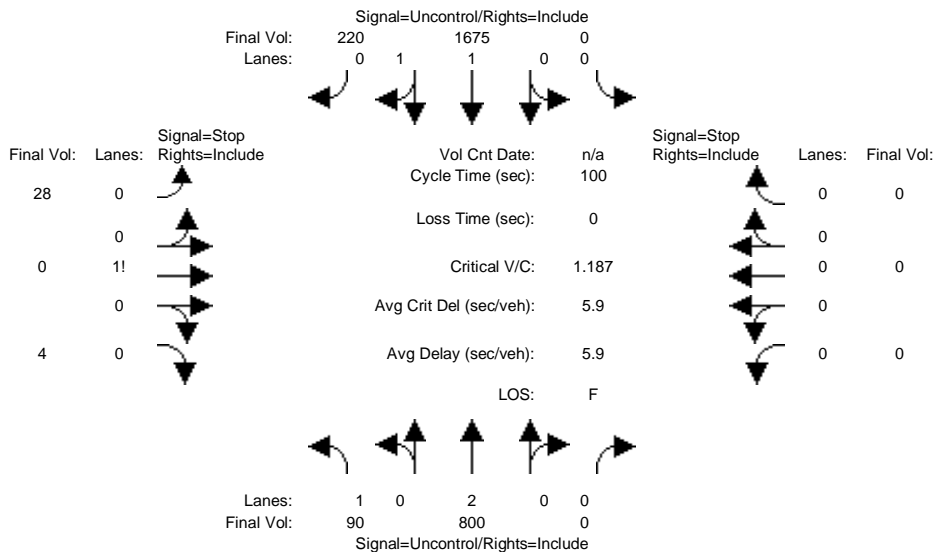
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	121	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	48.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1400	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			1400.0			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #300: University Ave & Adams Dr



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:	90	800	0	0	1675	220	28	0	4	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:	90	800	0	0	1675	220	28	0	4	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:	90	800	0	0	1675	220	28	0	4	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:	90	800	0	0	1675	220	28	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	800	0	0	1675	220	28	0	4	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1895	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	2365	2765	948	xxxx	xxxx	xxxxxx
Potent Cap.:	319	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	30	20	266	xxxx	xxxx	xxxxxx
Move Cap.:	319	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	24	14	266	xxxx	xxxx	xxxxxx
Volume/Cap:	0.28	xxxx	xxxx	xxxx	xxxx	xxxx	1.19	0.00	0.02	xxxx	xxxx	xxxx

Level Of Service Module:

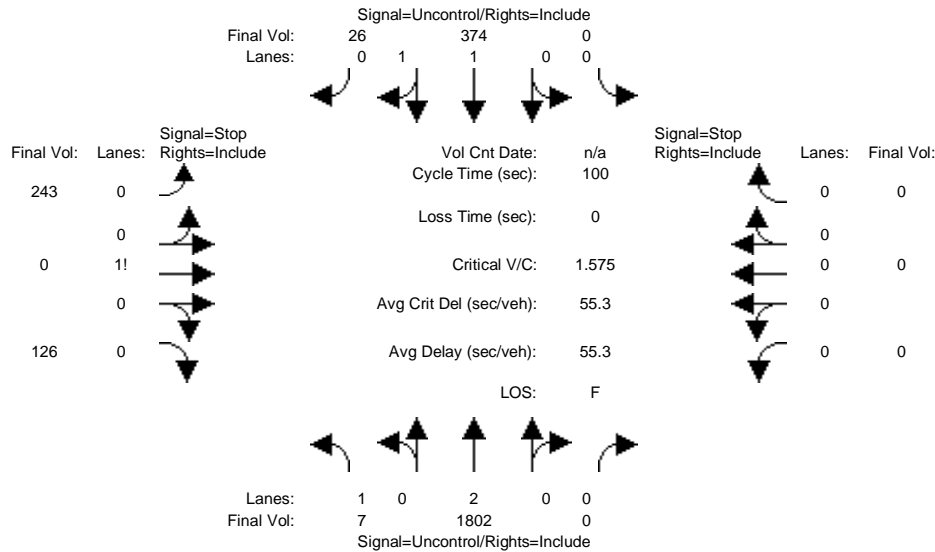
2Way95thQ:	1.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	20.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	27	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	460	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			459.7			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #300: University Ave & Adams Dr



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:	7	1802	0	0	374	26	243	0	126	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:	7	1802	0	0	374	26	243	0	126	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:	7	1802	0	0	374	26	243	0	126	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:	7	1802	0	0	374	26	243	0	126	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	7	1802	0	0	374	26	243	0	126	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.8	6.5	6.9	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	400	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1302	2203	200	xxxx	xxxx	xxxxxx
Potent Cap.:	1170	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	155	45	814	xxxx	xxxx	xxxxxx
Move Cap.:	1170	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	154	45	814	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	1.57	0.00	0.15	xxxx	xxxx	xxxx

Level Of Service Module:

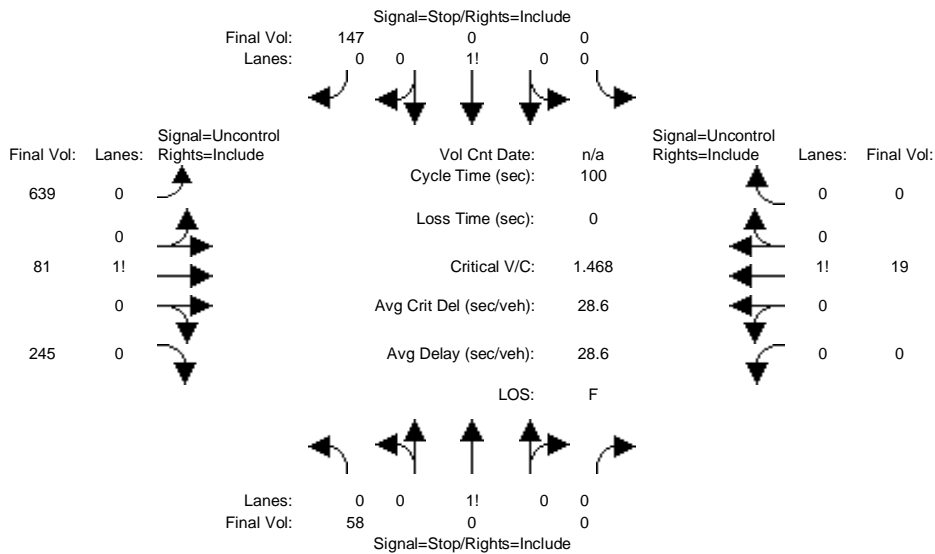
2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	213	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	25.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	386	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			386.2			xxxxxx		
ApproachLOS:	*			*			F			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #1081: Tara Road and Bay Road



Street Name: Tara Road Bay Road

Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	58	0	0	0	0	147	639	81	245	0	19	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:	58	0	0	0	0	147	639	81	245	0	19	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:	58	0	0	0	0	147	639	81	245	0	19	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:	58	0	0	0	0	147	639	81	245	0	19	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	0	0	0	0	147	639	81	245	0	19	0

Critical Gap Module:

Critical Gp:	7.1	xxxx	xxxxxx	xxxxxx	xxxx	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	xxxxxx	xxxx	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1574	xxxx	xxxxxx	xxxxxx	xxxx	19	19	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	90	xxxx	xxxxxx	xxxxxx	xxxx	1065	1611	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	40	xxxx	xxxxxx	xxxxxx	xxxx	1065	1611	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	1.47	xxxx	xxxx	xxxxxx	xxxx	0.14	0.40	xxxx	xxxx	xxxxxx	xxxx	xxxxxx

Level Of Service Module:

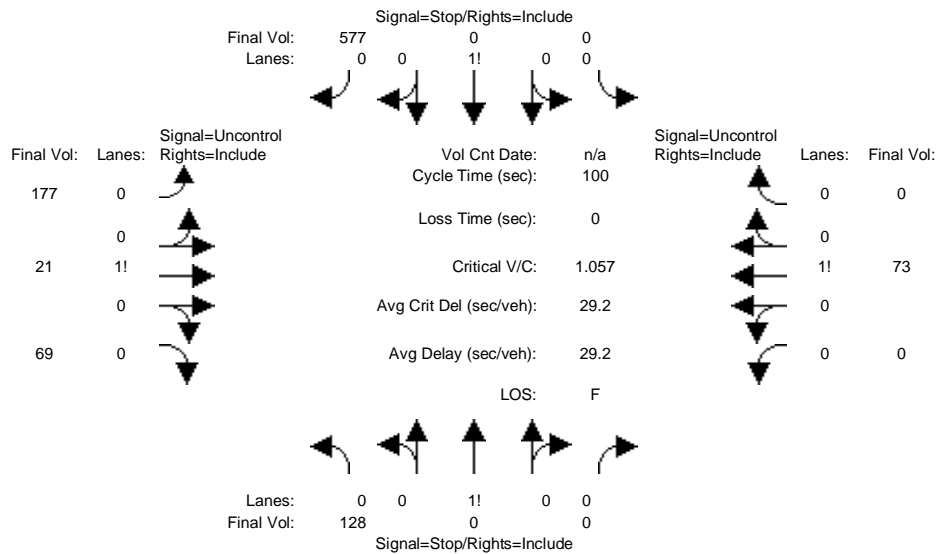
2Way95thQ:	6.0	xxxx	xxxxxx	xxxxxx	xxxx	0.5	1.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	468.3	xxxx	xxxxxx	xxxxxx	xxxx	8.9	8.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT					LT - LTR - RT	LT - LTR - RT				LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	468.3					8.9	xxxxxxx				xxxxxxx	
ApproachLOS:	F					A	*				*	

Note: Queue reported is the number of cars per lane.

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #1081: Tara Road and Bay Road



Street Name: Tara Road Bay Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	128	0	0	0	0	577	177	21	69	0	73	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:	128	0	0	0	0	577	177	21	69	0	73	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:	128	0	0	0	0	577	177	21	69	0	73	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:	128	0	0	0	0	577	177	21	69	0	73	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	128	0	0	0	0	577	177	21	69	0	73	0

Critical Gap Module:

Critical Gp:	7.1	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	771	xxxx	xxxxx	xxxx	xxxx	73	73	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	320	xxxx	xxxxx	xxxx	xxxx	995	1540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	121	xxxx	xxxxx	xxxx	xxxx	995	1540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.06	xxxx	xxxx	xxxx	xxxx	0.58	0.11	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

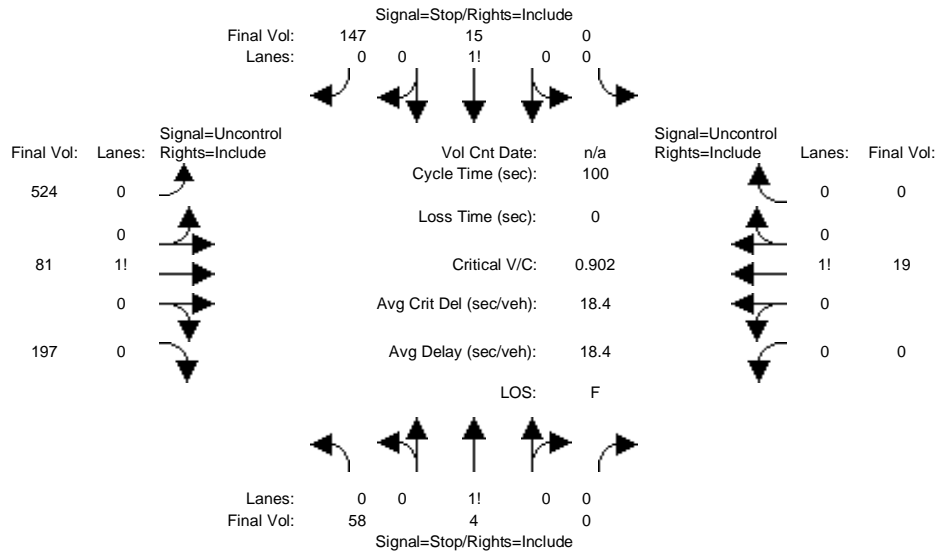
2Way95thQ:	7.4	xxxx	xxxxx	xxxx	xxxx	3.9	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	167.3	xxxx	xxxxx	xxxxx	xxxx	13.5	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	167.3			13.5			xxxxxxx			xxxxxxx		
ApproachLOS:	F			B			*			*		*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #1081: Tara Road and Bay Road



Street Name: Tara Road Bay Road
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
Base Vol:	58	4	0	0	15	147	524	81	197	0	19	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:	58	4	0	0	15	147	524	81	197	0	19	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:	58	4	0	0	15	147	524	81	197	0	19	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:	58	4	0	0	15	147	524	81	197	0	19	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	58	4	0	0	15	147	524	81	197	0	19	0

Critical Gap Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
Cnflct Vol:	1328	1247	xxxxx	xxxx	1345	19	19	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	134	175	xxxxx	xxxx	153	1065	1611	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	64	95	xxxxx	xxxx	83	1065	1611	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.90	0.04	xxxx	xxxx	0.18	0.14	0.33	xxxx	xxxx	xxxx	xxxx	xxxx

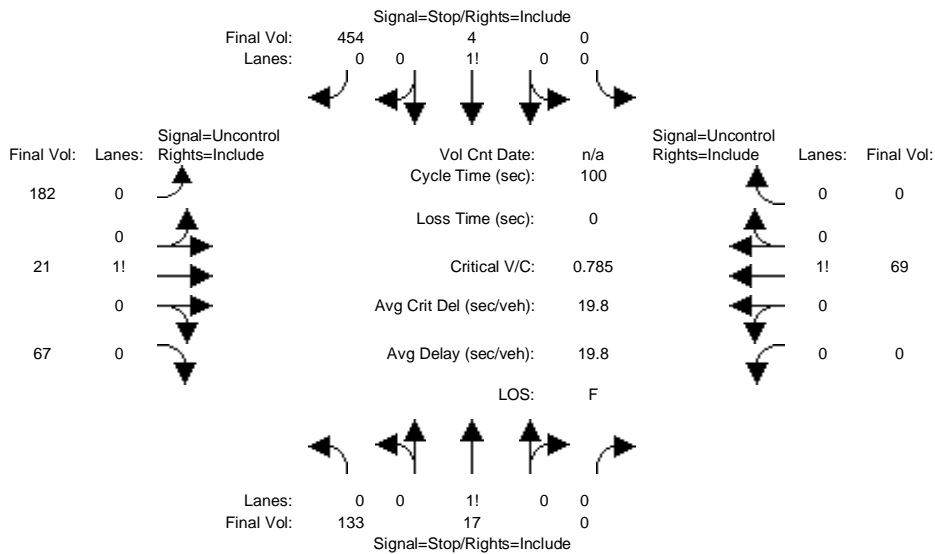
Level Of Service Module:	Tara Road North Bound			Tara Road South Bound			Bay Road East Bound			Bay Road West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	66	xxxx	xxxxx	xxxx	xxxx	507	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	4.6	xxxx	xxxxx	xxxxx	xxxx	1.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	200.3	xxxx	xxxxx	xxxxx	xxxx	15.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	C	*	*	*	*	*	*
ApproachDel:	200.3			15.4			xxxxxxx			xxxxxxx		
ApproachLOS:	F			C			*			*		

Note: Queue reported is the number of cars per lane.

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #1081: Tara Road and Bay Road



Street Name: Tara Road Bay Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	133	17	0	0	4	454	182	21	67	0	69	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:	133	17	0	0	4	454	182	21	67	0	69	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:	133	17	0	0	4	454	182	21	67	0	69	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:	133	17	0	0	4	454	182	21	67	0	69	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	133	17	0	0	4	454	182	21	67	0	69	0

Critical Gap Module:												
Critical Gp:	7.1	6.5	xxxxx	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	717	488	xxxxx	xxxx	521	69	69	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	348	483	xxxxx	xxxx	463	1000	1545	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	169	420	xxxxx	xxxx	402	1000	1545	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.79	0.04	xxxx	xxxx	0.01	0.45	0.12	xxxx	xxxx	xxxx	xxxx	xxxx

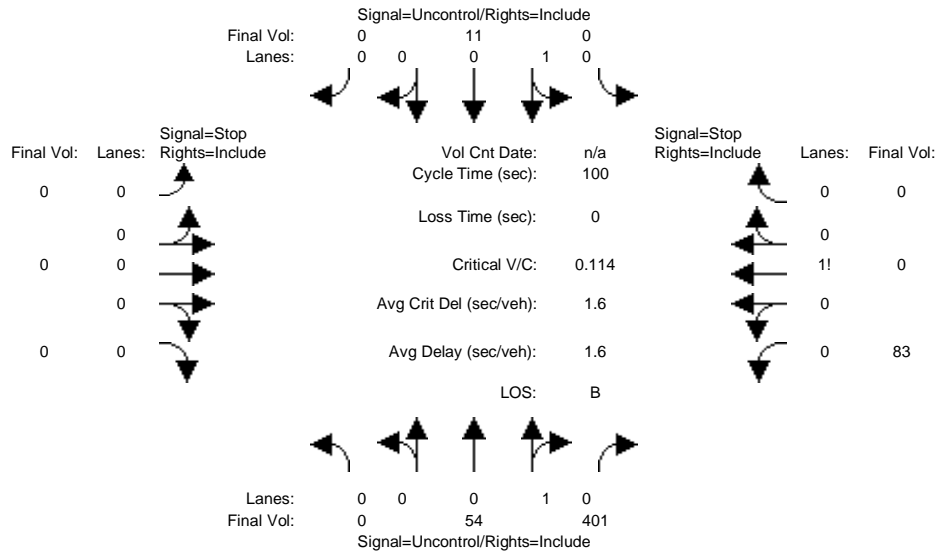
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	182	xxxx	xxxxx	xxxx	xxxx	987	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	5.8	xxxx	xxxxx	xxxxx	xxxx	2.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	79.9	xxxx	xxxxx	xxxxx	xxxx	11.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	F	*	*	*	*	B	*	*	*	*	*	*
ApproachDel:	79.9				11.8		xxxxxxx			xxxxxxx		
ApproachLOS:	F				B		*			*		*

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #1083: Demeter Street/Emmerson Street(Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	54	401	0	11	0	0	0	0	83	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:	0	54	401	0	11	0	0	0	0	83	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:	0	54	401	0	11	0	0	0	0	83	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	54	401	0	11	0	0	0	0	83	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	54	401	0	11	0	0	0	0	83	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	266	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	728	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	728	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx

Level Of Service Module:

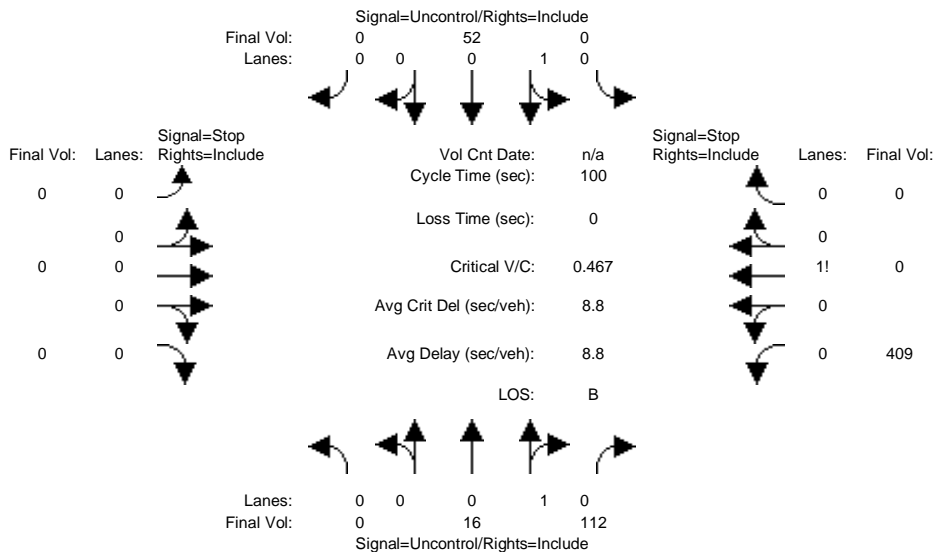
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			10.6		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #1083: Demeter Street/Emmerson Street(Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	16	112	0	52	0	0	0	0	409	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:	0	16	112	0	52	0	0	0	0	409	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:	0	16	112	0	52	0	0	0	0	409	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	16	112	0	52	0	0	0	0	409	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	16	112	0	52	0	0	0	0	409	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	124	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	876	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	876	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.47	xxxx	xxxx

Level Of Service Module:

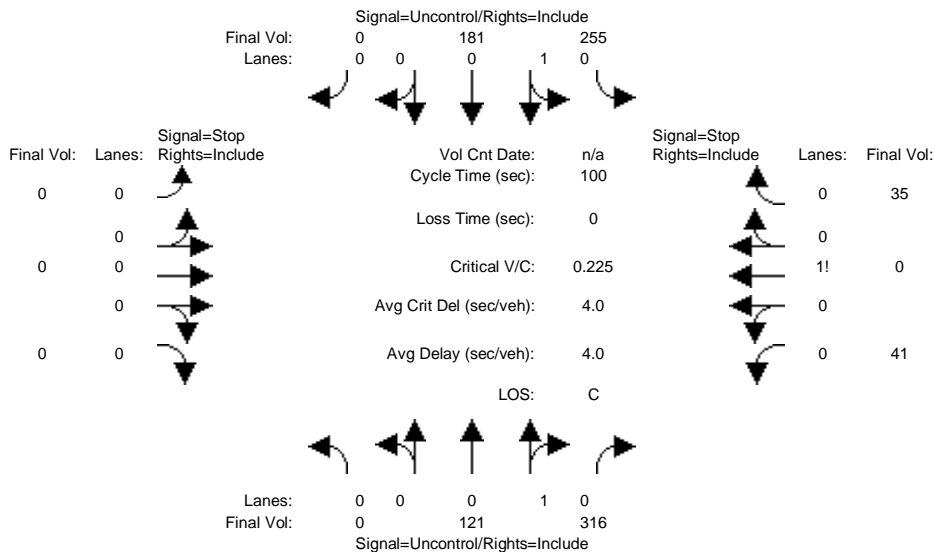
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.5	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	12.7	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			12.7		
ApproachLOS:	*			*			*			B		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #1083: Demeter Street/Emmerson Street(Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	121	316	255	181	0	0	0	0	41	0	35
Growth Adj:	1.00	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	121	316	255	181	0	0	0	0	41	0	35
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	121	316	255	181	0	0	0	0	41	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	121	316	255	181	0	0	0	0	41	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	121	316	255	181	0	0	0	0	41	0	35

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	437	xxxx	xxxx	xxxx	xxxx	xxxx	970	970	279
Potent Cap.:	xxxx	xxxx	xxxx	1134	xxxx	xxxx	xxxx	xxxx	xxxx	283	255	765
Move Cap.:	xxxx	xxxx	xxxx	1134	xxxx	xxxx	xxxx	xxxx	xxxx	226	188	765
Volume/Cap:	xxxx	xxxx	xxxx	0.22	xxxx	xxxx	xxxx	xxxx	xxxx	0.18	0.00	0.05

Level Of Service Module:

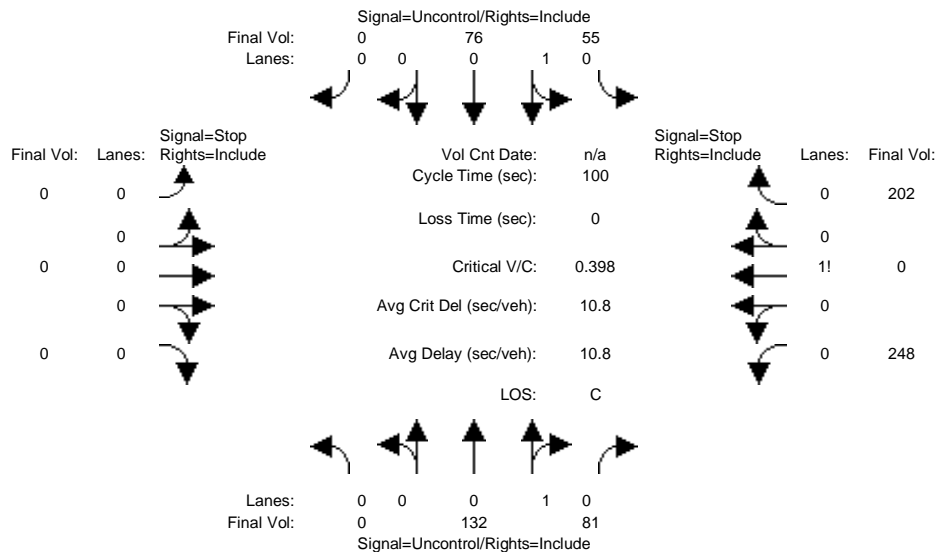
2Way95thQ:	xxxx	xxxx	xxxx	0.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	9.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	334	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.9	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	9.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	18.9	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.9		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #1083: Demeter Street/Emmerson Street(Future)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	132	81	55	76	0	0	0	0	248	0	202
Growth Adj:	1.00	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	132	81	55	76	0	0	0	0	248	0	202
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	132	81	55	76	0	0	0	0	248	0	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	132	81	55	76	0	0	0	0	248	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	132	81	55	76	0	0	0	0	248	0	202

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	213	xxxx	xxxxx	xxxx	xxxx	xxxxx	359	359	173
Potent Cap.:	xxxx	xxxx	xxxxx	1369	xxxx	xxxxx	xxxx	xxxx	xxxxx	644	571	876
Move Cap.:	xxxx	xxxx	xxxxx	1369	xxxx	xxxxx	xxxx	xxxx	xxxxx	624	547	876
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	0.40	0.00	0.23

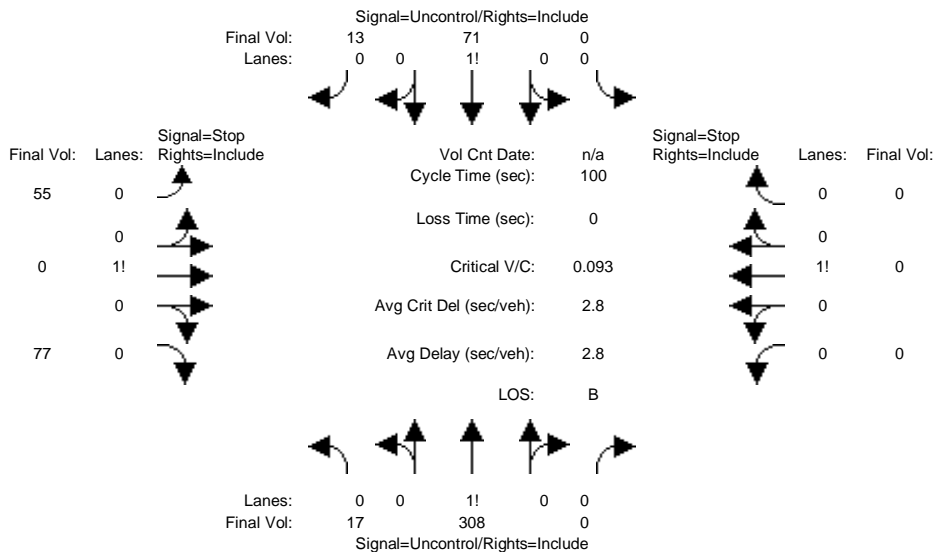
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	716	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.1	xxxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			18.1		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #1091: Tara Road/Emmerson Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	17	308	0	0	71	13	55	0	77	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	308	0	0	71	13	55	0	77	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	308	0	0	71	13	55	0	77	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	308	0	0	71	13	55	0	77	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	17	308	0	0	71	13	55	0	77	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	84	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	420	420	78	458	426	308
Potent Cap.:	1526	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	594	528	989	516	524	737
Move Cap.:	1526	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	589	522	989	472	518	737
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.08	0.00	0.00	0.00

Level Of Service Module:

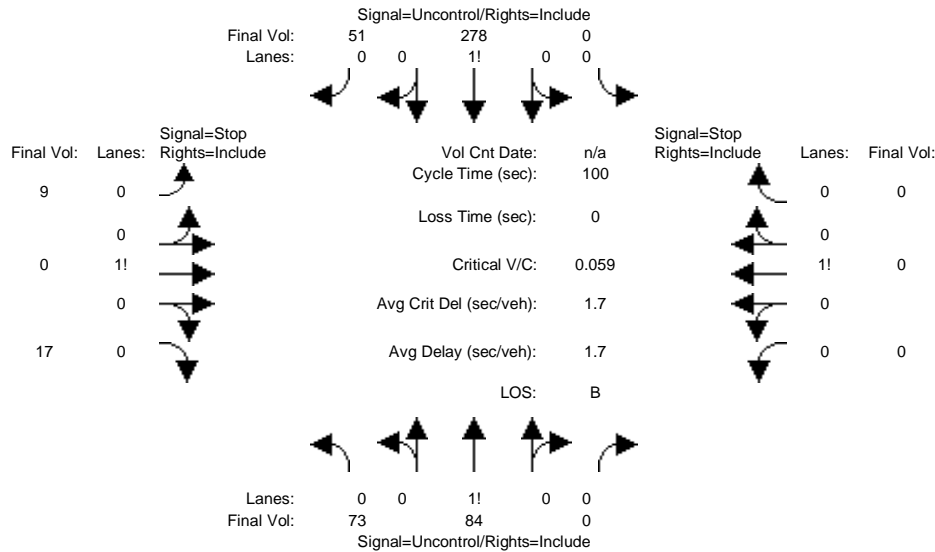
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	771	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	0.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	10.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx				10.6			xxxxxx	
ApproachLOS:	*				*				B			*	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #1091: Tara Road/Emmerson Street (Future)



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:	73	84	0	0	278	51	9	0	17	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	84	0	0	278	51	9	0	17	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	84	0	0	278	51	9	0	17	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	84	0	0	278	51	9	0	17	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	73	84	0	0	278	51	9	0	17	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	329	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	534	534	304	542	559	84
Potent Cap.:	1242	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	511	455	741	454	440	981
Move Cap.:	1242	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	487	427	741	423	413	981
Volume/Cap:	0.06	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.02	0.00	0.00	0.00

Level Of Service Module:

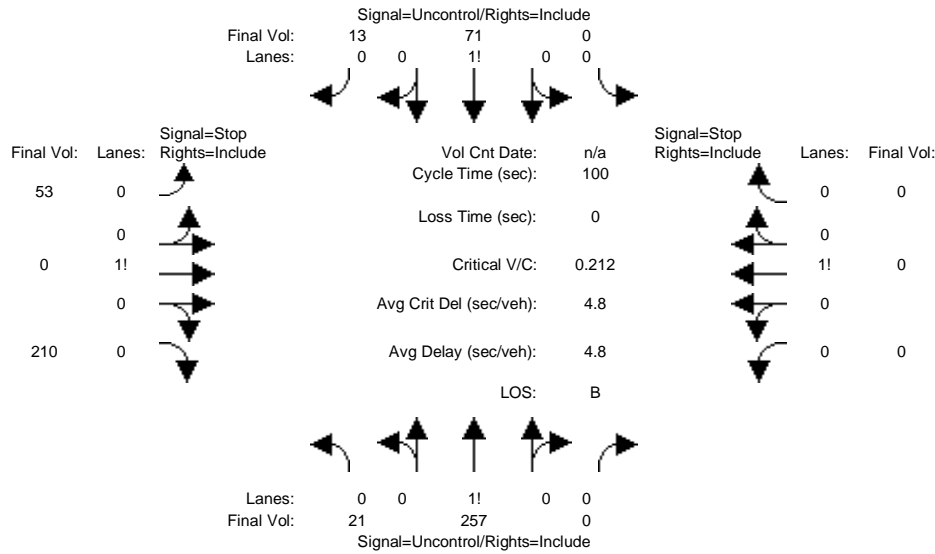
2Way95thQ:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	627	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	11.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx				11.0			xxxxxx	
ApproachLOS:	*				*				B			*	

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #1091: Tara Road/Emmerson Street (Future)



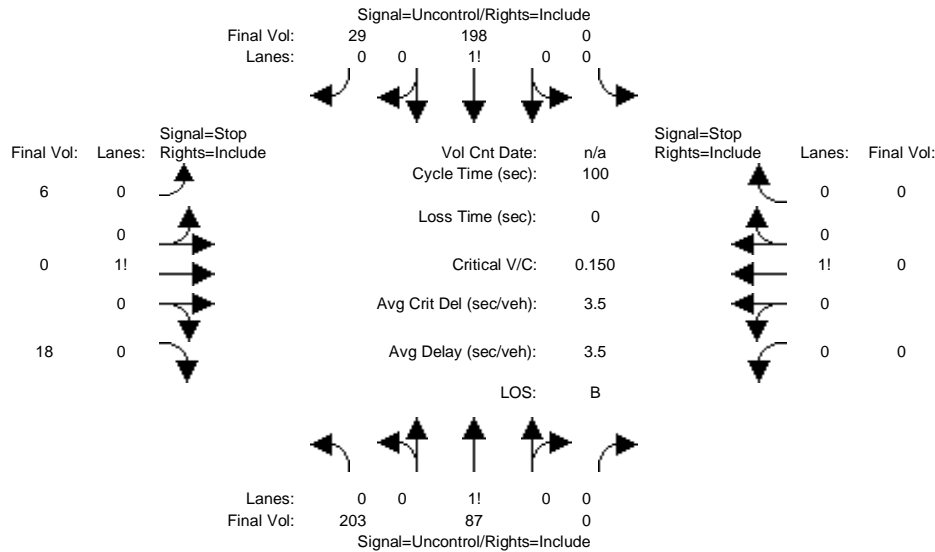
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	21	257	0	0	71	13	53	0	210	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	257	0	0	71	13	53	0	210	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	257	0	0	71	13	53	0	210	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:	21	257	0	0	71	13	53	0	210	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	257	0	0	71	13	53	0	210	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	84	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	377	377	78	482	383	257
Potent Cap.:	1526	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	629	558	989	498	553	787
Move Cap.:	1526	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	622	550	989	388	546	787
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	0.00	0.21	0.00	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	884	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.8		xxxxxx			
ApproachLOS:	*			*			B		*			*

Note: Queue reported is the number of cars per lane.

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #1091: Tara Road/Emmerson Street (Future)



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:	203	87	0	0	198	29	6	0	18	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:	203	87	0	0	198	29	6	0	18	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:	203	87	0	0	198	29	6	0	18	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:	203	87	0	0	198	29	6	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	203	87	0	0	198	29	6	0	18	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	227	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	706	706	213	715	720	87
Potent Cap.:	1353	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	406	363	833	349	356	977
Move Cap.:	1353	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	353	302	833	297	296	977
Volume/Cap:	0.15	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	0.02	0.00	0.02	0.00	0.00	0.00

Level Of Service Module:

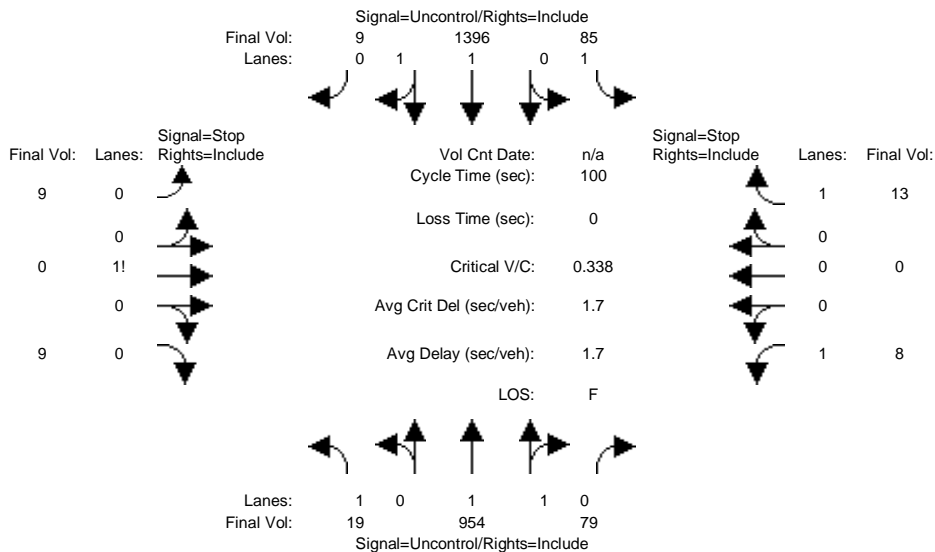
2Way95thQ:	0.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	621	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	0.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	8.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	11.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			11.0		xxxxxx			
ApproachLOS:	*			*			B		*			*

Note: Queue reported is the number of cars per lane.

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #1094: University Ave & 4 Corners Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	19	954	79	85	1396	9	9	0	9	8	0	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:	19	954	79	85	1396	9	9	0	9	8	0	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:	19	954	79	85	1396	9	9	0	9	8	0	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:	19	954	79	85	1396	9	9	0	9	8	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	954	79	85	1396	9	9	0	9	8	0	13

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	1405	xxxx	xxxxx	1033	xxxx	xxxxx	2086	2642	703	1900	xxxx	517
Potent Cap.:	492	xxxx	xxxxx	681	xxxx	xxxxx	31	24	385	43	xxxx	509
Move Cap.:	492	xxxx	xxxxx	681	xxxx	xxxxx	27	20	385	37	xxxx	509
Volume/Cap:	0.04	xxxx	xxxx	0.12	xxxx	xxxx	0.34	0.00	0.02	0.22	xxxx	0.03

Level Of Service Module:

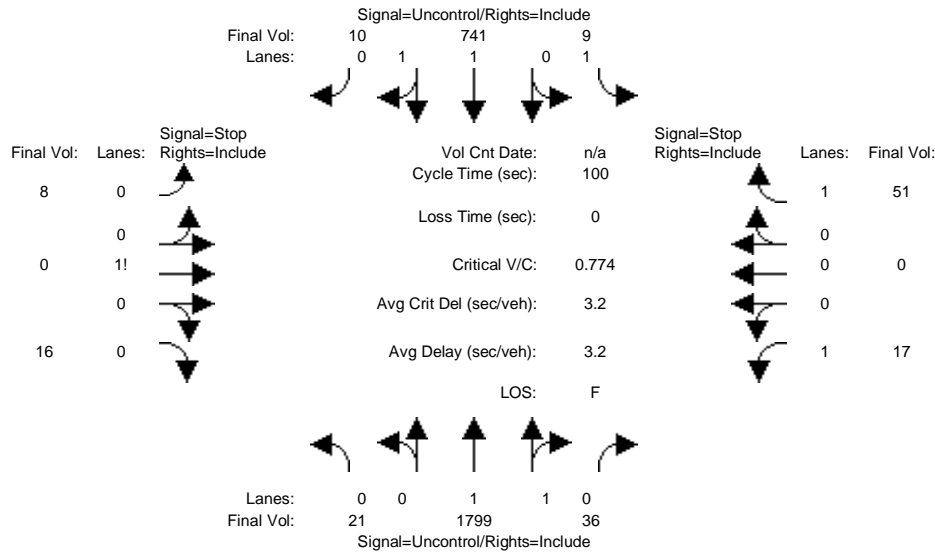
2Way95thQ:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.7	xxxx	0.1
Control Del:	12.6	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	127.5	xxxx	12.3
LOS by Move:	B	*	*	B	*	*	*	*	*	F	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	50	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	113	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			113.4			56.1		
ApproachLOS:	*			*			F			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #1094: University Ave & 4 Corners Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	21	1799	36	9	741	10	8	0	16	17	0	51
Growth Adj:	1.00	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	1799	36	9	741	10	8	0	16	17	0	51
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	1799	36	9	741	10	8	0	16	17	0	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1799	36	9	741	10	8	0	16	17	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	1799	36	9	741	10	8	0	16	17	0	51

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	xxxx	3.3

Capacity Module:

Cnflct Vol:	751	xxxx	xxxxxx	1835	xxxx	xxxxxx	1706	2641	376	2248	xxxx	918
Potent Cap.:	868	xxxx	xxxxxx	337	xxxx	xxxxxx	60	24	628	23	xxxx	278
Move Cap.:	868	xxxx	xxxxxx	337	xxxx	xxxxxx	47	22	628	22	xxxx	278
Volume/Cap:	0.02	xxxx	xxxx	0.03	xxxx	xxxx	0.17	0.00	0.03	0.77	xxxx	0.18

Level Of Service Module:

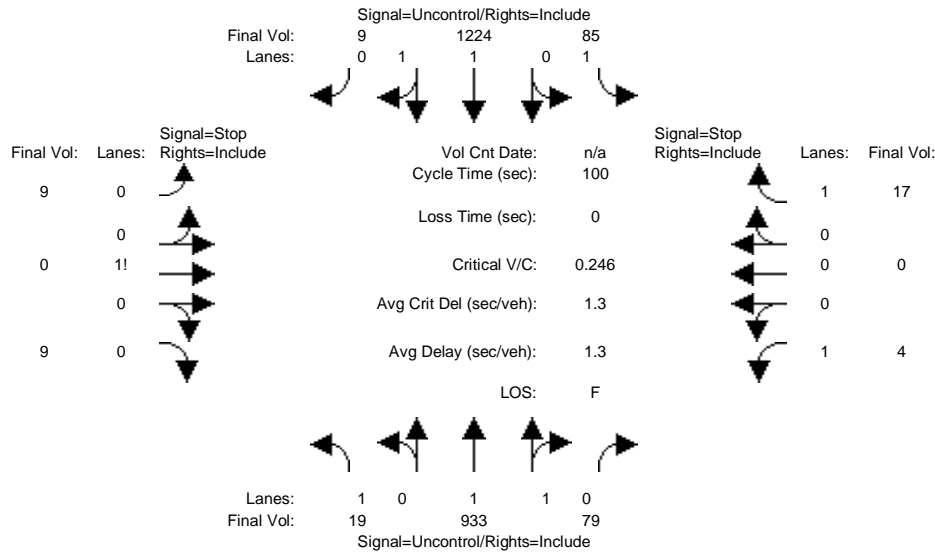
2Way95thQ:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	2.2	xxxx	0.7
Control Del:	9.3	xxxx	xxxxxx	16.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	362.6	xxxx	20.8
LOS by Move:	A	*	*	C	*	*	*	*	*	F	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	123	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	41.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	E	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			41.1			106.3		
ApproachLOS:	*			*			E			F		

Note: Queue reported is the number of cars per lane.

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Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #1094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	19	933	79	85	1224	9	9	0	9	4	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	933	79	85	1224	9	9	0	9	4	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	933	79	85	1224	9	9	0	9	4	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	933	79	85	1224	9	9	0	9	4	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	933	79	85	1224	9	9	0	9	4	0	17

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3

Capacity Module:												
Cnflct Vol:	1233	xxxx	xxxxx	1012	xxxx	xxxxx	1903	2449	617	1793	xxxx	506
Potent Cap.:	572	xxxx	xxxxx	693	xxxx	xxxxx	43	32	438	52	xxxx	517
Move Cap.:	572	xxxx	xxxxx	693	xxxx	xxxxx	37	27	438	45	xxxx	517
Volume/Cap:	0.03	xxxx	xxxx	0.12	xxxx	xxxx	0.25	0.00	0.02	0.09	xxxx	0.03

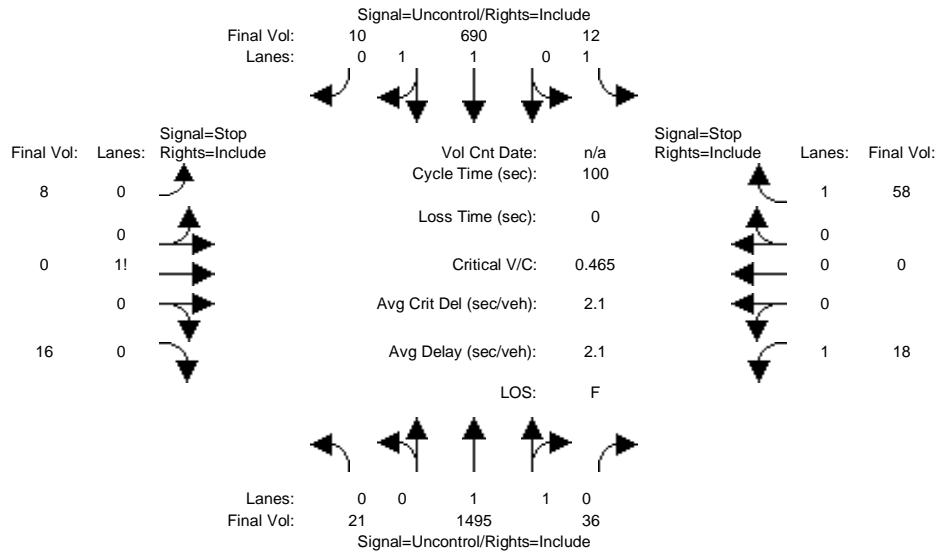
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	0.1
Control Del:	11.5	xxxx	xxxxx	10.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	92.8	xxxx	12.2
LOS by Move:	B	*	*	B	*	*	*	*	*	F	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	68	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	76.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			76.6			27.6		
ApproachLOS:		*			*		F			D		

Note: Queue reported is the number of cars per lane.

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #1094: University Ave & 4 Corners Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:												
Base Vol:	21	1495	36	12	690	10	8	0	16	18	0	58
Growth Adj:	1.00	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	1495	36	12	690	10	8	0	16	18	0	58
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	1495	36	12	690	10	8	0	16	18	0	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1495	36	12	690	10	8	0	16	18	0	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	21	1495	36	12	690	10	8	0	16	18	0	58

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	xxxx	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	xxxx	3.3

Capacity Module:												
Cnflct Vol:	700	xxxx	xxxxx	1531	xxxx	xxxxx	1509	2292	350	1924	xxxx	766
Potent Cap.:	906	xxxx	xxxxx	441	xxxx	xxxxx	85	40	652	41	xxxx	350
Move Cap.:	906	xxxx	xxxxx	441	xxxx	xxxxx	68	38	652	39	xxxx	350
Volume/Cap:	0.02	xxxx	xxxx	0.03	xxxx	xxxx	0.12	0.00	0.02	0.46	xxxx	0.17

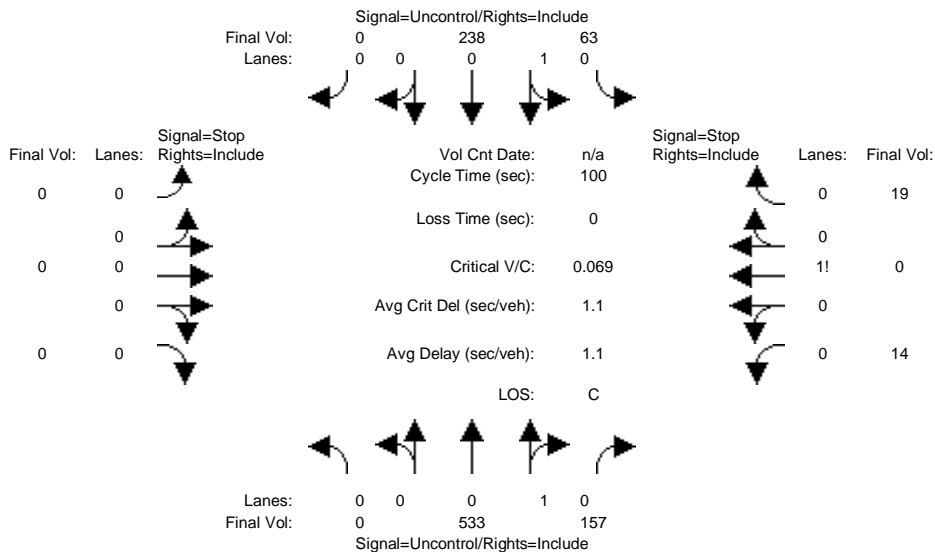
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.6	xxxx	0.6
Control Del:	9.1	xxxx	xxxxx	13.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	161.7	xxxx	17.3
LOS by Move:	A	*	*	B	*	*	*	*	*	F	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	169	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	D	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			29.9			51.5		
ApproachLOS:	*			*			D			F		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #1097: Pulgas Avenue & Montage Street (Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	533	157	63	238	0	0	0	0	14	0	19
Growth Adj:	1.00	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	533	157	63	238	0	0	0	0	14	0	19
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	533	157	63	238	0	0	0	0	14	0	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	533	157	63	238	0	0	0	0	14	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	533	157	63	238	0	0	0	0	14	0	19

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	690	xxxx	xxxx	xxxx	xxxx	xxxx	976	976	612
Potent Cap.:	xxxx	xxxx	xxxx	914	xxxx	xxxx	xxxx	xxxx	xxxx	281	253	497
Move Cap.:	xxxx	xxxx	xxxx	914	xxxx	xxxx	xxxx	xxxx	xxxx	266	235	497
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	0.00	0.04

Level Of Service Module:

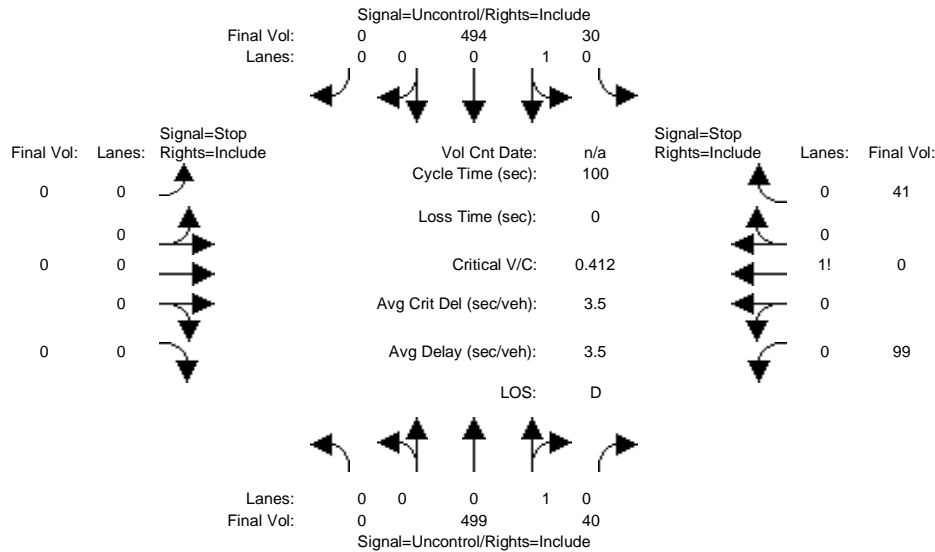
2Way95thQ:	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	9.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	363	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	9.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	15.9	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			15.9		
ApproachLOS:	*			*			*			C		

Note: Queue reported is the number of cars per lane.

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #1097: Pulgas Avenue & Montage Street (Future)



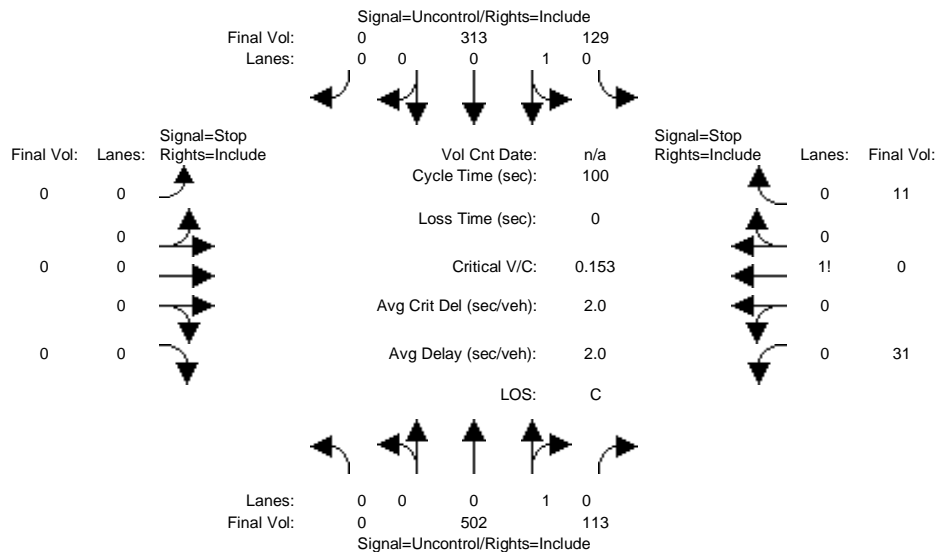
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	499	40	30	494	0	0	0	0	99	0	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	499	40	30	494	0	0	0	0	99	0	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	499	40	30	494	0	0	0	0	99	0	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:	0	499	40	30	494	0	0	0	0	99	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	499	40	30	494	0	0	0	0	99	0	41
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	539	xxxx	xxxx	xxxx	xxxx	xxxx	1073	1073	519
Potent Cap.:	xxxx	xxxx	xxxx	1040	xxxx	xxxx	xxxx	xxxx	xxxx	246	222	561
Move Cap.:	xxxx	xxxx	xxxx	1040	xxxx	xxxx	xxxx	xxxx	xxxx	240	215	561
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.41	0.00	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	8.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	289	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.5	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	8.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	28.7	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			28.7		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #1097: Pulgas Avenue & Montage Street (Future)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	502	113	129	313	0	0	0	0	31	0	11
Growth Adj:	1.00	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	502	113	129	313	0	0	0	0	31	0	11
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	502	113	129	313	0	0	0	0	31	0	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	502	113	129	313	0	0	0	0	31	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	502	113	129	313	0	0	0	0	31	0	11

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	615	xxxx	xxxx	xxxx	xxxx	xxxx	1130	1130	559
Potent Cap.:	xxxx	xxxx	xxxx	974	xxxx	xxxx	xxxx	xxxx	xxxx	228	206	533
Move Cap.:	xxxx	xxxx	xxxx	974	xxxx	xxxx	xxxx	xxxx	xxxx	203	176	533
Volume/Cap:	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	0.00	0.02

Level Of Service Module:

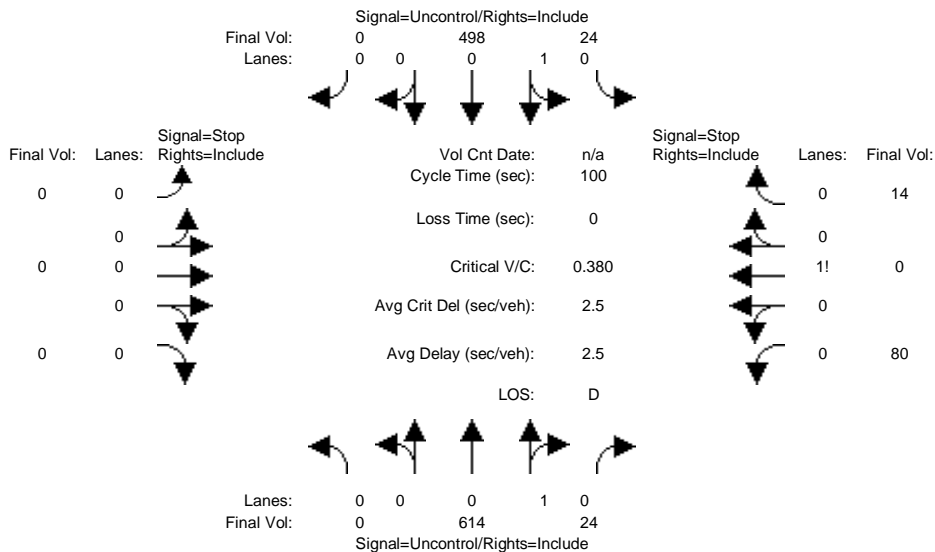
2Way95thQ:	xxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	9.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	242	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.6	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	9.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	23.0	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	C	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	23.0	xxxxxx
ApproachLOS:	*	*	*	A	*	*	*	*	*	*	C	*

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #1097: Pulgas Avenue & Montage Street (Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	614	24	24	498	0	0	0	0	80	0	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	614	24	24	498	0	0	0	0	80	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	614	24	24	498	0	0	0	0	80	0	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	614	24	24	498	0	0	0	0	80	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	614	24	24	498	0	0	0	0	80	0	14

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2
FollowUpTim:	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	638	xxxx	xxxx	xxxx	xxxx	xxxx	1172	1172	626
Potent Cap.:	xxxx	xxxx	xxxx	956	xxxx	xxxx	xxxx	xxxx	xxxx	215	194	488
Move Cap.:	xxxx	xxxx	xxxx	956	xxxx	xxxx	xxxx	xxxx	xxxx	210	189	488
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.38	0.00	0.03

Level Of Service Module:

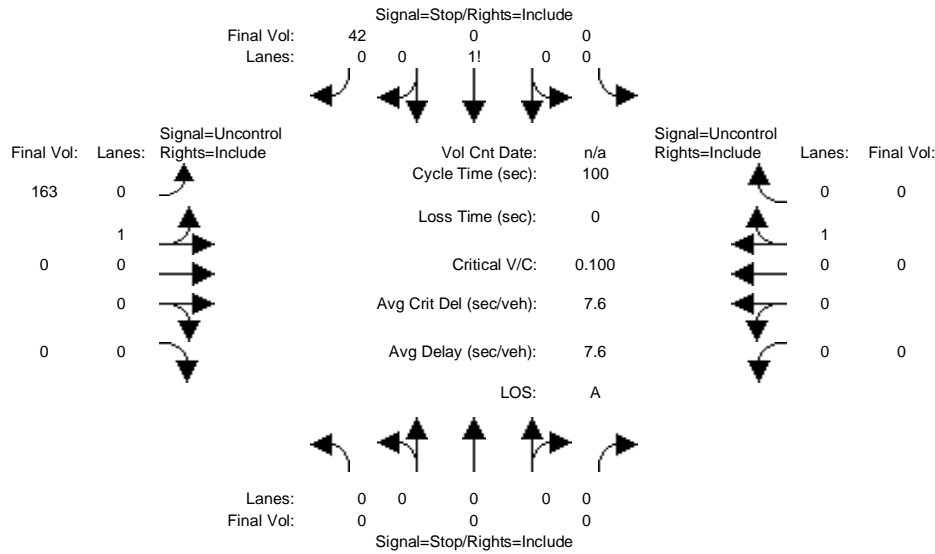
2Way95thQ:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	8.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	230	xxxx
SharedQueue:	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	1.9	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	8.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	31.1	xxxx
Shared LOS:	*	*	*	A	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			31.1		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #1101: Tara Road and Weeks Street (Future)



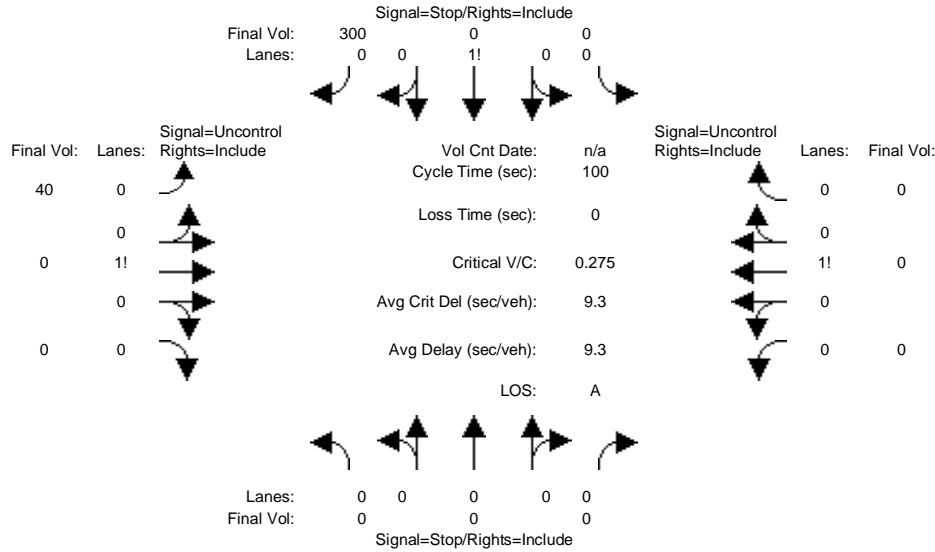
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	42	163	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	42	163	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	42	163	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	42	163	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	42	163	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.4	7.4	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.4	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #1101: Tara Road and Weeks Street (Future)



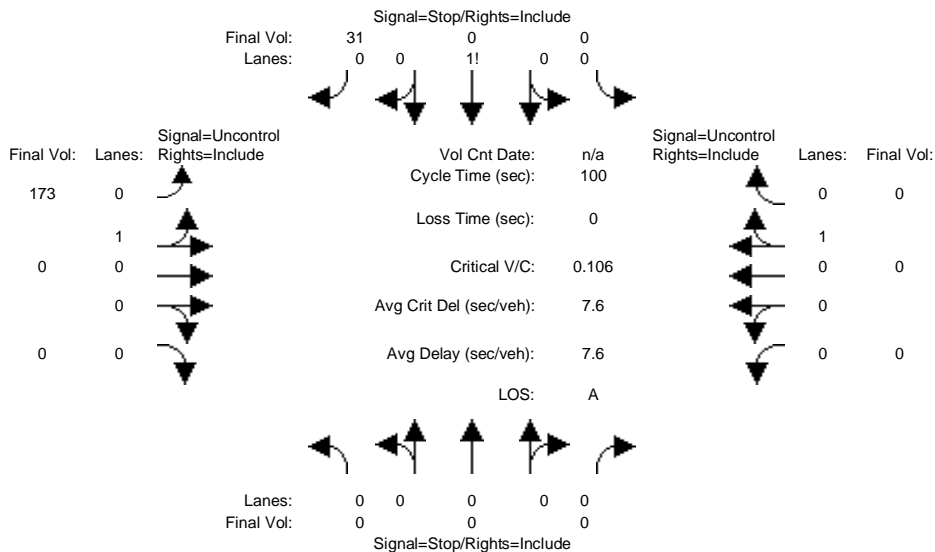
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	300	40	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	300	40	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	300	40	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	300	40	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	300	40	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.27	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	1.1	0.1	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	9.5	7.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				9.5		xxxxxx			xxxxxx		
ApproachLOS:	*				A		*		*	*		*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #1101: Tara Road and Weeks Street (Future)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	31	173	0	0	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:	0	0	0	0	0	31	173	0	0	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:	0	0	0	0	0	31	173	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	31	173	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	31	173	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.11	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

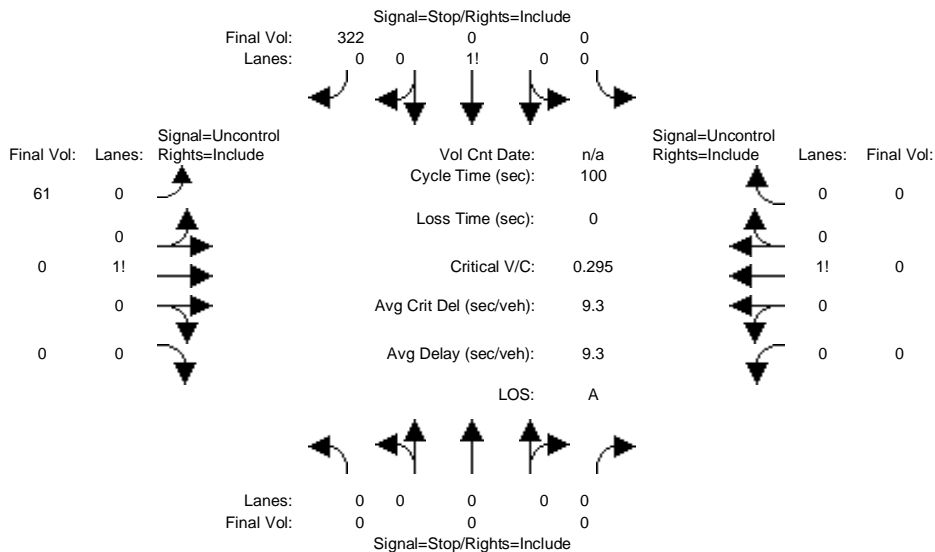
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	0.4	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.4	7.5	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.4			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

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2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #1101: Tara Road and Weeks Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	322	61	0	0	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:	0	0	0	0	0	322	61	0	0	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:	0	0	0	0	0	322	61	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	322	61	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	322	61	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.30	0.04	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

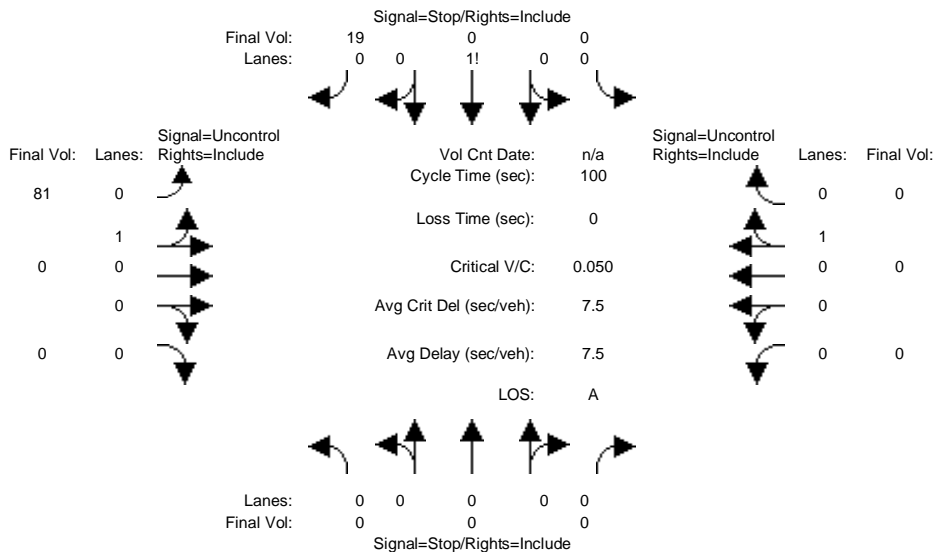
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	1.2	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					9.7	xxxxxx					xxxxxx
ApproachLOS:	*					A	*					*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	0	0	19	81	0	0	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:	0	0	0	0	0	19	81	0	0	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:	0	0	0	0	0	19	81	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	19	81	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	19	81	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.05	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

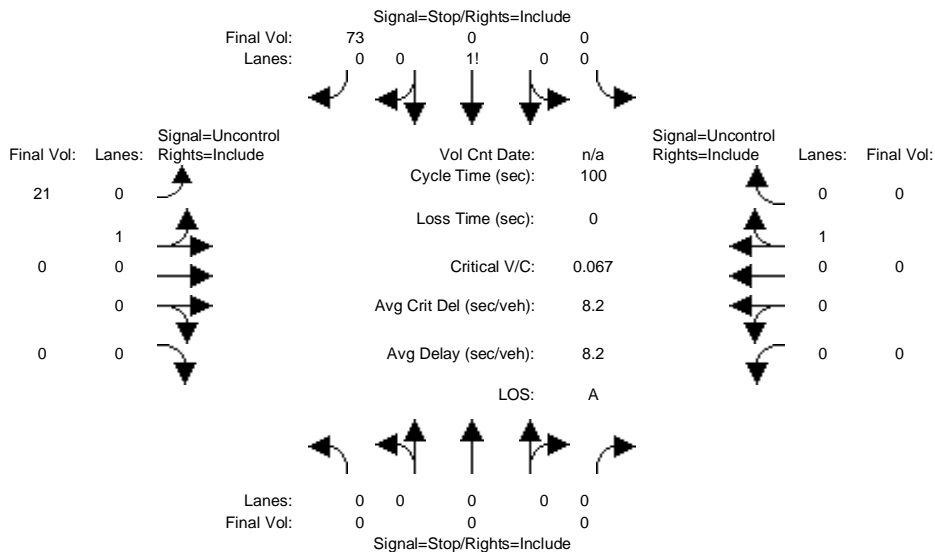
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.4	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.4		xxxxxx				xxxxxx
ApproachLOS:	*					A		*				*

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	0	0	73	21	0	0	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:	0	0	0	0	0	73	21	0	0	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:	0	0	0	0	0	73	21	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	73	21	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	73	21	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

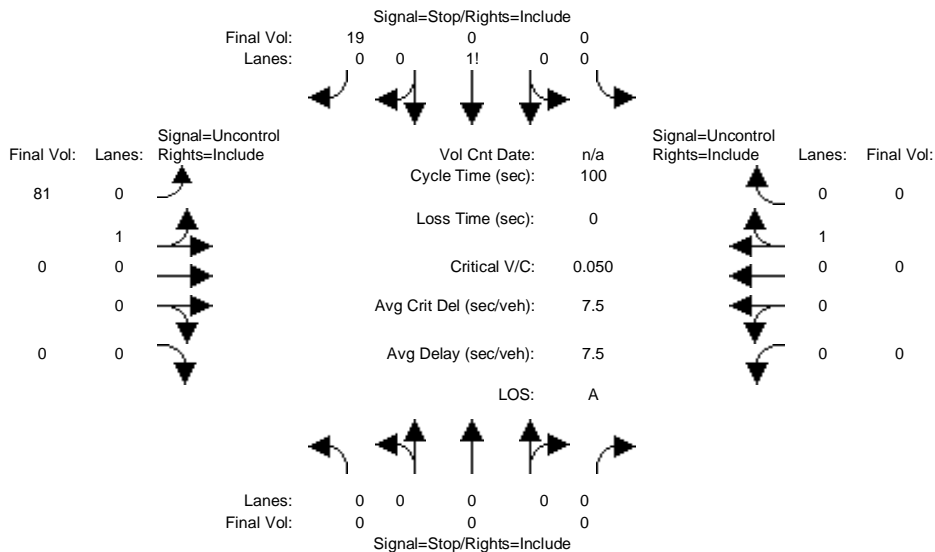
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	0.0	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.5	7.2	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.5			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

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Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	19	81	0	0	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:	0	0	0	0	0	19	81	0	0	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:	0	0	0	0	0	19	81	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	19	81	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	19	81	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	0	0	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	1091	1636	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.05	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

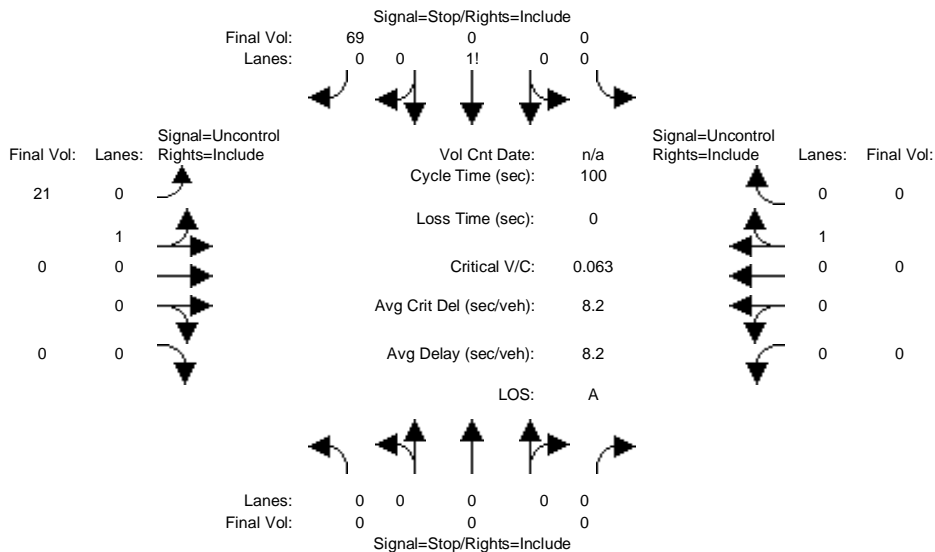
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	0.2	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	8.4	7.3	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			8.4			xxxxxx			xxxxxx		
ApproachLOS:	*			A			*			*		

Note: Queue reported is the number of cars per lane.

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #1128: Bay Road & 2020 Bay Road Dwy (Future)



Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	69	21	0	0	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:	0	0	0	0	0	69	21	0	0	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:	0	0	0	0	0	69	21	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	69	21	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	69	21	0	0	0	0	0

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	0	0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	1091	1636	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.01	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

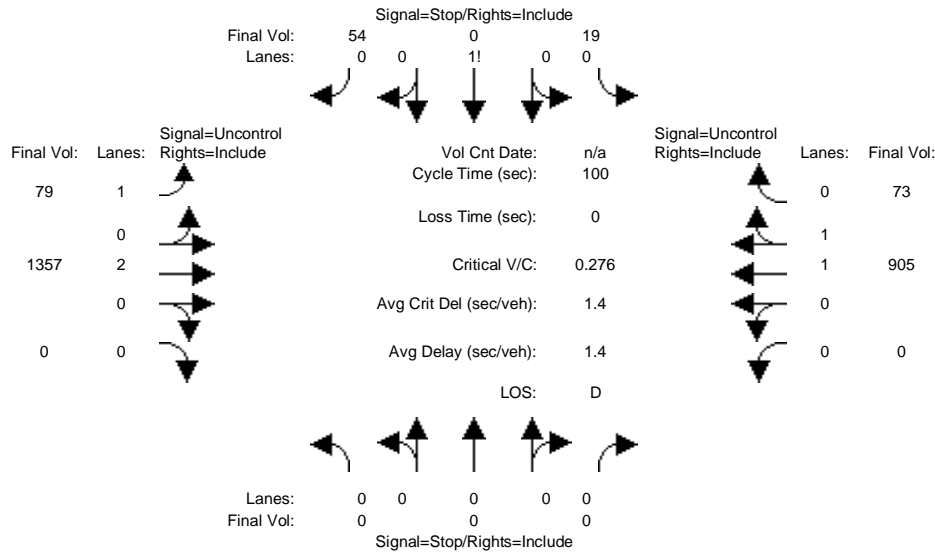
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	8.5	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					8.5	xxxxxx			xxxxxx		
ApproachLOS:	*					A	*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #1159: 4 Corners Dwy & Bay Road



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	19	0	54	79	1357	0	0	905	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	0	54	79	1357	0	0	905	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	19	0	54	79	1357	0	0	905	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	19	0	54	79	1357	0	0	905	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	19	0	54	79	1357	0	0	905	73

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	1778	2457	489	978	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	75	31	530	714	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	69	28	530	714	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.28	0.00	0.10	0.11	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

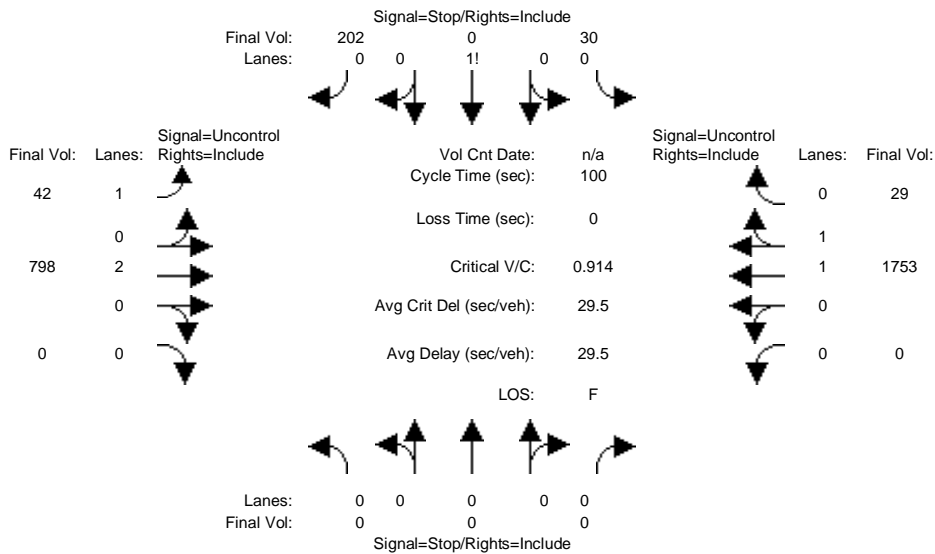
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.7	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	193	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	1.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	34.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			34.5			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #1159: 4 Corners Dwy & Bay Road



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	30	0	202	42	798	0	0	1753	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	202	42	798	0	0	1753	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	202	42	798	0	0	1753	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	202	42	798	0	0	1753	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	30	0	202	42	798	0	0	1753	29

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	2251	2650	891	1782	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	36	23	289	353	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	33	21	289	353	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.91	0.00	0.70	0.12	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

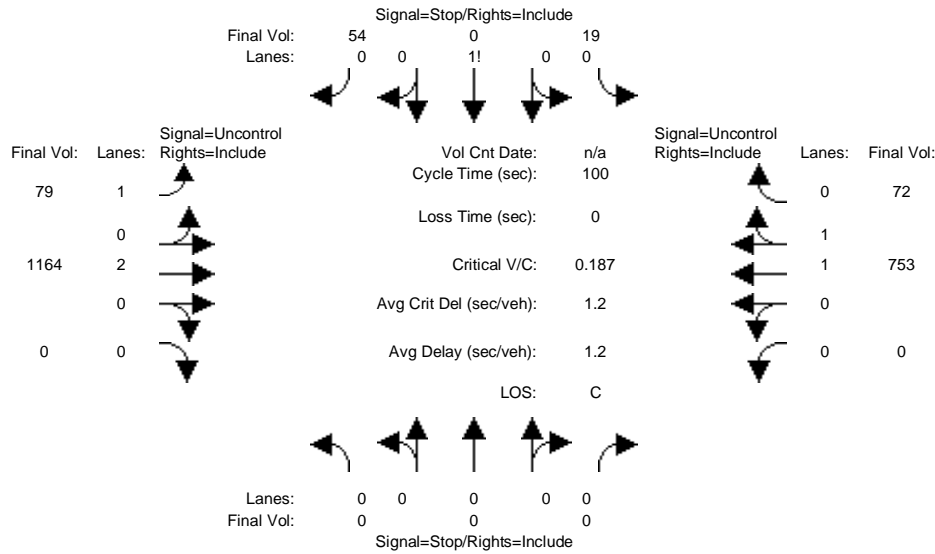
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	16.6	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	C	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	144	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	16.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	360	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			360.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #1159: 4 Corners Dwy & Bay Road



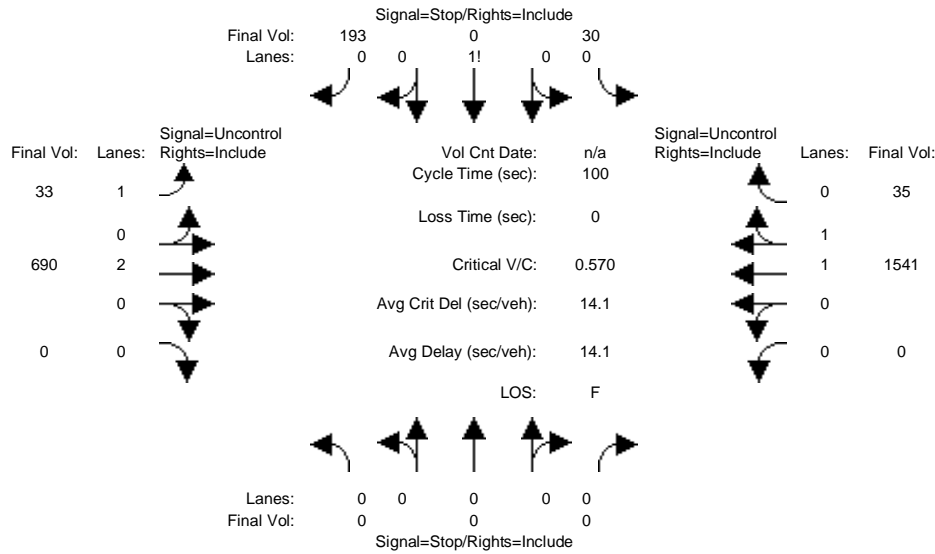
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	19	0	54	79	1164	0	0	753	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	19	0	54	79	1164	0	0	753	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	19	0	54	79	1164	0	0	753	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	19	0	54	79	1164	0	0	753	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	19	0	54	79	1164	0	0	753	72
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1529	2111	413	825	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	110	52	594	814	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	102	47	594	814	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.19	0.00	0.09	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	9.9	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	263	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	1.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	23.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx				23.9		xxxxxx			xxxxxx		
ApproachLOS:	*				C		*			*		*

Note: Queue reported is the number of cars per lane.

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #1159: 4 Corners Dwy & Bay Road



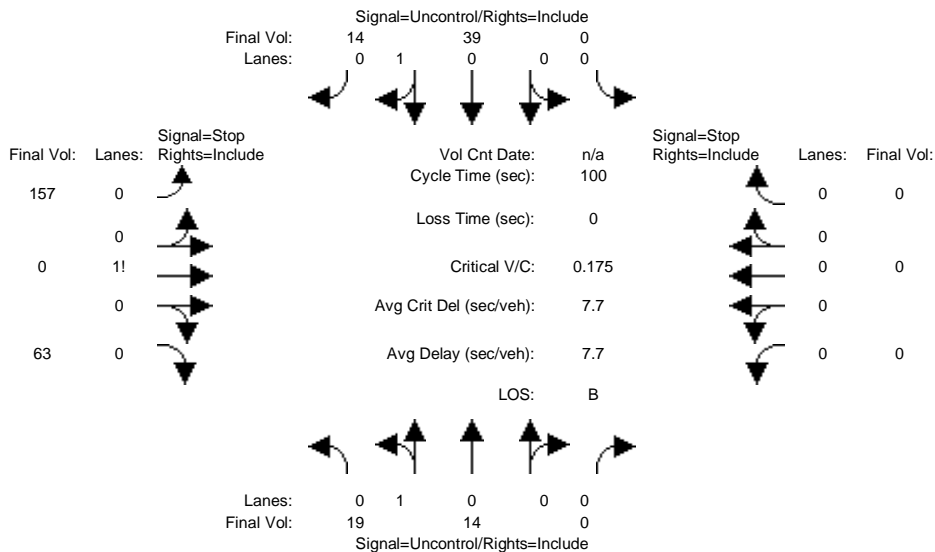
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	30	0	193	33	690	0	0	1541	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	30	0	193	33	690	0	0	1541	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	30	0	193	33	690	0	0	1541	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	193	33	690	0	0	1541	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	30	0	193	33	690	0	0	1541	35
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1970	2315	788	1576	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	56	38	338	423	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	53	35	338	423	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.57	0.00	0.57	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	14.2	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	196	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	11.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	157	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			157.2			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		*

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #1163: Tara Road and Montage Street (Future)



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:	19	14	0	0	39	14	157	0	63	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:	19	14	0	0	39	14	157	0	63	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:	19	14	0	0	39	14	157	0	63	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:	19	14	0	0	39	14	157	0	63	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	19	14	0	0	39	14	157	0	63	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	53	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	98	98	46	xxxx	xxxx	xxxxxx
Potent Cap.:	1566	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	906	796	1029	xxxx	xxxx	xxxxxx
Move Cap.:	1566	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	897	786	1029	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.17	0.00	0.06	xxxx	xxxx	xxxx

Level Of Service Module:

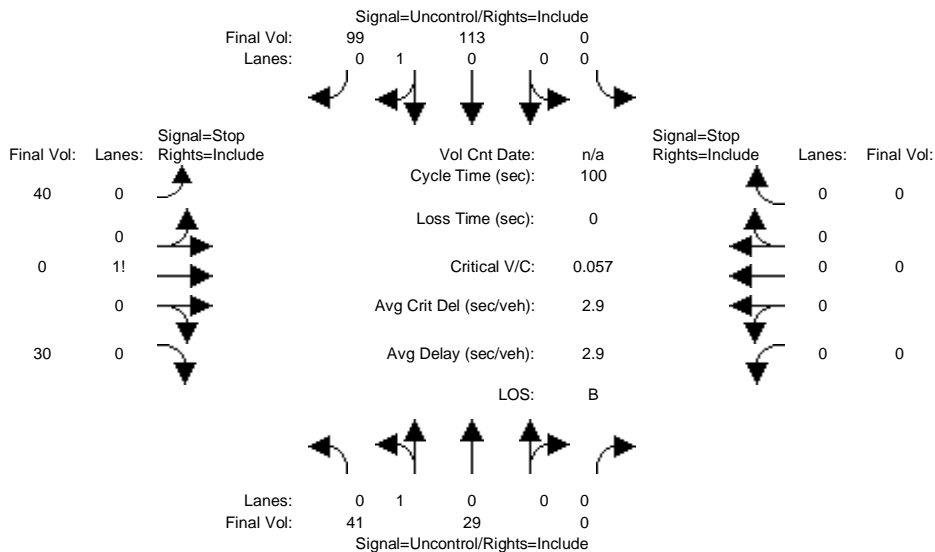
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	932	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.9	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1		xxxxxx			
ApproachLOS:	*			*			B		*			*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #1163: Tara Road and Montage Street (Future)



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:	41	29	0	0	113	99	40	0	30	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:	41	29	0	0	113	99	40	0	30	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:	41	29	0	0	113	99	40	0	30	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:	41	29	0	0	113	99	40	0	30	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	41	29	0	0	113	99	40	0	30	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	212	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	274	274	163	xxxx	xxxx	xxxxxx
Potent Cap.:	1370	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	720	637	888	xxxx	xxxx	xxxxxx
Move Cap.:	1370	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	703	617	888	xxxx	xxxx	xxxxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

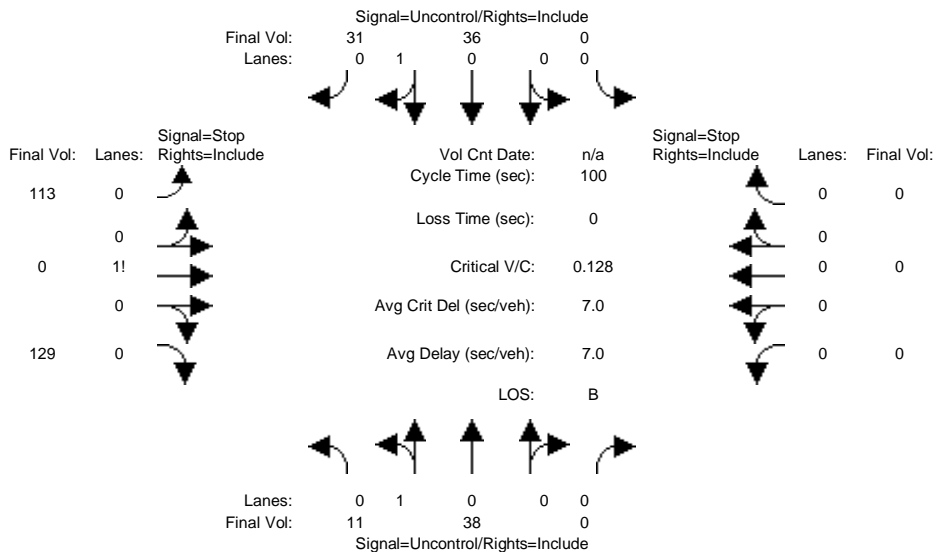
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	772	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1		xxxxxx			
ApproachLOS:	*			*			B		*			*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #1163: Tara Road and Montage Street (Future)



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	11	38	0	0	36	31	113	0	129	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	38	0	0	36	31	113	0	129	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	38	0	0	36	31	113	0	129	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	38	0	0	36	31	113	0	129	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	38	0	0	36	31	113	0	129	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	67	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	112	112	52	xxxx	xxxx	xxxxxx
Potent Cap.:	1547	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	890	782	1022	xxxx	xxxx	xxxxxx
Move Cap.:	1547	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	885	777	1022	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.13	xxxx	xxxx	xxxx

Level Of Service Module:

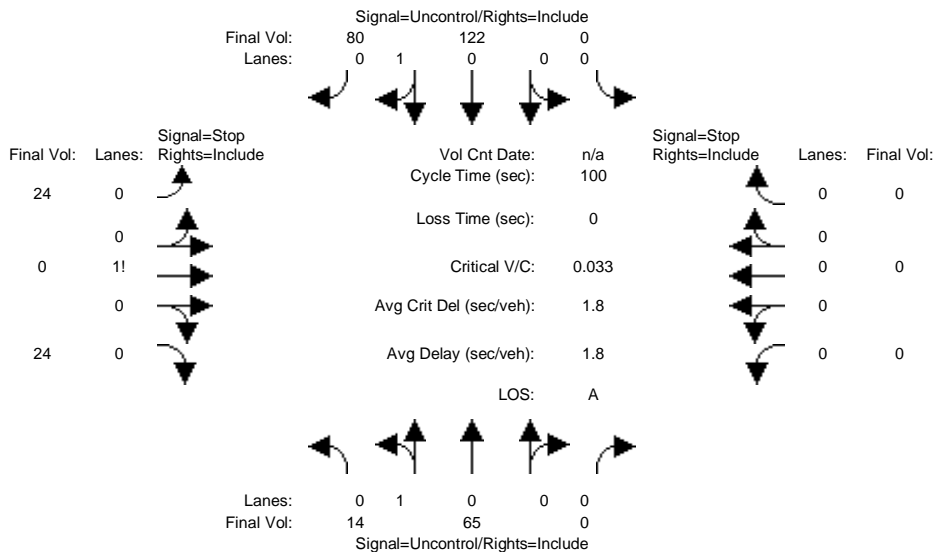
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	953	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.1		xxxxxx			
ApproachLOS:	*			*			B		*			*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #1163: Tara Road and Montage Street (Future)



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:	14	65	0	0	122	80	24	0	24	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:	14	65	0	0	122	80	24	0	24	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:	14	65	0	0	122	80	24	0	24	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:	14	65	0	0	122	80	24	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	65	0	0	122	80	24	0	24	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	202	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	255	255	162	xxxx	xxxx	xxxxxx
Potent Cap.:	1382	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	738	652	888	xxxx	xxxx	xxxxxx
Move Cap.:	1382	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	732	646	888	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	0.00	0.03	xxxx	xxxx	xxxx

Level Of Service Module:

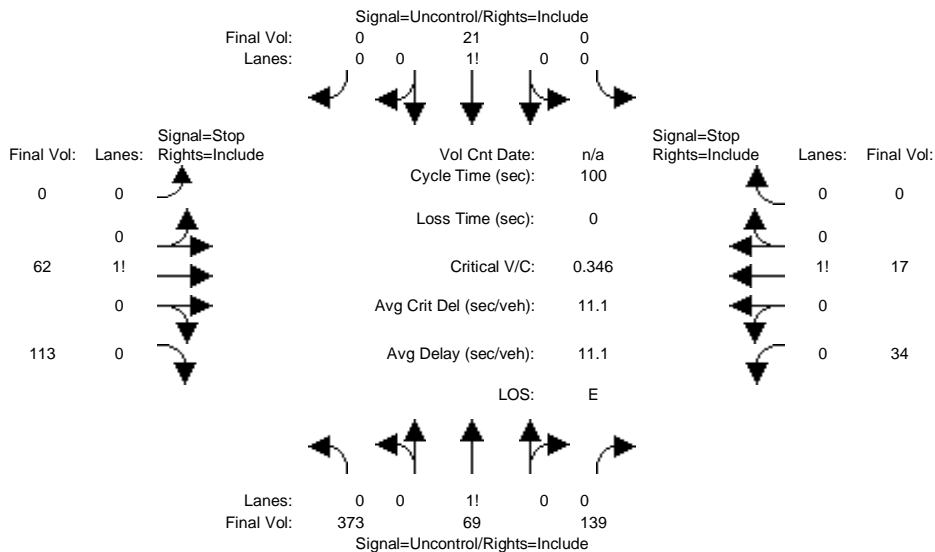
2Way95thQ:	0.0	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.6	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	803	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.0	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.6	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.8	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.8		xxxxxx		
ApproachLOS:	*			*				A		*		*

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



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:	373	69	139	0	21	0	0	62	113	34	17	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:	373	69	139	0	21	0	0	62	113	34	17	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:	373	69	139	0	21	0	0	62	113	34	17	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:	373	69	139	0	21	0	0	62	113	34	17	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	373	69	139	0	21	0	0	62	113	34	17	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.5	6.2	7.1	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.0	3.3	3.5	4.0	xxxxxx

Capacity Module:

Cnflct Vol:	21	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	975	21	993	906	xxxxxx
Potent Cap.:	1608	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	253	1062	226	278	xxxxxx
Move Cap.:	1608	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	179	1062	116	197	xxxxxx
Volume/Cap:	0.23	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.35	0.11	0.29	0.09	xxxx

Level Of Service Module:

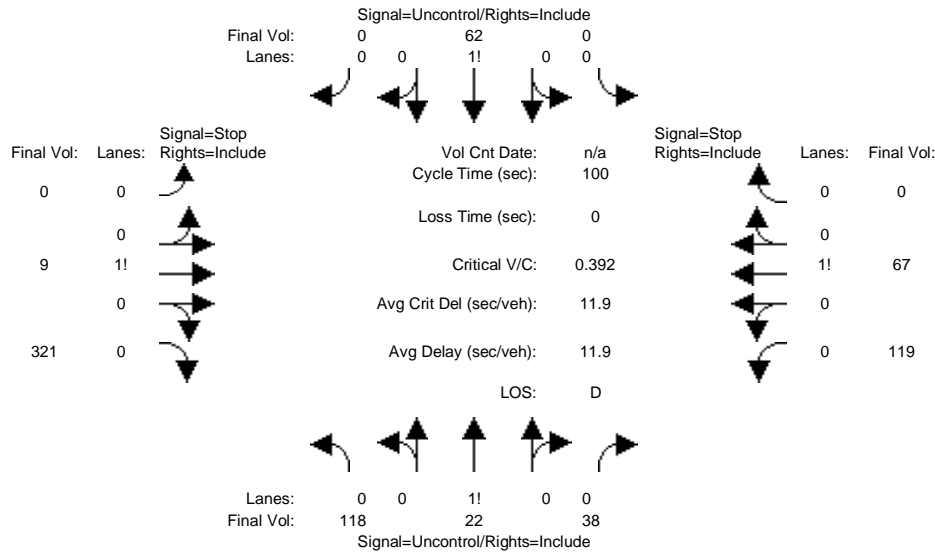
2Way95thQ:	0.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Control Del:	7.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	387	135	xxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	2.3	1.6	xxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	21.8	47.2	xxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	E	*	*	*
ApproachDel:	xxxxxx			xxxxxx				21.8			47.2	
ApproachLOS:	*			*				C			E	

Note: Queue reported is the number of cars per lane.

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



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:	118	22	38	0	62	0	0	9	321	119	67	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:	118	22	38	0	62	0	0	9	321	119	67	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:	118	22	38	0	62	0	0	9	321	119	67	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:	118	22	38	0	62	0	0	9	321	119	67	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	118	22	38	0	62	0	0	9	321	119	67	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.5	6.2	7.1	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.0	3.3	3.5	4.0	xxxxxx

Capacity Module:

Cnflct Vol:	62	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	358	62	504	339	xxxxxx
Potent Cap.:	1554	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	572	1009	482	586	xxxxxx
Move Cap.:	1554	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	525	1009	304	538	xxxxxx
Volume/Cap:	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.32	0.39	0.12	xxxx

Level Of Service Module:

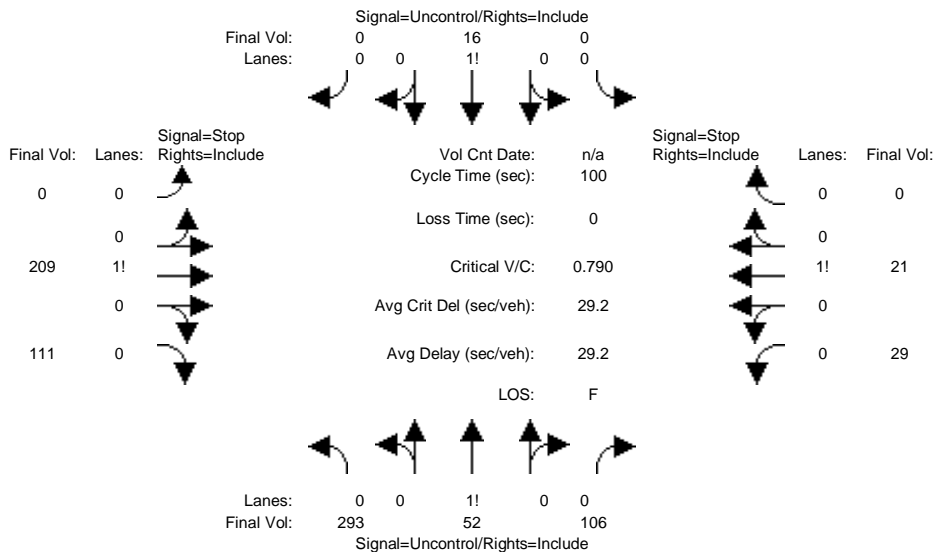
2Way95thQ:	0.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	984	984	360	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.5	1.5	2.8	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.5	10.5	25.2	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	B	D	*	*
ApproachDel:	xxxxxx			xxxxxx				10.5			25.2	
ApproachLOS:	*			*				B			D	

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



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:	293	52	106	0	16	0	0	209	111	29	21	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:	293	52	106	0	16	0	0	209	111	29	21	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:	293	52	106	0	16	0	0	209	111	29	21	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:	293	52	106	0	16	0	0	209	111	29	21	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	293	52	106	0	16	0	0	209	111	29	21	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.5	6.2	7.1	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.0	3.3	3.5	4.0	xxxxxx

Capacity Module:												
Cnflct Vol:	16	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	760	16	867	707	xxxxxx
Potent Cap.:	1615	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	338	1069	275	363	xxxxxx
Move Cap.:	1615	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	265	1069	74	284	xxxxxx
Volume/Cap:	0.18	xxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.79	0.10	0.39	0.07	xxxx

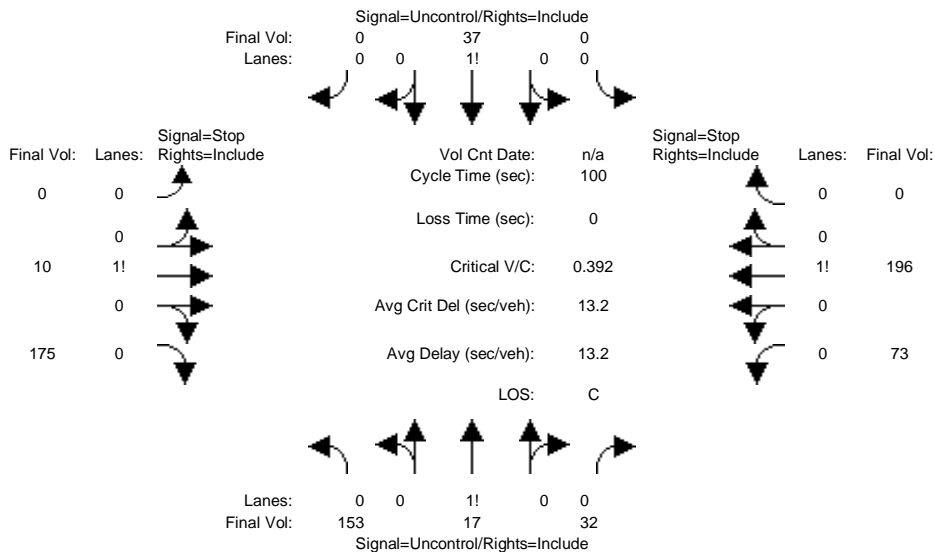
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxxxx	xxxxxx
Control Del:	7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	358	107	xxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	8.8	2.0	xxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	59.0	65.3	xxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	F	*	*	*
ApproachDel:	xxxxxx		xxxxxx					59.0		65.3		
ApproachLOS:	*		*					F		F		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd

Intersection #2084: Pulgas Street/Emmerson Street (Future-STOP)



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:	153	17	32	0	37	0	0	10	175	73	196	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:	153	17	32	0	37	0	0	10	175	73	196	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:	153	17	32	0	37	0	0	10	175	73	196	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:	153	17	32	0	37	0	0	10	175	73	196	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	153	17	32	0	37	0	0	10	175	73	196	0

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.5	6.2	7.1	6.5	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.0	3.3	3.5	4.0	xxxxxx

Capacity Module:												
Cnflct Vol:	37	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	392	37	469	376	xxxxxx
Potent Cap.:	1587	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	547	1041	508	558	xxxxxx
Move Cap.:	1587	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	489	1041	383	500	xxxxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.17	0.19	0.39	xxxx

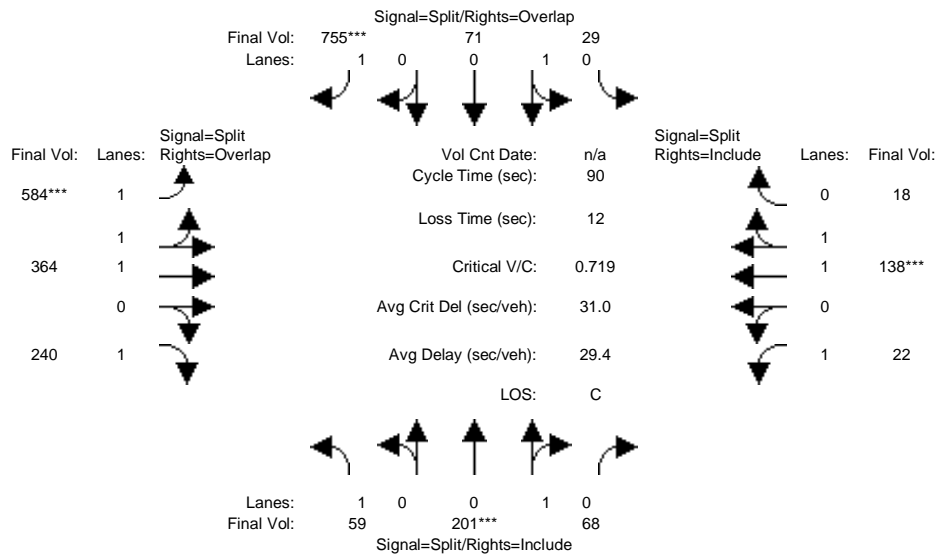
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	981	461	xxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.7	3.6	xxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.5	23.1	xxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	C	*	*	*
ApproachDel:	xxxxxx			xxxxxx				9.5		23.1		
ApproachLOS:	*			*				A		C		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+3.35NL AM

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	59	201	68	29	71	755	584	364	240	22	138	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:	59	201	68	29	71	755	584	364	240	22	138	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:	59	201	68	29	71	755	584	364	240	22	138	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:	59	201	68	29	71	755	584	364	240	22	138	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	201	68	29	71	755	584	364	240	22	138	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	59	201	68	29	71	755	584	364	240	22	138	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.99	0.92	0.92	0.98	0.95
Lanes:	1.00	0.75	0.25	0.29	0.71	1.00	1.89	1.11	1.00	1.00	1.76	0.24
Final Sat.:	1750	1345	455	522	1278	1750	3354	2091	1750	1750	3273	427

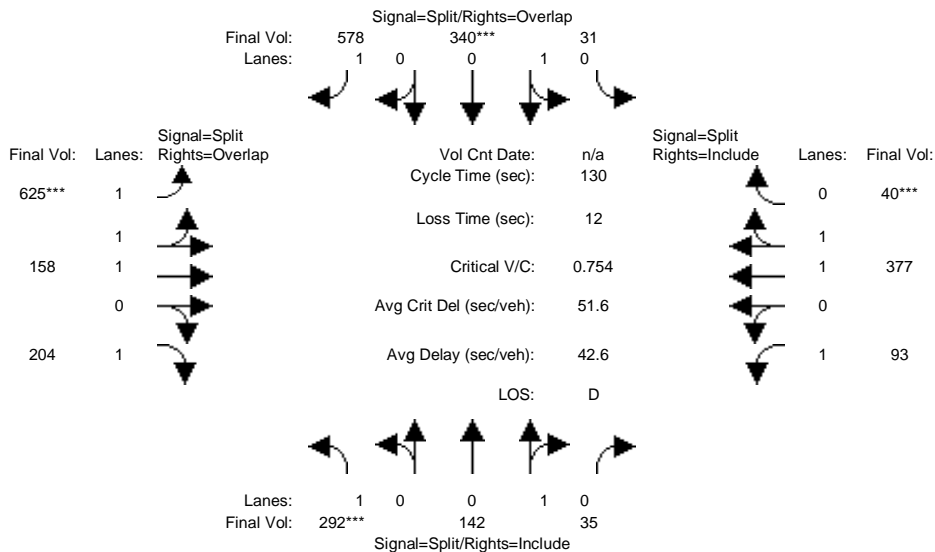
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.06	0.06	0.43	0.17	0.17	0.14	0.01	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	17.5	17.5	17.5	30.1	30.1	50.5	20.4	20.4	37.9	10.0	10.0	10.0
Volume/Cap:	0.17	0.77	0.77	0.17	0.17	0.77	0.77	0.77	0.33	0.11	0.38	0.38
Delay/Veh:	30.5	44.3	44.3	21.2	21.2	19.0	35.6	35.6	17.8	36.3	37.7	37.7
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:	30.5	44.3	44.3	21.2	21.2	19.0	35.6	35.6	17.8	36.3	37.7	37.7
LOS by Move:	C	D	D	C+	C+	B-	D+	D+	B	D+	D+	D+
HCM2kAvgQ:	2	9	9	2	2	19	10	10	5	1	2	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative 3.35NL PM

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	292	142	35	31	340	578	625	158	204	93	377	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	142	35	31	340	578	625	158	204	93	377	40
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:	292	142	35	31	340	578	625	158	204	93	377	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	292	142	35	31	340	578	625	158	204	93	377	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	142	35	31	340	578	625	158	204	93	377	40
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:	292	142	35	31	340	578	625	158	204	93	377	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.80	0.20	0.08	0.92	1.00	2.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1750	1444	356	150	1650	1750	3150	1900	1750	1750	3345	355

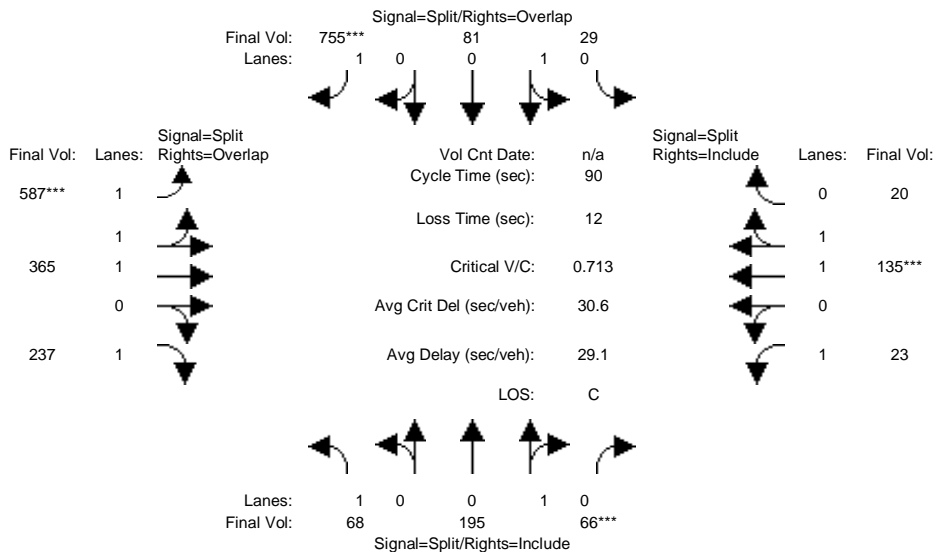
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.10	0.21	0.21	0.33	0.20	0.08	0.12	0.05	0.11	0.11
Crit Moves:	****			****			****					****
Green Time:	28.8	28.8	28.8	35.6	35.6	69.8	34.2	34.2	63.0	19.4	19.4	19.4
Volume/Cap:	0.75	0.44	0.44	0.75	0.75	0.62	0.75	0.32	0.24	0.36	0.75	0.75
Delay/Veh:	55.4	44.5	44.5	49.7	49.7	22.1	47.2	38.6	19.7	50.5	58.8	58.8
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:	55.4	44.5	44.5	49.7	49.7	22.1	47.2	38.6	19.7	50.5	58.8	58.8
LOS by Move:	E+	D	D	D	D	C+	D	D+	B-	D	E+	E+
HCM2kAvgQ:	13	7	7	16	16	17	15	5	5	4	10	10

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
 Hexagon Transportation Consultants
 City of East Palo Alto

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumu+3.35WL AM

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	68	195	66	29	81	755	587	365	237	23	135	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	195	66	29	81	755	587	365	237	23	135	20
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:	68	195	66	29	81	755	587	365	237	23	135	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	195	66	29	81	755	587	365	237	23	135	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	195	66	29	81	755	587	365	237	23	135	20
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:	68	195	66	29	81	755	587	365	237	23	135	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.93	0.99	0.92	0.92	0.98	0.95
Lanes:	1.00	0.75	0.25	0.26	0.74	1.00	1.89	1.11	1.00	1.00	1.73	0.27
Final Sat.:	1750	1345	455	475	1325	1750	3357	2088	1750	1750	3222	477

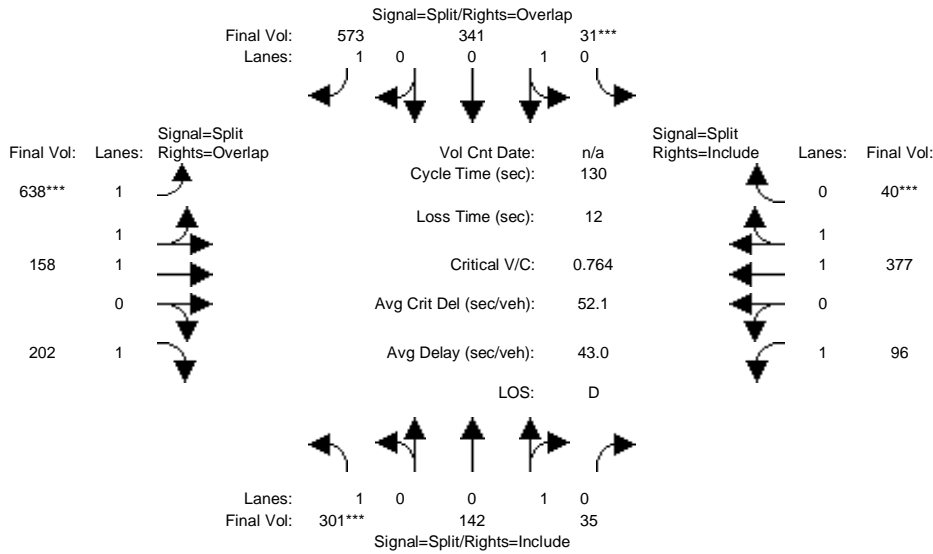
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.06	0.06	0.43	0.17	0.17	0.14	0.01	0.04	0.04
Crit Moves:			****			****	****	****			****	
Green Time:	17.1	17.1	17.1	30.3	30.3	50.9	20.6	20.6	37.7	10.0	10.0	10.0
Volume/Cap:	0.20	0.76	0.76	0.18	0.18	0.76	0.76	0.76	0.32	0.12	0.38	0.38
Delay/Veh:	31.0	44.3	44.3	21.3	21.3	18.5	35.2	35.2	17.8	36.3	37.7	37.7
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:	31.0	44.3	44.3	21.3	21.3	18.5	35.2	35.2	17.8	36.3	37.7	37.7
LOS by Move:	C	D	D	C+	C+	B-	D+	D+	B	D+	D+	D+
HCM2kAvqQ:	2	9	9	2	2	19	10	10	5	1	2	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative 3.35WL PM

Intersection #32: Embarcadero Road and East Bayshore Road [City of Palo Alto]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	301	142	35	31	341	573	638	158	202	96	377	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	142	35	31	341	573	638	158	202	96	377	40
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:	301	142	35	31	341	573	638	158	202	96	377	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	142	35	31	341	573	638	158	202	96	377	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	142	35	31	341	573	638	158	202	96	377	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	301	142	35	31	341	573	638	158	202	96	377	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.95	0.95	0.92	0.83	1.00	0.92	0.92	0.98	0.95
Lanes:	1.00	0.80	0.20	0.08	0.92	1.00	2.00	1.00	1.00	1.00	1.80	0.20
Final Sat.:	1750	1444	356	150	1650	1750	3150	1900	1750	1750	3345	355

Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.10	0.21	0.21	0.33	0.20	0.08	0.12	0.05	0.11	0.11
Crit Moves:	****			****			****					****
Green Time:	29.2	29.2	29.2	35.1	35.1	69.6	34.4	34.4	63.7	19.2	19.2	19.2
Volume/Cap:	0.76	0.44	0.44	0.76	0.76	0.61	0.76	0.31	0.24	0.37	0.76	0.76
Delay/Veh:	55.8	44.1	44.1	50.7	50.7	22.1	47.5	38.4	19.3	50.9	59.6	59.6
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:	55.8	44.1	44.1	50.7	50.7	22.1	47.5	38.4	19.3	50.9	59.6	59.6
LOS by Move:	E+	D	D	D	D	C+	D	D+	B-	D	E+	E+
HCM2kAvgQ:	14	7	7	16	16	17	16	5	5	4	10	10

Note: Queue reported is the number of cars per lane.

Intersection Improvements Level of Service Calculations

Vistro File: P:\...\Vistro_AllScenarios_AM.vistro

Scenario 26 Ex + 2.8 NL AM_Mit

Report File: P:\...\EX+2.8NL AM_Mit.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	SB Right	1.190	131.6	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	131.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.190

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	143	1664	400	40	1247	7	34	112	281	310	91	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	143	1664	400	40	1247	7	34	112	237	310	91	2
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	443	106	11	332	2	9	30	63	82	24	1
Total Analysis Volume [veh/h]	152	1770	426	43	1327	7	36	119	252	330	97	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		2			2			3			3	
v_di, Inbound Pedestrian Volume crossing in		3			3			2			2	
v_co, Outbound Pedestrian Volume crossing		8			12			7			11	
v_ci, Inbound Pedestrian Volume crossing mi		7			11			8			12	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		2			1			5			14	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	11	59	59	7	55	55	45	33	33	31	19	19
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	8	55	55	4	51	51	4	26	26	30	51	51
g / C, Green / Cycle	0.06	0.43	0.43	0.03	0.40	0.40	0.03	0.20	0.20	0.23	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.09	0.43	0.45	0.02	0.59	0.59	0.03	0.08	0.19	0.21	0.12	0.00
s, saturation flow rate [veh/h]	1781	3455	1615	1781	1491	780	1420	1577	1312	1536	800	696
c, Capacity [veh/h]	110	1474	689	55	590	309	43	316	262	349	311	271
d1, Uniform Delay [s]	61.00	37.21	37.27	62.56	39.27	39.27	62.73	44.99	51.01	49.47	27.59	24.31
k, delay calibration	0.04	0.50	0.50	0.04	0.50	0.50	0.11	0.04	0.32	0.04	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	178.20	22.95	48.82	8.61	226.58	234.52	32.91	0.28	35.60	5.86	0.56	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.38	1.00	1.05	0.78	1.48	1.48	0.84	0.38	0.96	0.95	0.31	0.01
d, Delay for Lane Group [s/veh]	239.20	60.17	86.09	71.17	265.85	273.79	95.64	45.27	86.60	55.32	28.16	24.33
Lane Group LOS	F	E	F	E	F	F	F	D	F	E	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.01	26.96	30.24	1.56	27.93	29.93	1.58	3.37	10.63	5.54	2.16	0.04
50th-Percentile Queue Length [ft/ln]	225.17	673.99	756.02	38.92	698.36	748.28	39.46	84.22	265.63	138.59	54.07	0.98
95th-Percentile Queue Length [veh/ln]	15.23	35.47	40.79	2.80	45.22	48.14	2.84	6.06	15.97	9.41	3.89	0.07
95th-Percentile Queue Length [ft/ln]	380.77	886.87	1019.70	70.05	1130.38	1203.52	71.03	151.60	399.28	235.13	97.33	1.76

Movement, Approach, & Intersection Results

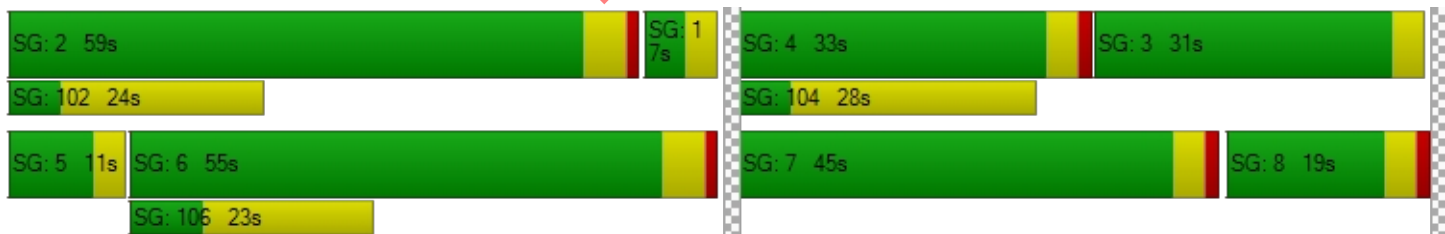
d_M, Delay for Movement [s/veh]	239.20	64.55	86.09	71.17	268.55	273.79	95.64	45.27	86.60	55.32	28.16	24.33
Movement LOS	F	E	F	E	F	F	F	D	F	E	C	C
d_A, Approach Delay [s/veh]	79.76			262.41			75.32			49.04		
Approach LOS	E			F			E			D		
d_I, Intersection Delay [s/veh]	131.62											
Intersection LOS	F											
Intersection V/C	1.190											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	15.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	50.87	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.412	2.982	2.384	2.572
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	831	769	446	231
d_b, Bicycle Delay [s]	22.24	24.63	39.33	51.23
I_b,int, Bicycle LOS Score for Intersection	2.851	2.317	2.304	2.324
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_PM.vistro

Scenario 26 Ex + 2.8NL PM_Mit

Report File: P:\...\EX+2.8NL PM_Mit.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	SB Right	1.144	125.2	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	125.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.144

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	268	1310	179	96	1171	26	33	177	206	420	258	77
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	268	1310	179	96	1171	26	33	177	31	420	258	32
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	74	360	49	26	322	7	9	49	9	115	71	9
Total Analysis Volume [veh/h]	295	1440	197	105	1287	29	36	195	34	462	284	35
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	26	53	53	14	41	41	9	32	32	31	54	54
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No			No			No		
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	23	57	57	11	45	45	4	28	28	19	43	43
g / C, Green / Cycle	0.18	0.44	0.44	0.08	0.34	0.34	0.03	0.21	0.21	0.15	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.23	0.44	0.44	0.11	0.47	0.47	0.02	0.20	0.02	0.14	0.22	0.02
s, saturation flow rate [veh/h]	1273	2481	1223	952	1853	959	1750	965	1537	3409	1303	1521
c, Capacity [veh/h]	225	1084	534	81	639	330	50	206	329	509	426	497
d1, Uniform Delay [s]	53.51	36.61	36.61	59.50	42.60	42.60	62.66	50.35	41.04	54.43	37.65	30.10
k, delay calibration	0.50	0.50	0.50	0.18	0.50	0.50	0.11	0.39	0.04	0.04	0.13	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	167.90	29.62	43.36	163.93	170.42	180.94	18.01	42.52	0.05	2.63	2.22	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.31	1.01	1.02	1.30	1.36	1.36	0.72	0.94	0.10	0.91	0.67	0.07
d, Delay for Lane Group [s/veh]	221.41	66.23	79.98	223.42	213.03	223.54	80.67	92.87	41.09	57.06	39.86	30.16
Lane Group LOS	F	F	F	F	F	F	F	F	D	E	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	17.71	20.82	22.57	6.36	25.36	27.21	1.43	8.67	0.89	7.63	8.03	0.77
50th-Percentile Queue Length [ft/ln]	442.81	520.62	564.13	158.91	634.00	680.28	35.81	216.68	22.25	190.65	200.84	19.35
95th-Percentile Queue Length [veh/ln]	27.74	28.50	30.75	11.35	39.76	42.42	2.58	13.50	1.60	12.15	12.68	1.39
95th-Percentile Queue Length [ft/ln]	693.53	712.61	768.75	283.77	994.02	1060.43	64.46	337.38	40.05	303.87	317.04	34.83

Movement, Approach, & Intersection Results

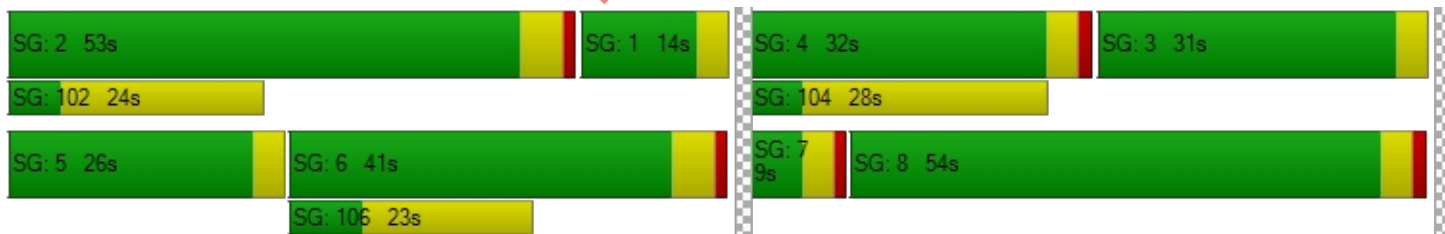
d_M, Delay for Movement [s/veh]	221.41	69.53	79.98	223.42	216.46	223.54	80.67	92.87	41.09	57.06	39.86	30.16
Movement LOS	F	E	E	F	F	F	F	F	D	E	D	C
d_A, Approach Delay [s/veh]	93.79			217.12			84.57			49.60		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	125.23											
Intersection LOS	F											
Intersection V/C	1.144											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	50.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	24.62	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.335	2.925	2.653	2.751
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	738	554	431	769
d_b, Bicycle Delay [s]	25.86	34.07	40.10	24.69
I_b,int, Bicycle LOS Score for Intersection	2.622	2.341	2.286	2.923
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 27 Ex + 2.8 Loop AM_Mit

Report File: P:\...\EX+2.8Loop AM_Mit.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	SB Right	1.189	131.6	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	131.6
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.189

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	143	1698	359	40	1231	7	42	108	281	320	93	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	143	1698	359	40	1231	7	42	108	237	320	93	2
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	452	95	11	327	2	11	29	63	85	25	1
Total Analysis Volume [veh/h]	152	1806	382	43	1310	7	45	115	252	340	99	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		2			2			3			3	
v_di, Inbound Pedestrian Volume crossing in		3			3			2			2	
v_co, Outbound Pedestrian Volume crossing		8			12			7			11	
v_ci, Inbound Pedestrian Volume crossing mi		7			11			8			12	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		2			1			5			14	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	11	60	60	7	56	56	44	32	32	31	19	19
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	8	55	55	4	51	51	5	26	26	30	50	50
g / C, Green / Cycle	0.06	0.42	0.42	0.03	0.39	0.39	0.04	0.20	0.20	0.23	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.09	0.42	0.44	0.02	0.58	0.58	0.03	0.07	0.19	0.22	0.12	0.00
s, saturation flow rate [veh/h]	1781	3455	1634	1781	1491	780	1420	1577	1312	1536	800	696
c, Capacity [veh/h]	110	1458	689	55	583	305	54	317	263	355	309	268
d1, Uniform Delay [s]	61.00	37.57	37.57	62.57	39.57	39.57	62.09	44.80	50.93	49.35	27.98	24.59
k, delay calibration	0.04	0.50	0.50	0.04	0.50	0.50	0.11	0.04	0.35	0.04	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	178.91	24.37	48.75	8.74	226.07	234.12	25.79	0.26	36.49	6.76	0.59	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.39	1.00	1.05	0.78	1.48	1.48	0.83	0.36	0.96	0.96	0.32	0.01
d, Delay for Lane Group [s/veh]	239.91	61.94	86.32	71.31	265.64	273.69	87.87	45.06	87.42	56.10	28.58	24.60
Lane Group LOS	F	F	F	E	F	F	F	D	F	E	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.02	27.03	30.23	1.56	27.56	29.54	1.87	3.24	10.70	5.77	2.23	0.04
50th-Percentile Queue Length [ft/ln]	225.45	675.68	755.86	38.96	688.95	738.41	46.73	81.12	267.40	144.23	55.81	0.99
95th-Percentile Queue Length [veh/ln]	15.25	35.64	40.77	2.80	44.62	47.52	3.36	5.84	16.06	9.71	4.02	0.07
95th-Percentile Queue Length [ft/ln]	381.24	891.10	1019.26	70.12	1115.57	1188.01	84.12	146.02	401.49	242.71	100.46	1.78

Movement, Approach, & Intersection Results

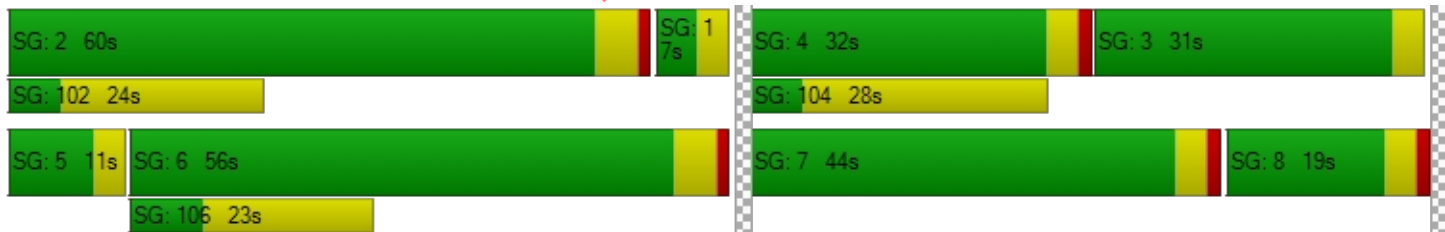
d_M, Delay for Movement [s/veh]	239.91	66.57	86.32	71.31	268.38	273.69	87.87	45.06	87.42	56.10	28.58	24.60
Movement LOS	F	E	F	E	F	F	F	D	F	E	C	C
d_A, Approach Delay [s/veh]	81.06			262.18			75.64			49.78		
Approach LOS	F			F			E			D		
d_I, Intersection Delay [s/veh]	131.64											
Intersection LOS	F											
Intersection V/C	1.189											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	15.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	50.87	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.409	2.986	2.385	2.565
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	846	785	431	231
d_b, Bicycle Delay [s]	21.66	24.02	40.12	51.22
I_b,int, Bicycle LOS Score for Intersection	2.847	2.308	2.312	2.343
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 27 Ex + 2.8Loop PM_Mit

Report File: P:\...\EX+2.8Loop PM_Mit.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.150	136.2	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	136.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.150

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	276	1310	180	97	1171	26	34	175	206	428	255	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	276	1310	180	97	1171	26	34	175	31	428	255	11
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	360	49	27	322	7	9	48	9	118	70	3
Total Analysis Volume [veh/h]	303	1440	198	107	1287	29	37	192	34	470	280	12
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	26	29	29	33	36	36	9	37	37	31	59	59
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	23	52	52	16	45	45	4	28	28	20	43	43
g / C, Green / Cycle	0.18	0.40	0.40	0.12	0.34	0.34	0.03	0.21	0.21	0.15	0.33	0.33
(v / s)_i Volume / Saturation Flow Rate	0.24	0.44	0.44	0.11	0.47	0.47	0.02	0.20	0.02	0.14	0.21	0.01
s, saturation flow rate [veh/h]	1273	2481	1222	952	1853	959	1756	965	1536	3409	1303	1526
c, Capacity [veh/h]	225	984	485	118	637	330	51	205	326	517	426	499
d1, Uniform Delay [s]	53.52	39.22	39.22	56.23	42.67	42.67	62.60	50.34	41.20	54.27	37.48	29.65
k, delay calibration	0.50	0.50	0.50	0.04	0.50	0.50	0.11	0.07	0.04	0.04	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	182.52	64.50	78.43	9.71	172.10	182.60	17.39	12.13	0.05	2.62	1.72	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.35	1.11	1.12	0.91	1.36	1.36	0.72	0.94	0.10	0.91	0.66	0.02
d, Delay for Lane Group [s/veh]	236.04	103.72	117.65	65.94	214.77	225.27	79.99	62.47	41.25	56.89	39.20	29.67
Lane Group LOS	F	F	F	E	F	F	E	E	D	E	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	18.62	23.86	25.38	3.81	25.43	27.28	1.46	6.82	0.89	7.75	7.84	0.26
50th-Percentile Queue Length [ft/ln]	465.55	596.56	634.62	95.31	635.78	682.01	36.60	170.43	22.31	193.85	195.93	6.54
95th-Percentile Queue Length [veh/ln]	29.25	34.25	36.37	6.86	39.90	42.56	2.64	11.10	1.61	12.32	12.43	0.47
95th-Percentile Queue Length [ft/ln]	731.27	856.37	909.24	171.56	997.57	1063.99	65.88	277.48	40.16	308.02	310.71	11.76

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	236.04	107.06	117.65	65.94	218.20	225.27	79.99	62.47	41.25	56.89	39.20	29.67
Movement LOS	F	F	F	E	F	F	E	E	D	E	D	C
d_A, Approach Delay [s/veh]	128.28			206.90			62.19			49.96		
Approach LOS	F			F			E			D		
d_I, Intersection Delay [s/veh]	136.21											
Intersection LOS	F											
Intersection V/C	1.150											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	55.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.32	21.64	54.47	56.32
I_p,int, Pedestrian LOS Score for Intersection	3.338	2.918	2.654	2.748
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	369	477	508	846
d_b, Bicycle Delay [s]	43.22	37.80	36.27	21.71
I_b,int, Bicycle LOS Score for Intersection	2.627	2.342	2.282	2.891
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_AM.vistro

Scenario 28 Ex + 3.35 NL AM_Mit

Report File: P:\...\EX+3.35NL AM_Mit.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	SB Right	1.194	136.7	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	136.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.194

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	143	1686	413	40	1249	7	40	106	281	315	87	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	143	1686	413	40	1249	7	40	106	237	315	87	2
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	448	110	11	332	2	11	28	63	84	23	1
Total Analysis Volume [veh/h]	152	1794	439	43	1329	7	43	113	252	335	93	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		2			2			3			3	
v_di, Inbound Pedestrian Volume crossing in		3			3			2			2	
v_co, Outbound Pedestrian Volume crossing		8			12			7			11	
v_ci, Inbound Pedestrian Volume crossing mi		7			11			8			12	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		2			1			5			14	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	11	59	59	7	55	55	46	33	33	31	18	18
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	8	55	55	4	51	51	5	26	26	30	50	50
g / C, Green / Cycle	0.06	0.42	0.42	0.03	0.39	0.39	0.04	0.20	0.20	0.23	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.09	0.43	0.46	0.02	0.59	0.59	0.03	0.07	0.19	0.22	0.12	0.00
s, saturation flow rate [veh/h]	1781	3455	1613	1781	1491	780	1420	1577	1312	1536	800	696
c, Capacity [veh/h]	110	1463	683	55	585	306	52	316	262	354	309	268
d1, Uniform Delay [s]	61.00	37.48	37.48	62.56	39.48	39.48	62.22	44.81	51.01	49.26	27.73	24.58
k, delay calibration	0.04	0.50	0.50	0.04	0.50	0.50	0.11	0.04	0.32	0.04	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	178.20	29.12	58.44	8.61	232.91	240.80	26.70	0.25	35.60	5.87	0.54	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.38	1.02	1.08	0.78	1.50	1.50	0.83	0.36	0.96	0.95	0.30	0.01
d, Delay for Lane Group [s/veh]	239.20	66.60	95.92	71.17	272.38	280.28	88.92	45.06	86.60	55.14	28.28	24.59
Lane Group LOS	F	F	F	E	F	F	F	D	F	E	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	9.01	28.12	31.82	1.56	28.23	30.23	1.80	3.19	10.63	5.63	2.07	0.04
50th-Percentile Queue Length [ft/ln]	225.17	702.89	795.58	38.92	705.78	755.80	45.01	79.63	265.63	140.64	51.86	0.99
95th-Percentile Queue Length [veh/ln]	15.23	37.41	43.50	2.80	45.78	48.71	3.24	5.73	15.97	9.52	3.73	0.07
95th-Percentile Queue Length [ft/ln]	380.77	935.37	1087.47	70.05	1144.40	1217.87	81.02	143.34	399.28	237.89	93.35	1.78

Movement, Approach, & Intersection Results

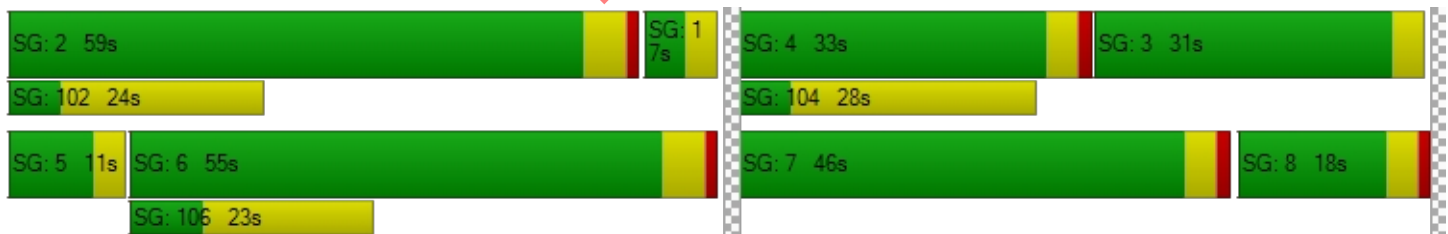
d_M, Delay for Movement [s/veh]	239.20	71.49	95.92	71.17	275.07	280.28	88.92	45.06	86.60	55.14	28.28	24.59
Movement LOS	F	E	F	E	F	F	F	D	F	E	C	C
d_A, Approach Delay [s/veh]	86.68			268.74			75.34			49.18		
Approach LOS	F			F			E			D		
d_I, Intersection Delay [s/veh]	136.72											
Intersection LOS	F											
Intersection V/C	1.194											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	14.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	51.76	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.420	2.987	2.383	2.574
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	831	769	446	215
d_b, Bicycle Delay [s]	22.24	24.63	39.33	52.12
I_b,int, Bicycle LOS Score for Intersection	2.871	2.318	2.305	2.325
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_PM.vistro

Scenario 28 Ex + 3.35NL PM_Mit

Report File: P:\...\EX+3.35NL PM_Mit.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	SB Right	1.163	135.3	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	135.3
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.163

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	275	1310	171	99	1171	28	32	174	206	465	255	70
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	275	1310	171	99	1171	28	32	174	31	465	255	25
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	360	47	27	322	8	9	48	9	128	70	7
Total Analysis Volume [veh/h]	302	1440	188	109	1287	31	35	191	34	511	280	27
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	26	53	53	14	41	41	9	32	32	31	54	54
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	23	55	55	11	43	43	4	27	27	21	44	44
g / C, Green / Cycle	0.18	0.43	0.43	0.08	0.33	0.33	0.03	0.21	0.21	0.16	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.24	0.44	0.44	0.11	0.47	0.47	0.02	0.20	0.02	0.15	0.21	0.02
s, saturation flow rate [veh/h]	1273	2481	1226	952	1853	958	1750	965	1536	3409	1303	1521
c, Capacity [veh/h]	225	1055	521	81	618	319	50	204	324	557	441	515
d1, Uniform Delay [s]	53.52	37.36	37.36	59.49	43.34	43.34	62.63	50.47	41.35	53.51	36.25	28.95
k, delay calibration	0.50	0.50	0.50	0.20	0.50	0.50	0.11	0.37	0.04	0.04	0.13	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	180.70	35.67	49.59	186.02	191.75	202.28	16.58	40.52	0.05	2.66	1.80	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.34	1.03	1.04	1.35	1.40	1.41	0.70	0.94	0.10	0.92	0.64	0.05
d, Delay for Lane Group [s/veh]	234.22	73.04	86.96	245.51	235.09	245.62	79.20	90.99	41.41	56.17	38.05	28.99
Lane Group LOS	F	F	F	F	F	F	E	F	D	E	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	18.51	21.22	22.99	6.86	26.38	28.20	1.38	8.39	0.89	8.42	7.70	0.58
50th-Percentile Queue Length [ft/ln]	462.70	530.59	574.68	171.59	659.48	705.12	34.49	209.68	22.35	210.50	192.61	14.56
95th-Percentile Queue Length [veh/ln]	29.06	29.41	31.71	12.19	41.68	44.34	2.48	13.14	1.61	13.18	12.26	1.05
95th-Percentile Queue Length [ft/ln]	726.55	735.23	792.65	304.75	1042.08	1108.38	62.08	328.41	40.22	329.48	306.41	26.21

Movement, Approach, & Intersection Results

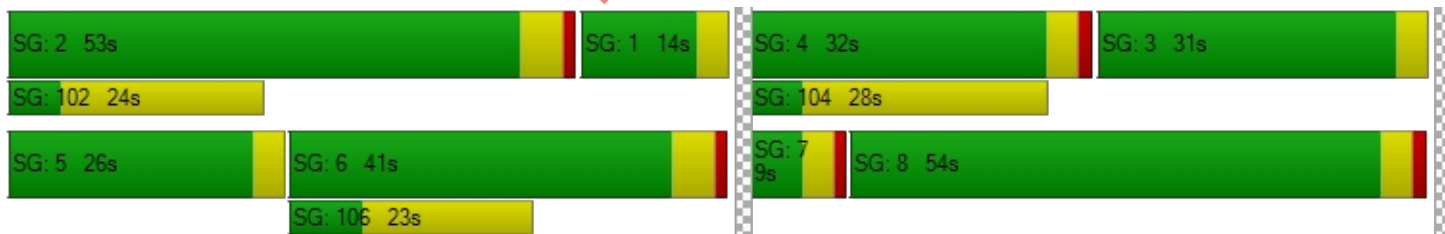
d_M, Delay for Movement [s/veh]	234.22	76.45	86.96	245.51	238.52	245.62	79.20	90.99	41.41	56.17	38.05	28.99
Movement LOS	F	E	F	F	F	F	E	F	D	E	D	C
d_A, Approach Delay [s/veh]	102.16			239.21			82.92			49.07		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	135.34											
Intersection LOS	F											
Intersection V/C	1.163											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	50.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.32	24.62	54.47	56.32
I_p,int, Pedestrian LOS Score for Intersection	3.344	2.925	2.653	2.755
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	738	554	431	769
d_b, Bicycle Delay [s]	25.87	34.08	40.10	24.70
I_b,int, Bicycle LOS Score for Intersection	2.621	2.344	2.277	2.984
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_AM.vistro

Scenario 29 Ex + 3.35 Loop AM_Mit

Report File: P:\...\EX+3.35Loop AM_Mit.pdf

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	SB Right	1.193	138.5	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	138.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.193

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	143	1746	366	40	1240	7	46	109	281	320	90	36
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	143	1746	366	40	1240	7	46	109	237	320	90	2
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	38	464	97	11	330	2	12	29	63	85	24	1
Total Analysis Volume [veh/h]	152	1857	389	43	1319	7	49	116	252	340	96	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		2			2			3			3	
v_di, Inbound Pedestrian Volume crossing in		3			3			2			2	
v_co, Outbound Pedestrian Volume crossing		8			12			7			11	
v_ci, Inbound Pedestrian Volume crossing mi		7			11			8			12	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		2			1			5			14	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	11	45	45	22	56	56	48	32	32	31	15	15
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	8	54	54	4	50	50	6	26	26	30	50	50
g / C, Green / Cycle	0.06	0.42	0.42	0.03	0.39	0.39	0.04	0.20	0.20	0.23	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.09	0.43	0.46	0.02	0.58	0.58	0.03	0.07	0.19	0.22	0.12	0.00
s, saturation flow rate [veh/h]	1781	3455	1636	1781	1491	780	1420	1577	1312	1536	800	695
c, Capacity [veh/h]	111	1443	683	57	577	302	61	317	264	359	307	267
d1, Uniform Delay [s]	60.98	37.87	37.87	62.44	39.84	39.84	61.66	44.80	50.89	49.02	28.03	24.73
k, delay calibration	0.04	0.50	0.50	0.04	0.50	0.50	0.11	0.04	0.09	0.04	0.11	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	171.69	34.40	62.70	7.30	237.08	245.00	20.57	0.26	15.43	5.72	0.57	0.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.37	1.04	1.09	0.75	1.51	1.51	0.80	0.37	0.95	0.95	0.31	0.01
d, Delay for Lane Group [s/veh]	232.67	72.26	100.56	69.75	276.91	284.84	82.23	45.06	66.32	54.74	28.61	24.75
Lane Group LOS	F	F	F	E	F	F	F	D	E	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	8.90	28.79	32.63	1.54	28.18	30.17	1.96	3.28	9.16	5.70	2.16	0.04
50th-Percentile Queue Length [ft/ln]	222.62	719.71	815.78	38.50	704.47	754.25	48.98	81.88	228.93	142.45	53.99	0.99
95th-Percentile Queue Length [veh/ln]	15.06	38.68	44.82	2.77	45.76	48.69	3.53	5.90	14.12	9.61	3.89	0.07
95th-Percentile Queue Length [ft/ln]	376.38	966.91	1120.42	69.29	1144.03	1217.25	88.16	147.38	353.00	240.32	97.18	1.78

Movement, Approach, & Intersection Results

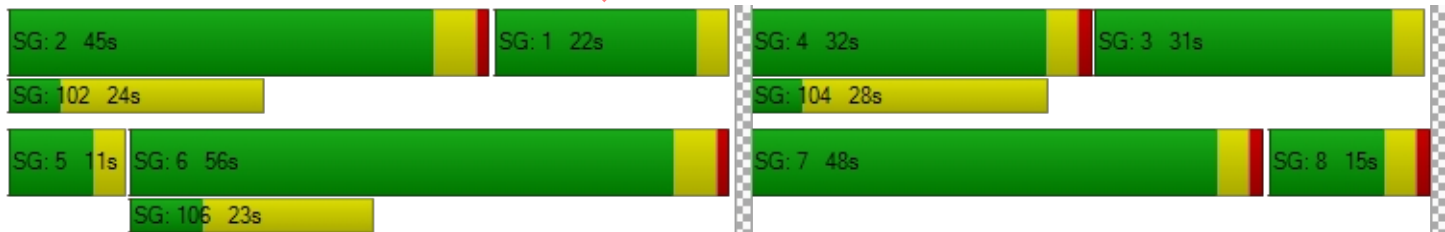
d_M, Delay for Movement [s/veh]	232.67	77.72	100.56	69.75	279.61	284.84	82.23	45.06	66.32	54.74	28.61	24.75
Movement LOS	F	E	F	E	F	F	F	D	E	D	C	C
d_A, Approach Delay [s/veh]	91.25			273.05			62.28			48.87		
Approach LOS	F			F			E			D		
d_I, Intersection Delay [s/veh]	138.46											
Intersection LOS	F											
Intersection V/C	1.193											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	11.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.33	54.48	54.48	56.33
I_p,int, Pedestrian LOS Score for Intersection	3.421	2.996	2.386	2.566
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	615	784	431	169
d_b, Bicycle Delay [s]	31.20	24.03	40.13	54.86
I_b,int, Bicycle LOS Score for Intersection	2.879	2.313	2.320	2.338
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 29 Ex + 3.35Loop PM_Mit

Report File: P:\...\EX+3.35Loop PM_Mit.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	SB Right	1.163	139.5	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	139.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.163

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	275	1310	178	101	1171	26	34	172	206	477	255	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	275	1310	178	101	1171	26	34	172	31	477	255	11
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	76	360	49	28	322	7	9	47	9	131	70	3
Total Analysis Volume [veh/h]	302	1440	196	111	1287	29	37	189	34	524	280	12
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	26	52	52	15	41	41	9	32	32	31	54	54
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No		No			No			No		
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	23	54	54	12	43	43	4	27	27	22	44	44
g / C, Green / Cycle	0.18	0.42	0.42	0.09	0.33	0.33	0.03	0.21	0.21	0.17	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.24	0.44	0.44	0.12	0.47	0.47	0.02	0.20	0.02	0.15	0.21	0.01
s, saturation flow rate [veh/h]	1273	2481	1223	952	1853	959	1750	965	1535	3409	1303	1522
c, Capacity [veh/h]	225	1030	508	88	613	317	51	202	322	570	443	517
d1, Uniform Delay [s]	53.52	38.03	38.03	59.00	43.50	43.50	62.60	50.49	41.48	53.27	36.06	28.52
k, delay calibration	0.50	0.50	0.50	0.21	0.50	0.50	0.11	0.36	0.04	0.04	0.13	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	180.70	45.75	59.92	149.68	195.40	205.76	17.62	39.24	0.05	2.67	1.77	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.34	1.06	1.07	1.26	1.41	1.42	0.73	0.93	0.11	0.92	0.63	0.02
d, Delay for Lane Group [s/veh]	234.22	83.77	97.95	208.68	238.91	249.26	80.22	89.73	41.53	55.95	37.83	28.54
Lane Group LOS	F	F	F	F	F	F	F	F	D	E	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	18.51	22.20	23.89	6.59	26.49	28.33	1.47	8.23	0.90	8.63	7.68	0.26
50th-Percentile Queue Length [ft/ln]	462.70	555.10	597.20	164.78	662.30	708.19	36.66	205.85	22.39	215.77	192.04	6.39
95th-Percentile Queue Length [veh/ln]	29.06	31.22	33.48	11.62	41.92	44.58	2.64	12.94	1.61	13.45	12.23	0.46
95th-Percentile Queue Length [ft/ln]	726.55	780.59	836.95	290.56	1047.93	1114.60	65.99	323.50	40.30	336.22	305.68	11.50

Movement, Approach, & Intersection Results

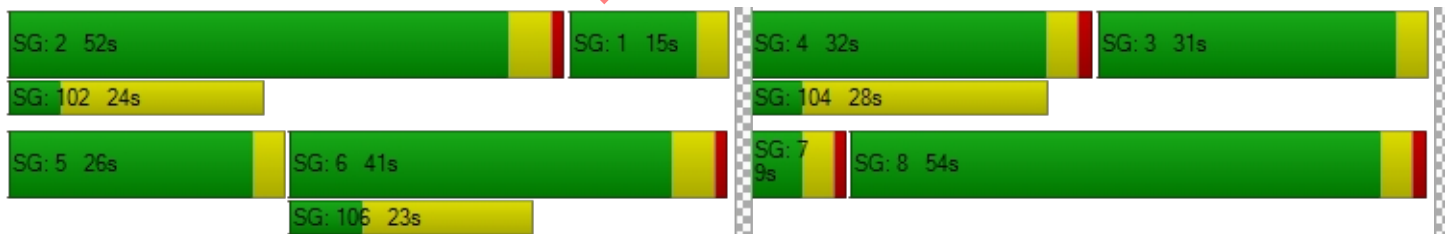
d_M, Delay for Movement [s/veh]	234.22	87.19	97.95	208.68	242.29	249.26	80.22	89.73	41.53	55.95	37.83	28.54
Movement LOS	F	F	F	F	F	F	F	F	D	E	D	C
d_A, Approach Delay [s/veh]	111.19			239.82			82.07			49.33		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	139.45											
Intersection LOS	F											
Intersection V/C	1.163											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	50.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.32	24.62	54.47	56.32
I_p,int, Pedestrian LOS Score for Intersection	3.348	2.923	2.653	2.756
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	723	554	431	769
d_b, Bicycle Delay [s]	26.50	34.08	40.10	24.70
I_b,int, Bicycle LOS Score for Intersection	2.626	2.344	2.277	2.980
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 30 Cumu + 2.8 NL AM_Mit

Report File: P:\...\Cum+2.8NL AM_Mit.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	SB Right	1.318	183.7	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	183.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.318

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	255	1824	429	40	1334	7	46	109	333	264	166	205
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	255	1824	429	40	1334	7	46	109	289	264	166	171
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	485	114	11	355	2	12	29	77	70	44	45
Total Analysis Volume [veh/h]	271	1940	456	43	1419	7	49	116	307	281	177	182
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		2			2			3			3	
v_di, Inbound Pedestrian Volume crossing in		3			3			2			2	
v_co, Outbound Pedestrian Volume crossing		8			12			7			11	
v_ci, Inbound Pedestrian Volume crossing mi		7			11			8			12	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		2			1			5			14	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	15	43	43	24	52	52	40	32	32	31	23	23
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	12	55	55	4	47	47	5	31	31	25	50	50
g / C, Green / Cycle	0.09	0.42	0.42	0.03	0.36	0.36	0.04	0.24	0.24	0.20	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.15	0.46	0.50	0.02	0.63	0.63	0.03	0.07	0.23	0.18	0.22	0.26
s, saturation flow rate [veh/h]	1781	3455	1622	1781	1491	781	1420	1577	1318	1536	800	695
c, Capacity [veh/h]	164	1458	685	55	538	282	59	372	311	301	305	266
d1, Uniform Delay [s]	59.00	37.57	37.57	62.54	41.55	41.55	61.81	40.97	48.96	51.46	31.88	33.18
k, delay calibration	0.41	0.50	0.50	0.04	0.50	0.50	0.11	0.04	0.17	0.04	0.15	0.23
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	312.89	51.71	95.88	8.41	340.82	347.90	23.65	0.18	27.30	5.73	2.46	6.58
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.65	1.09	1.18	0.78	1.74	1.74	0.82	0.31	0.99	0.93	0.58	0.69
d, Delay for Lane Group [s/veh]	371.89	89.28	133.45	70.95	382.37	389.45	85.45	41.15	76.27	57.19	34.34	39.77
Lane Group LOS	F	F	F	E	F	F	F	D	E	E	C	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	19.62	32.61	39.04	1.55	34.05	36.22	2.00	3.11	12.13	4.74	4.62	5.21
50th-Percentile Queue Length [ft/ln]	490.55	815.37	975.89	38.85	851.34	905.43	50.00	77.73	303.33	118.44	115.52	130.18
95th-Percentile Queue Length [veh/ln]	31.27	44.68	55.30	2.80	56.31	59.59	3.60	5.60	17.85	8.31	8.15	8.95
95th-Percentile Queue Length [ft/ln]	781.86	1116.99	1382.41	69.92	1407.79	1489.69	90.00	139.91	446.14	207.68	203.65	223.74

Movement, Approach, & Intersection Results

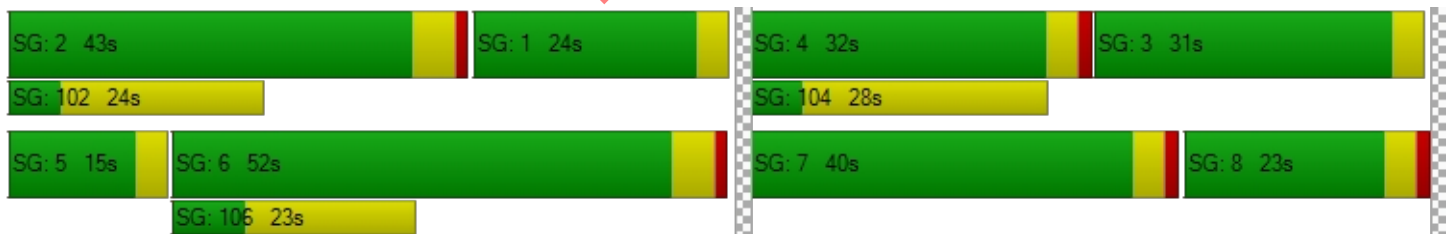
d_M, Delay for Movement [s/veh]	371.89	97.30	133.45	70.95	384.78	389.45	85.45	41.15	76.27	57.19	34.34	39.77
Movement LOS	F	F	F	E	F	F	F	D	E	E	C	D
d_A, Approach Delay [s/veh]	131.39			375.62			68.59			45.92		
Approach LOS	F			F			E			D		
d_I, Intersection Delay [s/veh]	183.68											
Intersection LOS	F											
Intersection V/C	1.318											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	19.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	47.39	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.489	3.032	2.448	2.619
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	585	723	431	292
d_b, Bicycle Delay [s]	32.59	26.51	40.12	47.72
I_b,int, Bicycle LOS Score for Intersection	3.026	2.368	2.411	2.672
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 30 Cumu + 2.8NL PM_Mit

Report File: P:\...\Cum+2.8NL PM_Mit.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	SB Right	1.278	159.9	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

DRAFT

Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	159.9
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.278

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

DRAFT

Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	338	1310	318	84	1353	41	51	181	352	355	311	168
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	338	1310	318	84	1353	41	51	181	177	355	311	123
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	360	87	23	372	11	14	50	49	98	85	34
Total Analysis Volume [veh/h]	371	1440	349	92	1487	45	56	199	195	390	342	135
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	28	55	55	12	39	39	9	32	32	31	54	54
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	25	61	61	9	45	45	5	28	28	17	39	39
g / C, Green / Cycle	0.19	0.47	0.47	0.07	0.35	0.35	0.04	0.21	0.21	0.13	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.29	0.49	0.50	0.10	0.54	0.55	0.03	0.21	0.13	0.11	0.26	0.09
s, saturation flow rate [veh/h]	1273	2481	1176	952	1853	954	1750	965	1537	3409	1303	1521
c, Capacity [veh/h]	245	1172	556	66	648	334	68	207	329	437	386	451
d1, Uniform Delay [s]	52.51	34.28	34.28	60.50	42.28	42.28	62.06	50.54	45.65	55.77	43.63	35.15
k, delay calibration	0.50	0.50	0.50	0.11	0.50	0.50	0.11	0.40	0.09	0.04	0.23	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	252.27	33.37	52.72	195.51	258.84	268.87	21.65	47.11	1.36	2.57	13.25	0.37
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.52	1.03	1.05	1.39	1.56	1.57	0.83	0.96	0.59	0.89	0.89	0.30
d, Delay for Lane Group [s/veh]	304.77	67.65	87.00	256.01	301.12	311.15	83.72	97.64	47.01	58.34	56.88	35.52
Lane Group LOS	F	F	F	F	F	F	F	F	D	E	E	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	24.97	22.91	24.71	5.78	33.67	35.61	2.25	9.09	5.78	6.45	11.86	3.36
50th-Percentile Queue Length [ft/ln]	624.22	572.73	617.68	144.52	841.74	890.13	56.21	227.31	144.40	161.31	296.43	84.12
95th-Percentile Queue Length [veh/ln]	39.47	31.39	34.16	10.41	54.00	56.91	4.05	14.04	9.72	10.62	17.50	6.06
95th-Percentile Queue Length [ft/ln]	986.71	784.80	853.94	260.14	1350.00	1422.77	101.18	350.94	242.94	265.46	437.61	151.41

Movement, Approach, & Intersection Results

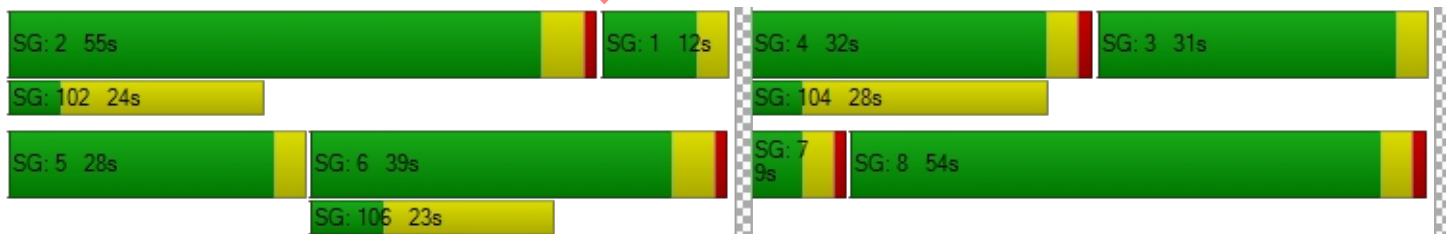
d_M, Delay for Movement [s/veh]	304.77	70.82	87.00	256.01	304.34	311.15	83.72	97.64	47.01	58.34	56.88	35.52
Movement LOS	F	E	F	F	F	F	F	F	D	E	E	D
d_A, Approach Delay [s/veh]	113.62			301.79			73.97			54.21		
Approach LOS	F			F			E			D		
d_I, Intersection Delay [s/veh]	159.93											
Intersection LOS	F											
Intersection V/C	1.278											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	50.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	24.62	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.431	2.963	2.735	2.788
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	769	523	431	769
d_b, Bicycle Delay [s]	24.62	35.54	40.10	24.69
I_b,int, Bicycle LOS Score for Intersection	2.748	2.453	2.591	3.064
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Vistro File: P:\...\Vistro_AllScenarios_AM.vistro

Scenario 31 Cumu + 2.8 Loop AM_Mit

Report File: P:\...\Cum+2.8Loop AM_Mit.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.315	164.4	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	164.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.315

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	247	1857	407	40	1352	7	47	106	327	260	166	210
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	247	1857	407	40	1352	7	47	106	283	260	166	176
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	494	108	11	360	2	13	28	75	69	44	47
Total Analysis Volume [veh/h]	263	1976	433	43	1438	7	50	113	301	277	177	187
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			2			3			3		
v_di, Inbound Pedestrian Volume crossing in	3			3			2			2		
v_co, Outbound Pedestrian Volume crossing	8			12			7			11		
v_ci, Inbound Pedestrian Volume crossing mi	7			11			8			12		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			1			5			14		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	15	60	60	7	52	52	10	32	32	31	53	53
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	12	58	58	4	50	50	5	28	28	25	47	47
g / C, Green / Cycle	0.09	0.45	0.45	0.03	0.38	0.38	0.04	0.21	0.21	0.19	0.36	0.36
(v / s)_i Volume / Saturation Flow Rate	0.15	0.46	0.50	0.02	0.64	0.64	0.04	0.07	0.23	0.18	0.22	0.27
s, saturation flow rate [veh/h]	1781	3455	1633	1781	1491	781	1420	1577	1315	1536	800	694
c, Capacity [veh/h]	164	1541	728	55	573	300	60	338	282	297	286	248
d1, Uniform Delay [s]	59.00	36.00	36.00	62.57	40.00	40.00	61.82	43.19	50.53	51.64	34.42	36.16
k, delay calibration	0.38	0.50	0.50	0.04	0.50	0.50	0.11	0.04	0.49	0.04	0.15	0.25
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	290.66	32.40	70.47	8.78	301.96	309.01	24.84	0.21	72.08	5.76	3.08	10.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.60	1.03	1.12	0.78	1.65	1.65	0.84	0.33	1.07	0.93	0.62	0.75
d, Delay for Lane Group [s/veh]	349.66	68.40	106.46	71.35	341.95	349.01	86.66	43.40	122.61	57.40	37.51	46.24
Lane Group LOS	F	F	F	E	F	F	F	D	F	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	18.61	30.14	36.19	1.56	33.17	35.32	2.06	3.12	14.70	4.67	4.86	5.81
50th-Percentile Queue Length [ft/ln]	465.14	753.58	904.85	38.97	829.14	883.09	51.39	77.99	367.51	116.84	121.44	145.37
95th-Percentile Queue Length [veh/ln]	29.68	40.19	49.98	2.81	54.53	57.78	3.70	5.62	21.74	8.22	8.47	9.77
95th-Percentile Queue Length [ft/ln]	742.01	1004.83	1249.52	70.14	1363.34	1444.42	92.51	140.38	543.48	205.48	211.80	244.23

Movement, Approach, & Intersection Results

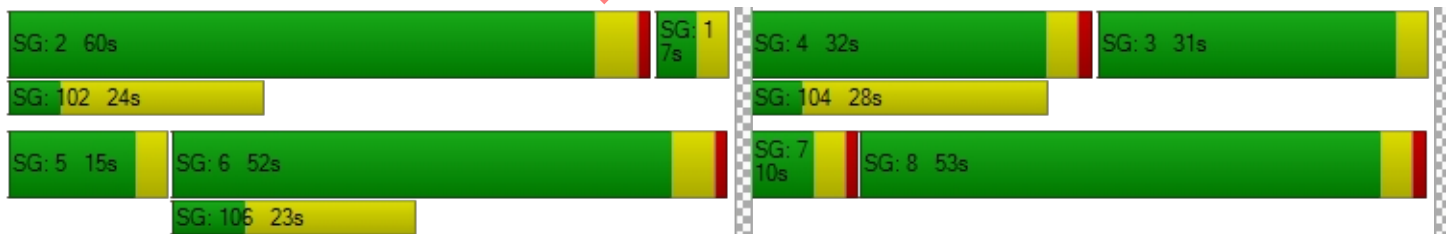
d_M, Delay for Movement [s/veh]	349.66	75.74	106.46	71.35	344.36	349.01	86.66	43.40	122.61	57.40	37.51	46.24
Movement LOS	F	E	F	E	F	F	F	D	F	E	D	D
d_A, Approach Delay [s/veh]	107.68			336.49			99.45			48.65		
Approach LOS	F			F			F			D		
d_I, Intersection Delay [s/veh]	164.43											
Intersection LOS	F											
Intersection V/C	1.315											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	49.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	25.23	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.492	3.014	2.444	2.614
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	846	723	431	754
d_b, Bicycle Delay [s]	21.66	26.51	40.12	25.41
I_b,int, Bicycle LOS Score for Intersection	3.029	2.378	2.398	2.673
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 31 Cumu + 2.8Loop PM_Mit

Report File: P:\...\Cum+2.8Loop PM_Mit.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	SB Right	1.267	163.0	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	163.0
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.267

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	330	1310	308	91	1318	34	48	182	353	395	299	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	330	1310	308	91	1318	34	48	182	178	395	299	76
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	360	85	25	362	9	13	50	49	109	82	21
Total Analysis Volume [veh/h]	363	1440	338	100	1448	37	53	200	196	434	329	84
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	28	55	55	12	39	39	9	32	32	31	54	54
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	25	60	60	9	44	44	5	28	28	18	40	40
g / C, Green / Cycle	0.19	0.46	0.46	0.07	0.34	0.34	0.04	0.21	0.21	0.14	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.29	0.48	0.49	0.11	0.53	0.53	0.03	0.21	0.13	0.13	0.25	0.06
s, saturation flow rate [veh/h]	1273	2481	1179	952	1853	957	1750	965	1537	3409	1303	1521
c, Capacity [veh/h]	245	1141	542	66	624	322	68	207	329	481	403	470
d1, Uniform Delay [s]	52.51	35.11	35.11	60.50	43.10	43.10	61.95	50.61	45.69	54.95	41.51	32.75
k, delay calibration	0.50	0.50	0.50	0.15	0.50	0.50	0.11	0.41	0.09	0.04	0.21	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	238.27	40.31	59.66	253.75	262.68	272.38	17.66	48.45	1.42	2.62	7.70	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.48	1.05	1.07	1.51	1.57	1.57	0.78	0.97	0.59	0.90	0.82	0.18
d, Delay for Lane Group [s/veh]	290.78	75.43	94.77	314.24	305.78	315.48	79.61	99.06	47.10	57.57	49.21	32.93
Lane Group LOS	F	F	F	F	F	F	E	F	D	E	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	24.02	23.48	25.23	6.85	32.80	34.75	2.07	9.21	5.81	7.17	10.56	1.98
50th-Percentile Queue Length [ft/ln]	600.43	586.96	630.69	171.22	820.04	868.72	51.79	230.26	145.36	179.27	264.12	49.45
95th-Percentile Queue Length [veh/ln]	37.89	32.56	35.25	12.33	52.68	55.60	3.73	14.19	9.77	11.56	15.90	3.56
95th-Percentile Queue Length [ft/ln]	947.32	814.02	881.32	308.19	1317.06	1389.88	93.22	354.69	244.22	289.06	397.39	89.02

Movement, Approach, & Intersection Results

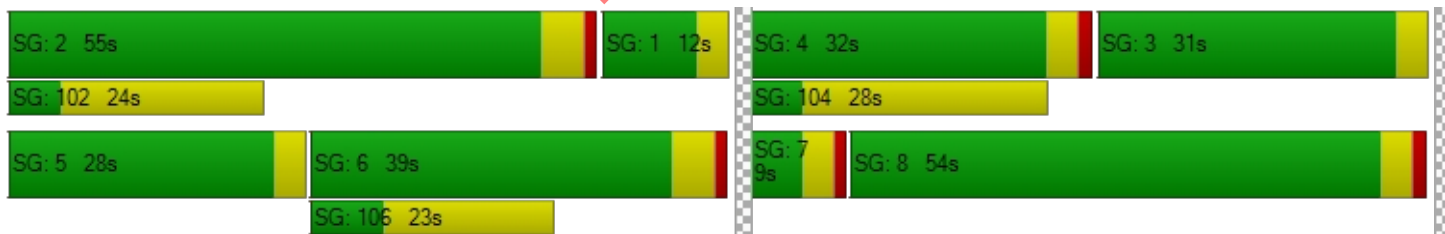
d_M, Delay for Movement [s/veh]	290.78	78.70	94.77	314.24	308.93	315.48	79.61	99.06	47.10	57.57	49.21	32.93
Movement LOS	F	E	F	F	F	F	E	F	D	E	D	C
d_A, Approach Delay [s/veh]	117.19			309.42			74.08			51.88		
Approach LOS	F			F			E			D		
d_I, Intersection Delay [s/veh]	162.99											
Intersection LOS	F											
Intersection V/C	1.267											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	50.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	24.62	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.429	2.952	2.727	2.784
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	769	523	431	769
d_b, Bicycle Delay [s]	24.62	35.54	40.10	24.69
I_b,int, Bicycle LOS Score for Intersection	2.737	2.431	2.589	3.031
Bicycle LOS	B	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 32 Cumu + 3.35 NL AM_Mit

Report File: P:\...\Cum+3.35NL AM_Mit.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	SB Right	1.305	181.7	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	181.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.305

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	240	1854	443	40	1330	7	49	111	328	268	166	207
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	240	1854	443	40	1330	7	49	111	284	268	166	173
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	493	118	11	354	2	13	30	76	71	44	46
Total Analysis Volume [veh/h]	255	1972	471	43	1415	7	52	118	302	285	177	184
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	2			2			3			3		
v_di, Inbound Pedestrian Volume crossing in	3			3			2			2		
v_co, Outbound Pedestrian Volume crossing	8			12			7			11		
v_ci, Inbound Pedestrian Volume crossing mi	7			11			8			12		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	2			1			5			14		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	15	30	30	32	47	47	14	37	37	31	54	54
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	12	55	55	4	47	47	6	30	30	26	49	49
g / C, Green / Cycle	0.09	0.42	0.42	0.03	0.36	0.36	0.04	0.23	0.23	0.20	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.14	0.47	0.51	0.02	0.63	0.63	0.04	0.07	0.23	0.19	0.22	0.26
s, saturation flow rate [veh/h]	1781	3455	1621	1781	1491	781	1420	1577	1317	1536	800	695
c, Capacity [veh/h]	165	1460	685	55	539	282	63	367	306	305	303	263
d1, Uniform Delay [s]	59.00	37.52	37.52	62.53	41.50	41.50	61.65	41.40	49.17	51.29	32.20	33.64
k, delay calibration	0.36	0.50	0.50	0.04	0.50	0.50	0.11	0.04	0.04	0.04	0.12	0.20
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	267.96	58.70	106.01	8.28	336.99	344.10	23.25	0.19	11.75	5.72	1.94	5.94
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.55	1.11	1.21	0.78	1.73	1.73	0.83	0.32	0.99	0.94	0.58	0.70
d, Delay for Lane Group [s/veh]	326.96	96.22	143.53	70.80	378.50	385.60	84.90	41.58	60.92	57.01	34.14	39.58
Lane Group LOS	F	F	F	E	F	F	F	D	E	E	C	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	17.58	34.08	40.97	1.55	33.84	35.99	2.11	3.18	10.62	4.80	4.60	5.25
50th-Percentile Queue Length [ft/ln]	439.52	851.89	1024.31	38.80	845.91	899.81	52.81	79.60	265.52	120.07	115.02	131.35
95th-Percentile Queue Length [veh/ln]	28.07	46.99	58.49	2.79	55.93	59.19	3.80	5.73	15.97	8.40	8.12	9.01
95th-Percentile Queue Length [ft/ln]	701.69	1174.79	1462.37	69.85	1398.23	1479.79	95.05	143.28	399.13	209.92	202.96	225.32

Movement, Approach, & Intersection Results

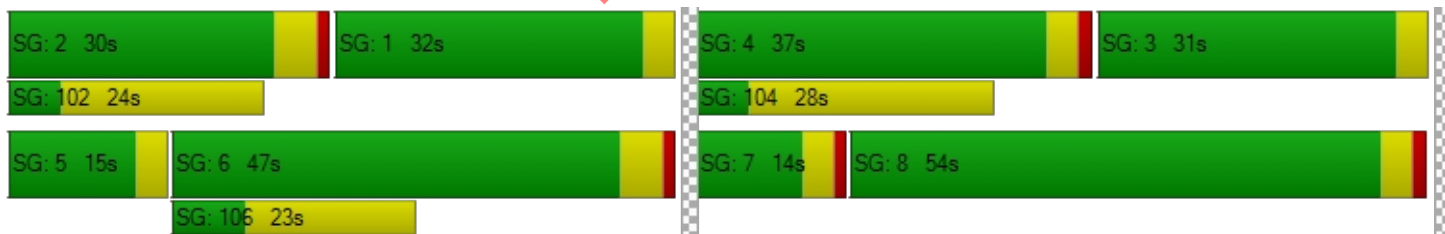
d_M, Delay for Movement [s/veh]	326.96	104.74	143.53	70.80	380.92	385.60	84.90	41.58	60.92	57.01	34.14	39.58
Movement LOS	F	F	F	E	F	F	F	D	E	E	C	D
d_A, Approach Delay [s/veh]	132.51			371.84			58.73			45.78		
Approach LOS	F			F			E			D		
d_I, Intersection Delay [s/veh]	181.70											
Intersection LOS	F											
Intersection V/C	1.305											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	50.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	24.62	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.494	3.010	2.444	2.623
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	385	646	508	769
d_b, Bicycle Delay [s]	42.45	29.80	36.28	24.79
I_b,int, Bicycle LOS Score for Intersection	3.044	2.365	2.411	2.682
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 32 Cumu + 3.35NL PM_Mit

Report File: P:\...\Cum+3.35NL PM_Mit.pdf

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Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	NB Left	1.300	166.5	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	166.5
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.300

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	340	1310	322	78	1401	49	51	172	343	370	304	164
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	340	1310	322	78	1401	49	51	172	168	370	304	119
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	93	360	88	21	385	13	14	47	46	102	84	33
Total Analysis Volume [veh/h]	374	1440	354	86	1540	54	56	189	185	407	334	131
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	27	44	44	11	28	28	9	32	32	43	66	66
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	24	62	62	8	46	46	5	27	27	17	39	39
g / C, Green / Cycle	0.18	0.48	0.48	0.06	0.36	0.36	0.04	0.21	0.21	0.13	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.29	0.49	0.50	0.09	0.57	0.57	0.03	0.20	0.12	0.12	0.26	0.09
s, saturation flow rate [veh/h]	1273	2481	1175	952	1853	951	1762	965	1535	3409	1303	1531
c, Capacity [veh/h]	235	1190	564	59	661	340	68	202	322	455	386	454
d1, Uniform Delay [s]	53.01	33.82	33.82	60.99	41.80	41.80	62.03	50.48	45.87	55.45	43.25	35.04
k, delay calibration	0.50	0.50	0.50	0.07	0.50	0.50	0.11	0.36	0.06	0.04	0.12	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	285.86	29.71	48.82	221.23	272.33	282.76	20.48	39.15	0.92	2.57	6.68	0.35
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.59	1.01	1.04	1.46	1.59	1.60	0.82	0.93	0.57	0.90	0.86	0.29
d, Delay for Lane Group [s/veh]	338.87	63.52	82.64	282.22	314.13	324.56	82.51	89.63	46.79	58.02	49.93	35.38
Lane Group LOS	F	F	F	F	F	F	F	F	D	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	26.17	22.59	24.39	5.57	35.60	37.54	2.23	8.23	5.44	6.73	10.82	3.26
50th-Percentile Queue Length [ft/ln]	654.19	564.78	609.68	139.23	889.94	938.41	55.76	205.72	136.08	168.23	270.61	81.38
95th-Percentile Queue Length [veh/ln]	41.59	30.73	33.49	10.02	57.23	60.18	4.01	12.93	9.27	10.98	16.22	5.86
95th-Percentile Queue Length [ft/ln]	1039.63	768.14	837.26	250.62	1430.80	1504.49	100.37	323.34	231.73	274.58	405.50	146.48

Movement, Approach, & Intersection Results

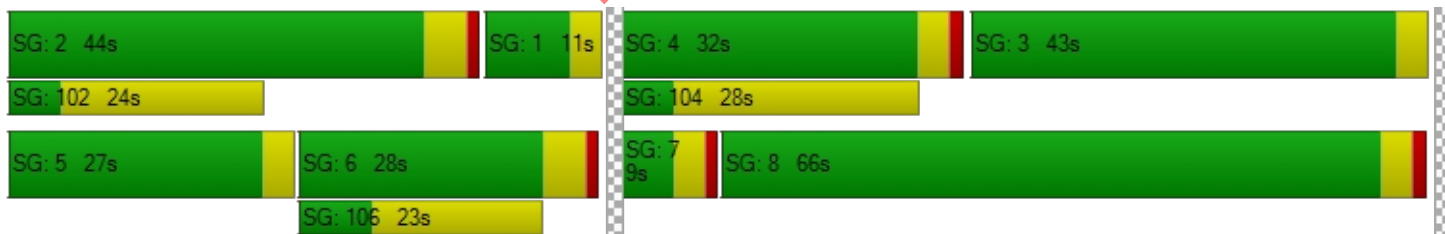
d_M, Delay for Movement [s/veh]	338.87	66.61	82.64	282.22	317.44	324.56	82.51	89.63	46.79	58.02	49.93	35.38
Movement LOS	F	E	F	F	F	F	F	F	D	E	D	D
d_A, Approach Delay [s/veh]	116.20			315.87			70.27			51.52		
Approach LOS	F			F			E			D		
d_I, Intersection Delay [s/veh]	166.55											
Intersection LOS	F											
Intersection V/C	1.300											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	62.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	17.79	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.444	2.956	2.731	2.787
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	354	431	954
d_b, Bicycle Delay [s]	31.85	44.15	40.10	17.84
I_b,int, Bicycle LOS Score for Intersection	2.752	2.484	2.558	3.073
Bicycle LOS	C	B	B	C

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Scenario 33 Cumu + 3.35 Loop AM_Mit

Report File: P:\...\Cum+3.35Loop AM_Mit.pdf

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	SB Right	1.304	177.8	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

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Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	177.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.304

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

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Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			BayRoad		
Base Volume Input [veh/h]	237	1887	418	40	1346	7	51	109	326	260	167	216
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	5.70	6.60	2.00	10.00	30.00	10.80	4.10	1.80	2.90	7.50	0.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	44	0	0	34
Total Hourly Volume [veh/h]	237	1887	418	40	1346	7	51	109	282	260	167	182
Peak Hour Factor	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	502	111	11	358	2	14	29	75	69	44	48
Total Analysis Volume [veh/h]	252	2007	445	43	1432	7	54	116	300	277	178	194
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		2			2			3			3	
v_di, Inbound Pedestrian Volume crossing in		3			3			2			2	
v_co, Outbound Pedestrian Volume crossing		8			12			7			11	
v_ci, Inbound Pedestrian Volume crossing mi		7			11			8			12	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		2			1			5			14	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	15	43	43	16	44	44	16	40	40	31	55	55
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	12	56	56	4	48	48	6	30	30	25	48	48
g / C, Green / Cycle	0.09	0.43	0.43	0.03	0.37	0.37	0.05	0.23	0.23	0.19	0.37	0.37
(v / s)_i Volume / Saturation Flow Rate	0.14	0.47	0.51	0.02	0.63	0.63	0.04	0.07	0.23	0.18	0.22	0.28
s, saturation flow rate [veh/h]	1781	3455	1631	1781	1491	781	1420	1577	1317	1536	800	695
c, Capacity [veh/h]	164	1484	701	55	549	287	65	364	304	297	296	257
d1, Uniform Delay [s]	59.00	37.08	37.08	62.53	41.06	41.06	61.51	41.51	49.29	51.62	33.15	35.23
k, delay calibration	0.35	0.50	0.50	0.04	0.50	0.50	0.11	0.04	0.16	0.04	0.11	0.20
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	259.86	53.00	97.32	8.35	331.68	338.71	22.32	0.18	26.27	5.72	1.96	7.93
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.53	1.09	1.18	0.78	1.72	1.72	0.83	0.32	0.99	0.93	0.60	0.75
d, Delay for Lane Group [s/veh]	318.86	90.08	134.40	70.88	372.74	379.77	83.83	41.70	75.56	57.34	35.11	43.16
Lane Group LOS	F	F	F	E	F	F	F	D	E	E	D	D
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	17.20	33.41	40.17	1.55	34.06	36.23	2.18	3.13	11.78	4.67	4.70	5.83
50th-Percentile Queue Length [ft/ln]	430.11	835.17	1004.29	38.83	851.42	905.73	54.41	78.32	294.48	116.79	117.52	145.64
95th-Percentile Queue Length [veh/ln]	27.48	45.78	56.91	2.80	56.25	59.53	3.92	5.64	17.41	8.22	8.26	9.78
95th-Percentile Queue Length [ft/ln]	686.91	1144.41	1422.84	69.89	1406.22	1488.35	97.94	140.97	435.19	205.40	206.42	244.60

Movement, Approach, & Intersection Results

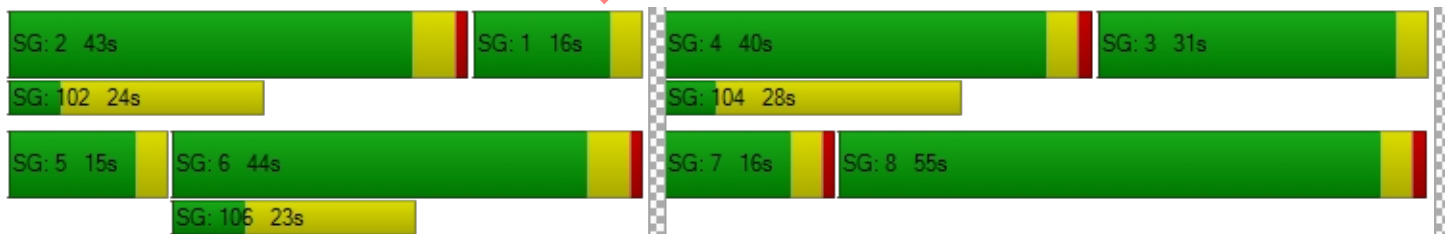
d_M, Delay for Movement [s/veh]	318.86	98.59	134.40	70.88	375.13	379.77	83.83	41.70	75.56	57.34	35.11	43.16
Movement LOS	F	F	F	E	F	F	F	D	E	E	D	D
d_A, Approach Delay [s/veh]	125.01			366.33			68.15			47.00		
Approach LOS	F			F			E			D		
d_I, Intersection Delay [s/veh]	177.84											
Intersection LOS	F											
Intersection V/C	1.304											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	51.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.31	24.00	54.47	56.31
I_p,int, Pedestrian LOS Score for Intersection	3.496	3.016	2.443	2.618
Crosswalk LOS	C	C	B	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	585	600	554	785
d_b, Bicycle Delay [s]	32.59	31.87	34.07	24.17
I_b,int, Bicycle LOS Score for Intersection	3.047	2.375	2.408	2.687
Bicycle LOS	C	B	B	B

Sequence

Ring 1	2	1	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



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Report File: P:\...\Cum+3.35Loop PM_Mit.pdf

Scenario 33 Cumu + 3.35Loop PM_Mit

9/9/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
20	Willow Rd (SR 114) /Newbridge St	Signalized	HCM 6th Edition	SB Right	1.284	164.4	F

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

DRAFT

Intersection Level Of Service Report
Intersection 20: Willow Rd (SR 114)/Newbridge St

Control Type:	Signalized	Delay (sec / veh):	164.4
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.284

Intersection Setup

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration	⇐ ⇐			⇐ ⇐			⇐ ⇐			⇐ ⇐		
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	1	0	0	0
Entry Pocket Length [ft]	390.00	100.00	100.00	185.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	49.21	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			25.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

DRAFT

Volumes

Name	Willow Road (SR 114)			Willow Road (SR 114)			Newbridge Street			Bay Road		
Base Volume Input [veh/h]	330	1310	311	78	1380	42	53	173	342	389	301	136
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	4.40	5.30	0.00	3.40	0.00	0.00	4.40	0.50	3.80	4.40	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	175	0	0	45
Total Hourly Volume [veh/h]	330	1310	311	78	1380	42	53	173	167	389	301	91
Peak Hour Factor	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100	0.9100
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	360	85	21	379	12	15	48	46	107	83	25
Total Analysis Volume [veh/h]	363	1440	342	86	1516	46	58	190	184	427	331	100
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing		11			20			10			19	
v_di, Inbound Pedestrian Volume crossing in		10			19			11			20	
v_co, Outbound Pedestrian Volume crossing		3			7			7			3	
v_ci, Inbound Pedestrian Volume crossing mi		3			7			7			3	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			5			4			6	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	130
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss
Signal Group	5	2	2	1	6	6	7	4	4	3	8	8
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lag	-	-	Lead	-	-	Lag	-	-
Minimum Green [s]	4	12	12	4	12	12	5	4	4	4	5	5
Maximum Green [s]	21	40	40	21	40	40	30	25	25	21	30	30
Amber [s]	3.0	4.0	4.0	3.0	4.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0
All red [s]	0.0	1.0	1.0	0.0	1.0	1.0	1.0	1.0	1.0	0.0	1.0	1.0
Split [s]	27	44	44	11	28	28	10	33	33	42	65	65
Vehicle Extension [s]	0.0	0.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0	0.0	3.0	3.0
Walk [s]	0	5	5	0	7	7	0	5	5	5	0	0
Pedestrian Clearance [s]	0	19	19	0	16	16	0	23	23	23	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
I2, Clearance Lost Time [s]	1.0	3.0	3.0	1.0	3.0	3.0	2.0	2.0	2.0	1.0	2.0	2.0
Minimum Recall	No	Yes		No	Yes		No	No		No	No	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0	20.0	20.0	20.0	20.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	L	C	R	L	C	R
C, Cycle Length [s]	130	130	130	130	130	130	130	130	130	130	130	130
L, Total Lost Time per Cycle [s]	3.00	5.00	5.00	3.00	5.00	5.00	4.00	4.00	4.00	3.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	1.00	3.00	3.00	1.00	3.00	3.00	2.00	2.00	2.00	1.00	2.00	2.00
g_i, Effective Green Time [s]	24	62	62	8	46	46	6	27	27	18	39	39
g / C, Green / Cycle	0.18	0.47	0.47	0.06	0.35	0.35	0.04	0.21	0.21	0.14	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.29	0.48	0.49	0.09	0.56	0.56	0.03	0.20	0.12	0.13	0.25	0.07
s, saturation flow rate [veh/h]	1273	2481	1178	952	1853	954	1761	965	1536	3409	1303	1531
c, Capacity [veh/h]	235	1174	558	59	650	335	75	203	323	475	390	458
d1, Uniform Delay [s]	53.02	34.24	34.24	60.99	42.21	42.21	61.60	50.50	45.80	55.06	42.83	34.08
k, delay calibration	0.50	0.50	0.50	0.07	0.50	0.50	0.11	0.34	0.04	0.04	0.12	0.11
l, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	265.88	31.72	50.45	219.27	270.03	279.99	15.14	38.34	0.65	2.57	5.99	0.24
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.55	1.02	1.05	1.46	1.58	1.59	0.77	0.94	0.57	0.90	0.85	0.22
d, Delay for Lane Group [s/veh]	318.90	65.96	84.69	280.26	312.24	322.20	76.74	88.85	46.45	57.63	48.82	34.32
Lane Group LOS	F	F	F	F	F	F	E	F	D	E	D	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	24.86	22.66	24.42	5.55	34.79	36.75	2.22	8.22	5.38	7.05	10.59	2.42
50th-Percentile Queue Length [ft/ln]	621.38	566.62	610.58	138.86	869.68	918.79	55.44	205.55	134.55	176.34	264.78	60.52
95th-Percentile Queue Length [veh/ln]	39.42	30.97	33.64	10.00	55.91	58.88	3.99	12.92	9.19	11.41	15.93	4.36
95th-Percentile Queue Length [ft/ln]	985.55	774.20	841.06	249.95	1397.87	1471.99	99.79	323.11	229.67	285.24	398.21	108.93

Movement, Approach, & Intersection Results

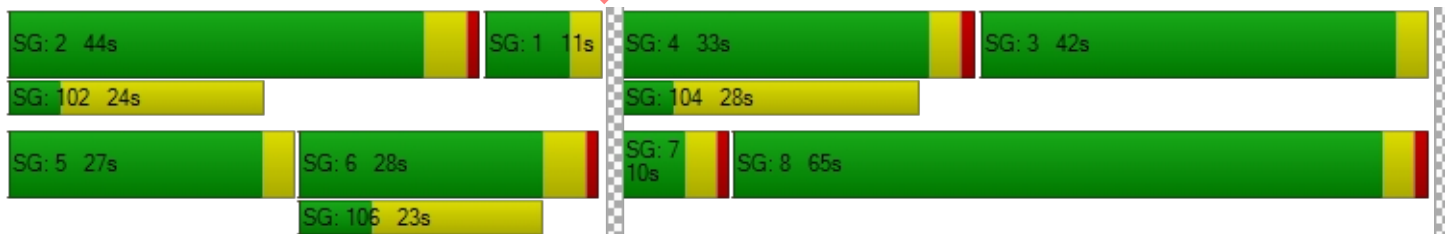
d_M, Delay for Movement [s/veh]	318.90	69.09	84.69	280.26	315.43	322.20	76.74	88.85	46.45	57.63	48.82	34.32
Movement LOS	F	E	F	F	F	F	E	F	D	E	D	C
d_A, Approach Delay [s/veh]	113.85			313.79			69.16			51.51		
Approach LOS	F			F			E			D		
d_I, Intersection Delay [s/veh]	164.35											
Intersection LOS	F											
Intersection V/C	1.284											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	61.0	11.0	9.0
M_corner, Corner Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft ² /ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	56.32	18.32	54.47	56.32
I_p,int, Pedestrian LOS Score for Intersection	3.439	2.950	2.726	2.783
Crosswalk LOS	C	C	B	C
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	600	354	446	938
d_b, Bicycle Delay [s]	31.86	44.15	39.32	18.37
I_b,int, Bicycle LOS Score for Intersection	2.739	2.466	2.561	3.050
Bicycle LOS	B	B	B	C

Sequence

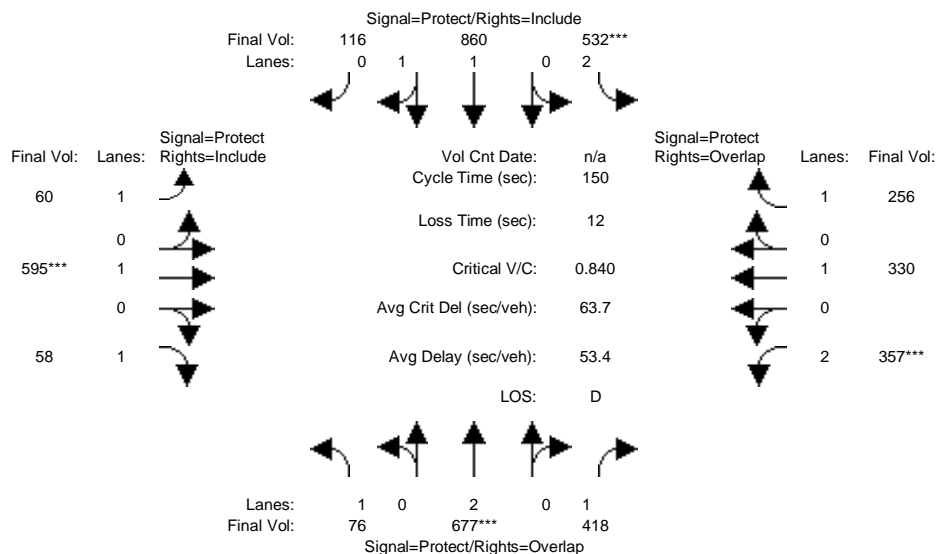
Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name: University Avenue Bay Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	76	677	418	532	860	116	60	595	58	357	330	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	677	418	532	860	116	60	595	58	357	330	256
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	677	418	532	860	116	60	595	58	357	330	256
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	677	418	532	860	116	60	595	58	357	330	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	677	418	532	860	116	60	595	58	357	330	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	677	418	532	860	116	60	595	58	357	330	256

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.83	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	2.00	1.00	2.00	1.76	0.24	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	3505	1568	3400	3033	409	1769	1862	1583	3432	1862	1583

Capacity Analysis Module:

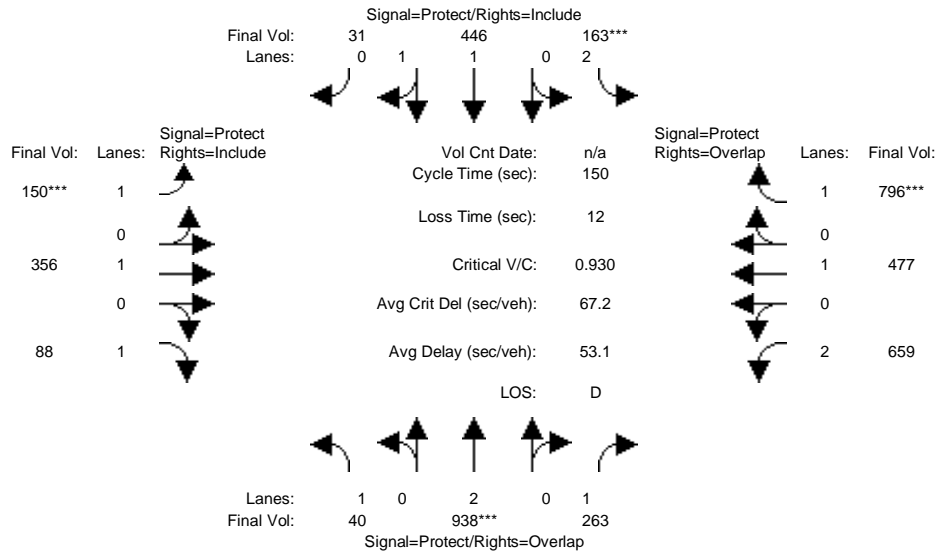
Vol/Sat:	0.04	0.19	0.27	0.16	0.28	0.28	0.03	0.32	0.04	0.10	0.18	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.06	0.23	0.35	0.19	0.36	0.36	0.11	0.38	0.38	0.12	0.40	0.59
Volume/Cap:	0.74	0.84	0.75	0.84	0.79	0.79	0.32	0.84	0.10	0.84	0.44	0.28
Delay/Veh:	93.6	63.0	48.5	68.7	46.9	46.9	63.2	51.2	30.0	78.2	33.4	15.6
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:	93.6	63.0	48.5	68.7	46.9	46.9	63.2	51.2	30.0	78.2	33.4	15.6
LOS by Move:	F	E	D	E	D	D	E	D	C	E	C	B
HCM2kAvgQ:	5	18	18	14	22	22	3	27	2	11	11	6

Note: Queue reported is the number of cars per lane.

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Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	938	263	163	446	31	150	356	88	659	477	796
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	938	263	163	446	31	150	356	88	659	477	796
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	938	263	163	446	31	150	356	88	659	477	796
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	938	263	163	446	31	150	356	88	659	477	796
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	938	263	163	446	31	150	356	88	659	477	796
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	938	263	163	446	31	150	356	88	659	477	796

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.83	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	2.00	1.00	2.00	1.87	0.13	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	3505	1568	3400	3245	226	1769	1862	1583	3432	1862	1583

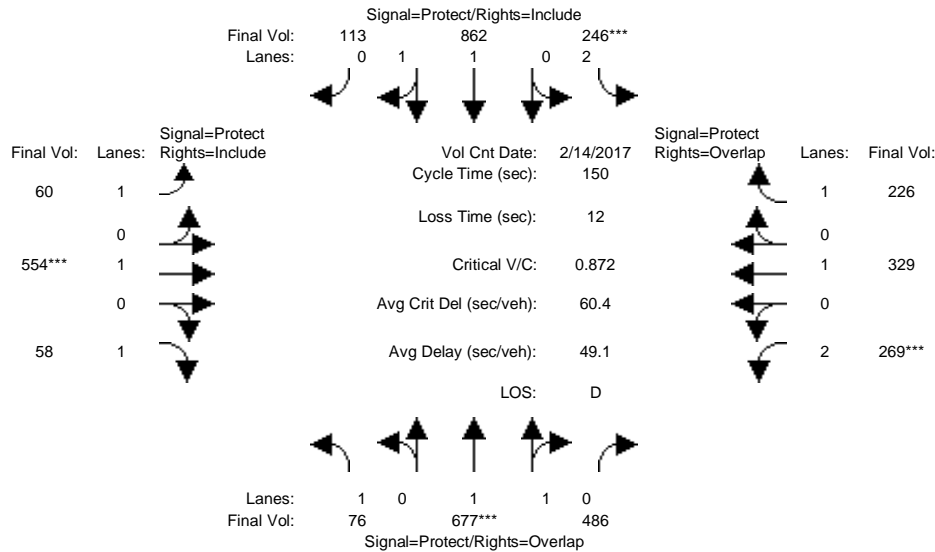
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.17	0.05	0.14	0.14	0.08	0.19	0.06	0.19	0.26	0.50
Crit Moves:	****		****				****					
Green/Cycle:	0.09	0.29	0.58	0.05	0.25	0.25	0.09	0.29	0.29	0.29	0.49	0.54
Volume/Cap:	0.27	0.93	0.29	0.93	0.54	0.54	0.93	0.66	0.19	0.66	0.52	0.93
Delay/Veh:	65.1	66.3	16.2	118.8	49.2	49.2	118.1	49.8	40.3	48.3	26.8	48.1
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:	65.1	66.3	16.2	118.8	49.2	49.2	118.1	49.8	40.3	48.3	26.8	48.1
LOS by Move:	E	E	B	F	D	D	F	D	D	D	C	D
HCM2kAvgQ:	2	26	6	6	10	10	10	15	3	14	15	38

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	14 Feb 2017	<<							
Base Vol:	76	677	486	246	862	113	60	554	58	269	329	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	677	486	246	862	113	60	554	58	269	329	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	677	486	246	862	113	60	554	58	269	329	226
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	677	486	246	862	113	60	554	58	269	329	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	677	486	246	862	113	60	554	58	269	329	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	677	486	246	862	113	60	554	58	269	329	226

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	1.16	0.84	2.00	1.77	0.23	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	1912	1373	3400	3046	399	1769	1862	1583	3432	1862	1583

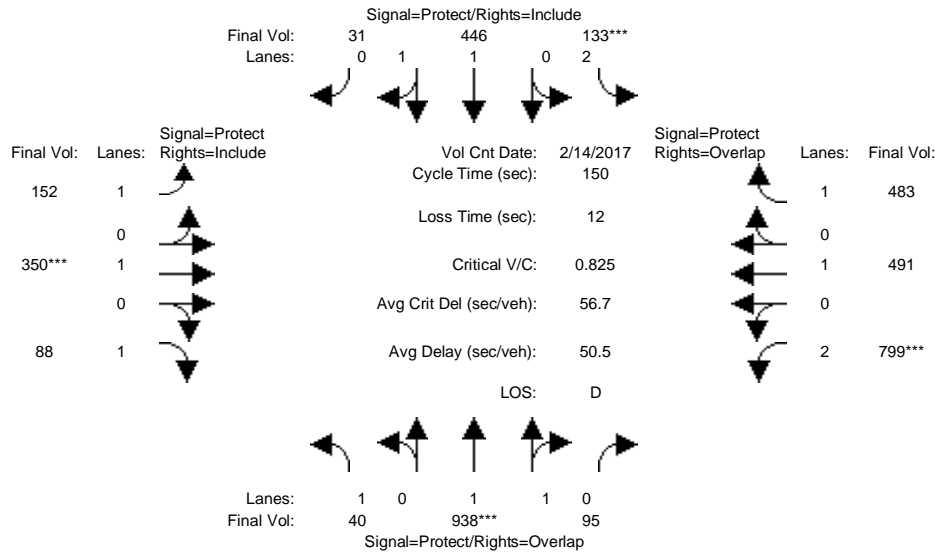
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.35	0.07	0.28	0.28	0.03	0.30	0.04	0.08	0.18	0.14
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.41	0.50	0.08	0.42	0.42	0.09	0.34	0.34	0.09	0.34	0.42
Volume/Cap:	0.63	0.87	0.71	0.87	0.67	0.67	0.38	0.87	0.11	0.87	0.52	0.34
Delay/Veh:	77.8	47.5	31.0	92.3	36.5	36.5	65.8	59.0	33.9	90.1	40.3	29.3
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:	77.8	47.5	31.0	92.3	36.5	36.5	65.8	59.0	33.9	90.1	40.3	29.3
LOS by Move:	E	D	C	F	D	D	E	E	C	F	D	C
HCM2kAvgQ:	4	28	22	8	19	19	3	26	2	9	12	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	14 Feb 2017	<<							
Base Vol:	40	938	95	133	446	31	152	350	88	799	491	483
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	938	95	133	446	31	152	350	88	799	491	483
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	938	95	133	446	31	152	350	88	799	491	483
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	938	95	133	446	31	152	350	88	799	491	483
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	938	95	133	446	31	152	350	88	799	491	483
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	938	95	133	446	31	152	350	88	799	491	483

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	1.82	0.18	2.00	1.87	0.13	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	3138	318	3400	3245	226	1769	1862	1583	3432	1862	1583

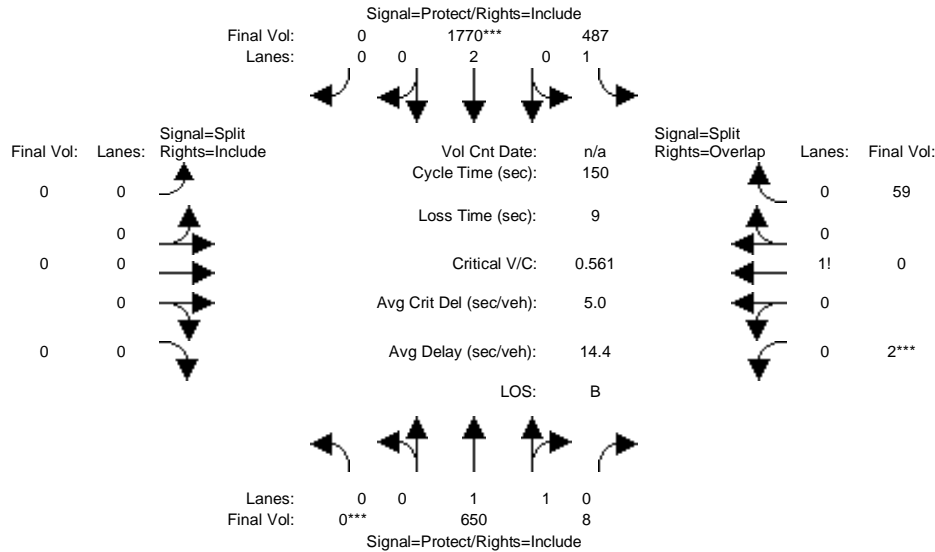
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.04	0.14	0.14	0.09	0.19	0.06	0.23	0.26	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.36	0.64	0.05	0.31	0.31	0.12	0.23	0.23	0.28	0.39	0.43
Volume/Cap:	0.22	0.82	0.46	0.82	0.45	0.45	0.69	0.82	0.24	0.82	0.68	0.70
Delay/Veh:	62.2	48.1	13.7	98.7	42.2	42.2	71.8	67.5	47.7	56.2	41.2	38.0
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:	62.2	48.1	13.7	98.7	42.2	42.2	71.8	67.5	47.7	56.2	41.2	38.0
LOS by Move:	E	D	B	F	D	D	E	E	D	E	D	D
HCM2kAvgQ:	2	24	12	5	9	9	8	17	3	20	19	19

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM (Improvements)

Intersection #700: University Avenue and Loop Road [Future]



Street Name:	University Avenue						Loop Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	650	8	487	1770	0	0	0	0	2	0	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	650	8	487	1770	0	0	0	0	2	0	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	650	8	487	1770	0	0	0	0	2	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	650	8	487	1770	0	0	0	0	2	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	650	8	487	1770	0	0	0	0	2	0	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	650	8	487	1770	0	0	0	0	2	0	59

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.87	1.00	0.87
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	0.03	0.00	0.97
Final Sat.:	0	3559	44	1805	3610	0	0	0	0	54	0	1594

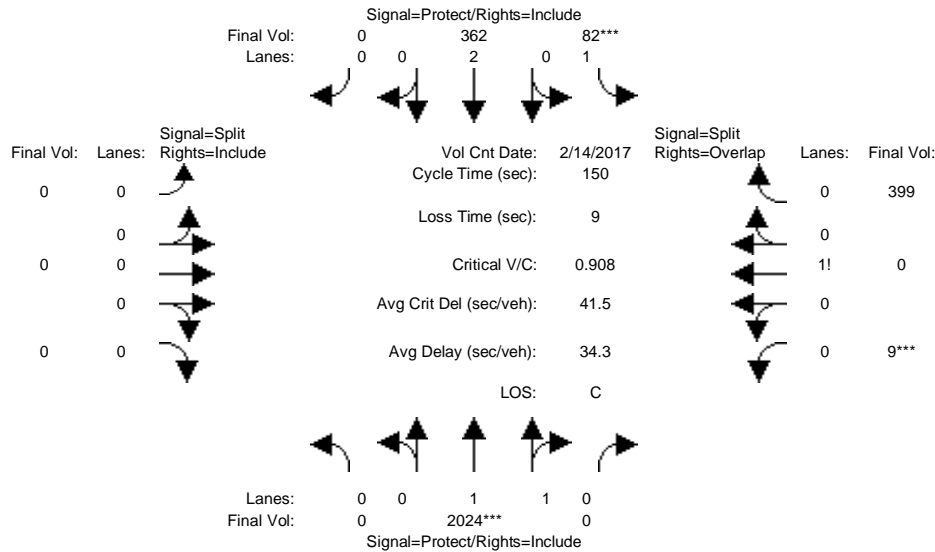
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.18	0.18	0.27	0.49	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.35	0.35	0.52	0.87	0.00	0.00	0.00	0.00	0.07	0.00	0.59
Volume/Cap:	0.00	0.52	0.52	0.52	0.56	0.00	0.00	0.00	0.00	0.56	0.00	0.06
Delay/Veh:	0.0	38.8	38.8	24.1	2.6	0.0	0.0	0.0	0.0	74.4	0.0	13.3
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	38.8	38.8	24.1	2.6	0.0	0.0	0.0	0.0	74.4	0.0	13.3
LOS by Move:	A	D	D	C	A	A	A	A	A	E	A	B
HCM2kAvgQ:	0	12	12	14	11	0	0	0	0	4	0	1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM (Improvements)

Intersection #700: University Avenue and Loop Road [Future]



Street Name: University Avenue Loop Road
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Min. Green:	0	10	10	7	10	0	0	0	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 14 Feb 2017 <<

Base Vol:	0	2024	0	82	362	0	0	0	0	9	0	399
Growth Adj:	1.00	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	2024	0	82	362	0	0	0	0	9	0	399
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	2024	0	82	362	0	0	0	0	9	0	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2024	0	82	362	0	0	0	0	9	0	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2024	0	82	362	0	0	0	0	9	0	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2024	0	82	362	0	0	0	0	9	0	399

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.87	1.00	0.87
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.02	0.00	0.98
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	36	0	1611

Capacity Analysis Module:

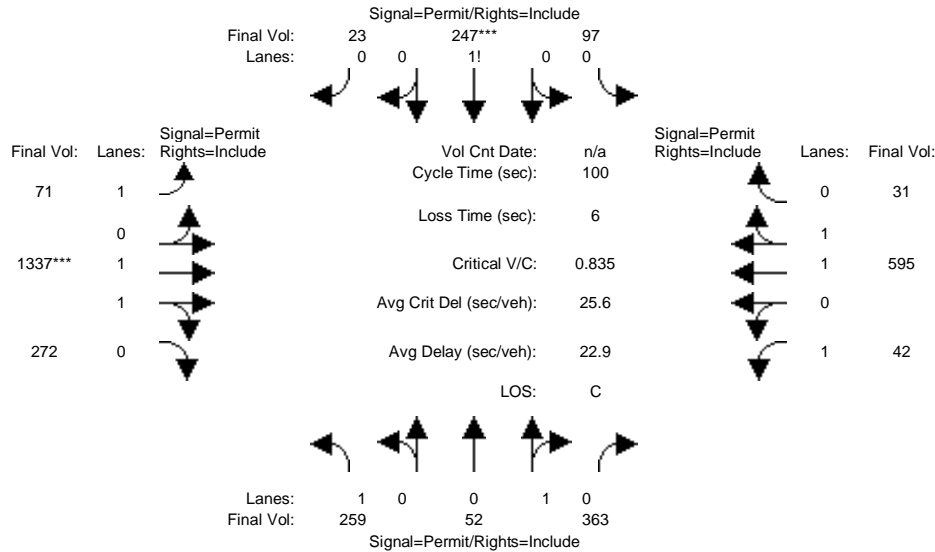
Vol/Sat:	0.00	0.56	0.00	0.05	0.10	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.62	0.00	0.05	0.67	0.00	0.00	0.00	0.00	0.27	0.00	0.32
Volume/Cap:	0.00	0.91	0.00	0.91	0.15	0.00	0.00	0.00	0.00	0.91	0.00	0.77
Delay/Veh:	0.0	31.0	0.0	136.2	9.3	0.0	0.0	0.0	0.0	74.8	0.0	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.0	0.0	136.2	9.3	0.0	0.0	0.0	0.0	74.8	0.0	52.4
LOS by Move:	A	C	A	F	A	A	A	A	A	E	A	D
HCM2kAvgQ:	0	45	0	6	3	0	0	0	0	21	0	18

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	259	52	363	97	247	23	71	1337	272	42	595	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	52	363	97	247	23	71	1337	272	42	595	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	52	363	97	247	23	71	1337	272	42	595	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	52	363	97	247	23	71	1337	272	42	595	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	52	363	97	247	23	71	1337	272	42	595	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	259	52	363	97	247	23	71	1337	272	42	595	31

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.87	0.87	0.59	0.59	0.59	0.36	0.93	0.93	0.07	0.94	0.94
Lanes:	1.00	0.13	0.87	0.26	0.68	0.06	1.00	1.66	0.34	1.00	1.90	0.10
Final Sat.:	1340	207	1444	296	753	70	675	2925	595	139	3407	178

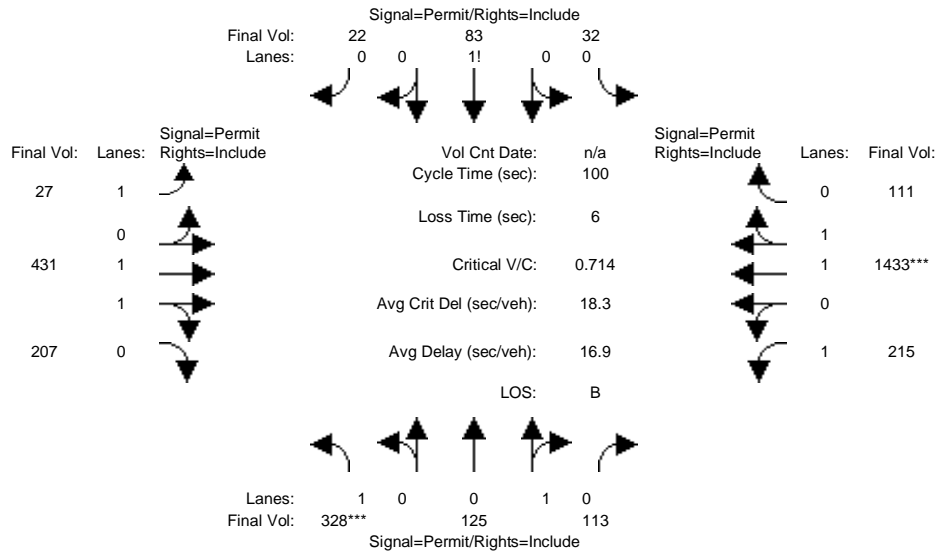
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.19	0.25	0.25	0.33	0.33	0.33	0.11	0.46	0.46	0.30	0.17	0.17
Crit Moves:				****				****				
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.49	0.64	0.64	0.84	0.84	0.84	0.19	0.84	0.84	0.55	0.32	0.32
Delay/Veh:	23.6	26.8	26.8	40.5	40.5	40.5	11.7	22.2	22.2	23.3	12.5	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	26.8	26.8	40.5	40.5	40.5	11.7	22.2	22.2	23.3	12.5	12.5
LOS by Move:	C	C	C	D	D	D	B	C	C	C	B	B
HCM2kAvgQ:	6	11	11	13	13	13	1	24	24	2	5	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:	Clarke Avenue NB			Clarke Avenue SB			Bay Road EB			Bay Road WB		
Base Vol:	328	125	113	32	83	22	27	431	207	215	1433	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	125	113	32	83	22	27	431	207	215	1433	111
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:	328	125	113	32	83	22	27	431	207	215	1433	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	125	113	32	83	22	27	431	207	215	1433	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	125	113	32	83	22	27	431	207	215	1433	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	328	125	113	32	83	22	27	431	207	215	1433	111

Saturation Flow Module:	Clarke Avenue NB			Clarke Avenue SB			Bay Road EB			Bay Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.93	0.93	0.88	0.88	0.88	0.09	0.90	0.90	0.36	0.94	0.94
Lanes:	1.00	0.53	0.47	0.23	0.61	0.16	1.00	1.35	0.65	1.00	1.86	0.14
Final Sat.:	1374	927	838	391	1014	269	162	2319	1114	690	3314	257

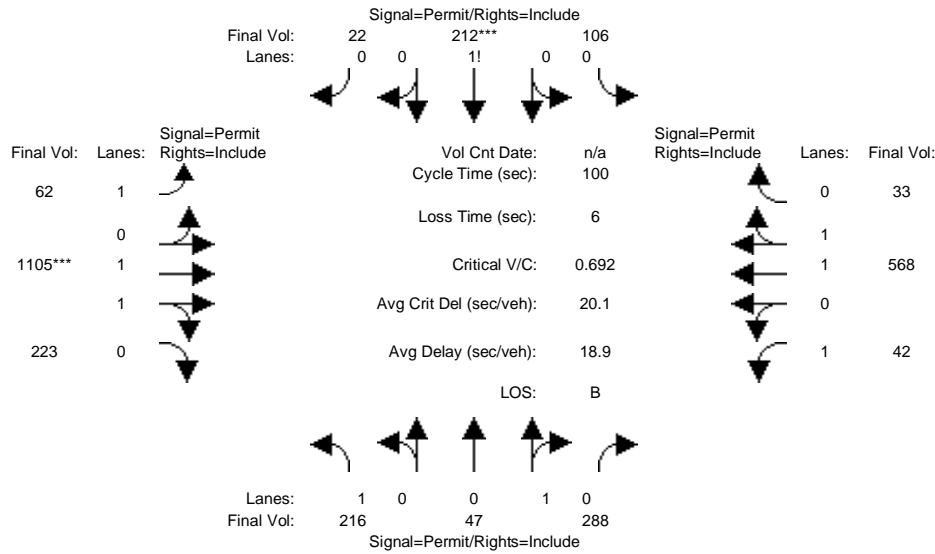
Capacity Analysis Module:	Clarke Avenue NB			Clarke Avenue SB			Bay Road EB			Bay Road WB		
Vol/Sat:	0.24	0.13	0.13	0.08	0.08	0.08	0.17	0.19	0.19	0.31	0.43	0.43
Crit Moves:	****									****		
Green/Cycle:	0.33	0.33	0.33	0.33	0.33	0.33	0.61	0.61	0.61	0.61	0.61	0.61
Volume/Cap:	0.71	0.40	0.40	0.24	0.24	0.24	0.28	0.31	0.31	0.51	0.71	0.71
Delay/Veh:	34.4	26.1	26.1	24.4	24.4	24.4	10.9	9.6	9.6	12.4	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:	34.4	26.1	26.1	24.4	24.4	24.4	10.9	9.6	9.6	12.4	14.9	14.9
LOS by Move:	C	C	C	C	C	C	B	A	A	B	B	B
HCM2kAvgQ:	10	6	6	3	3	3	1	5	5	4	18	18

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	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:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	216	47	288	106	212	22	62	1105	223	42	568	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	47	288	106	212	22	62	1105	223	42	568	33
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:	216	47	288	106	212	22	62	1105	223	42	568	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	47	288	106	212	22	62	1105	223	42	568	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	47	288	106	212	22	62	1105	223	42	568	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	216	47	288	106	212	22	62	1105	223	42	568	33

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.87	0.87	0.66	0.66	0.66	0.37	0.93	0.93	0.11	0.94	0.94
Lanes:	1.00	0.14	0.86	0.31	0.63	0.06	1.00	1.66	0.34	1.00	1.89	0.11
Final Sat.:	1330	232	1423	388	776	81	699	2929	591	205	3384	197

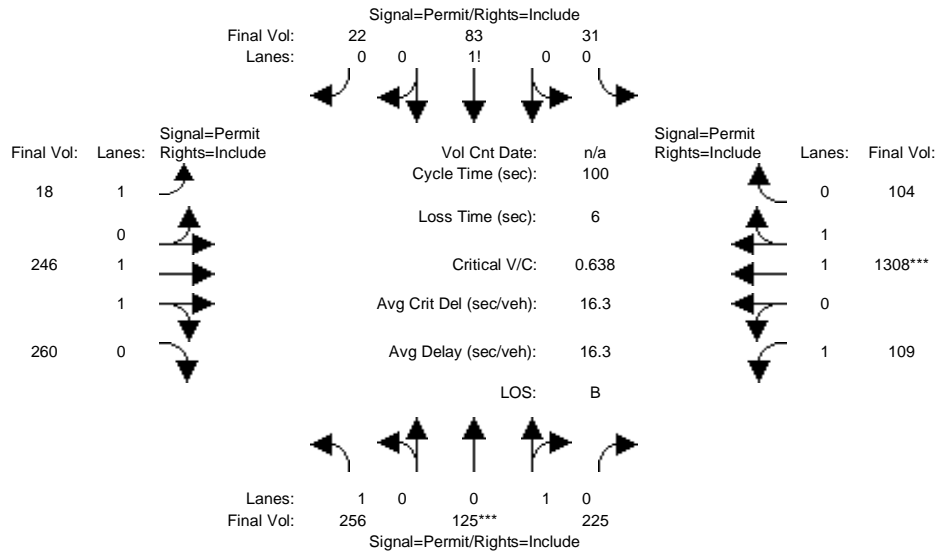
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.16	0.20	0.20	0.27	0.27	0.27	0.09	0.38	0.38	0.20	0.17	0.17
Crit Moves:					****			****				
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.41	0.51	0.51	0.69	0.69	0.69	0.16	0.69	0.69	0.38	0.31	0.31
Delay/Veh:	22.4	23.7	23.7	29.4	29.4	29.4	11.5	17.7	17.7	15.1	12.5	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	23.7	23.7	29.4	29.4	29.4	11.5	17.7	17.7	15.1	12.5	12.5
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	5	8	8	10	10	10	1	16	16	1	5	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	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:	256	125	225	31	83	22	18	246	260	109	1308	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:	256	125	225	31	83	22	18	246	260	109	1308	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:	256	125	225	31	83	22	18	246	260	109	1308	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:	256	125	225	31	83	22	18	246	260	109	1308	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	125	225	31	83	22	18	246	260	109	1308	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
Final Volume:	256	125	225	31	83	22	18	246	260	109	1308	104

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.90	0.90	0.80	0.80	0.80	0.12	0.88	0.88	0.44	0.94	0.94
Lanes:	1.00	0.36	0.64	0.23	0.61	0.16	1.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	1383	613	1104	347	930	246	222	1666	1666	827	3307	263

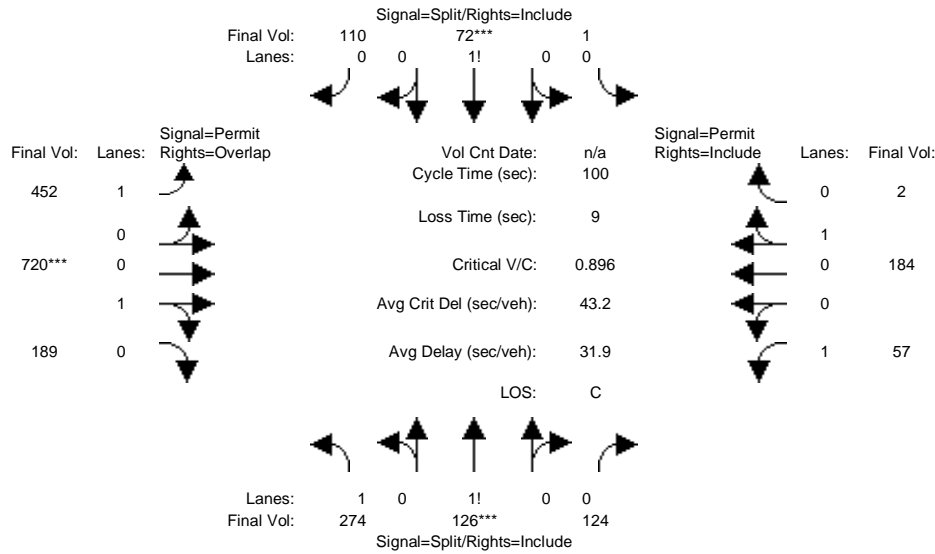
Capacity Analysis Module:												
Vol/Sat:	0.19	0.20	0.20	0.09	0.09	0.09	0.08	0.15	0.16	0.13	0.40	0.40
Crit Moves:	****									****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.58	0.64	0.64	0.28	0.28	0.28	0.13	0.24	0.25	0.21	0.64	0.64
Delay/Veh:	30.3	31.6	31.6	25.7	25.7	25.7	8.3	8.5	8.6	8.5	12.5	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	31.6	31.6	25.7	25.7	25.7	8.3	8.5	8.6	8.5	12.5	12.5
LOS by Move:	C	C	C	C	C	C	A	A	A	A	B	B
HCM2kAvgQ:	7	10	10	3	3	3	0	4	4	2	15	15

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	274	126	124	1	72	110	452	720	189	57	184	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	126	124	1	72	110	452	720	189	57	184	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	126	124	1	72	110	452	720	189	57	184	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	126	124	1	72	110	452	720	189	57	184	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	126	124	1	72	110	452	720	189	57	184	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	274	126	124	1	72	110	452	720	189	57	184	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.92	0.92	0.92	0.61	0.97	0.97	0.07	1.00	1.00
Lanes:	1.35	0.33	0.32	0.01	0.39	0.60	1.00	0.79	0.21	1.00	0.99	0.01
Final Sat.:	2418	581	572	10	687	1050	1155	1458	383	139	1876	20

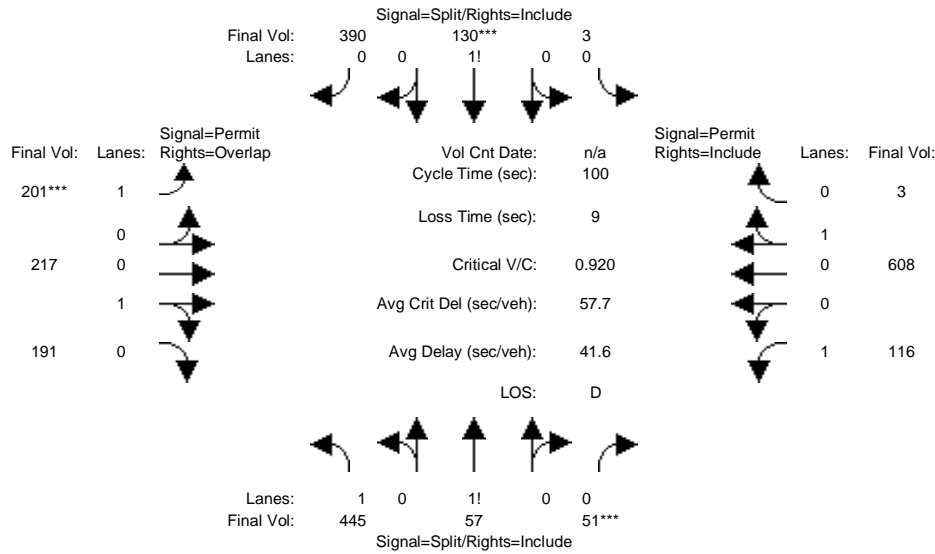
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.10	0.10	0.10	0.39	0.49	0.49	0.41	0.10	0.10
Crit Moves:	****			****			****					
Green/Cycle:	0.24	0.24	0.24	0.12	0.12	0.12	0.55	0.55	0.79	0.55	0.55	0.55
Volume/Cap:	0.47	0.90	0.90	0.90	0.90	0.90	0.71	0.90	0.62	0.75	0.18	0.18
Delay/Veh:	32.7	53.0	53.0	79.4	79.4	79.4	20.3	30.3	5.1	49.6	11.3	11.3
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:	32.7	53.0	53.0	79.4	79.4	79.4	20.3	30.3	5.1	49.6	11.3	11.3
LOS by Move:	C	D	D	E	E	E	C	C	A	D	B	B
HCM2kAvgQ:	6	15	15	9	9	9	11	28	12	3	3	3

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	445	57	51	3	130	390	201	217	191	116	608	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	57	51	3	130	390	201	217	191	116	608	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	57	51	3	130	390	201	217	191	116	608	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	57	51	3	130	390	201	217	191	116	608	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	57	51	3	130	390	201	217	191	116	608	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	445	57	51	3	130	390	201	217	191	116	608	3

Saturation Flow Module:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.90	0.90	0.90	0.30	0.93	0.93	0.45	1.00	1.00
Lanes:	1.68	0.17	0.15	0.01	0.25	0.74	1.00	0.53	0.47	1.00	0.99	0.01
Final Sat.:	3013	311	278	10	424	1273	579	940	827	849	1889	9

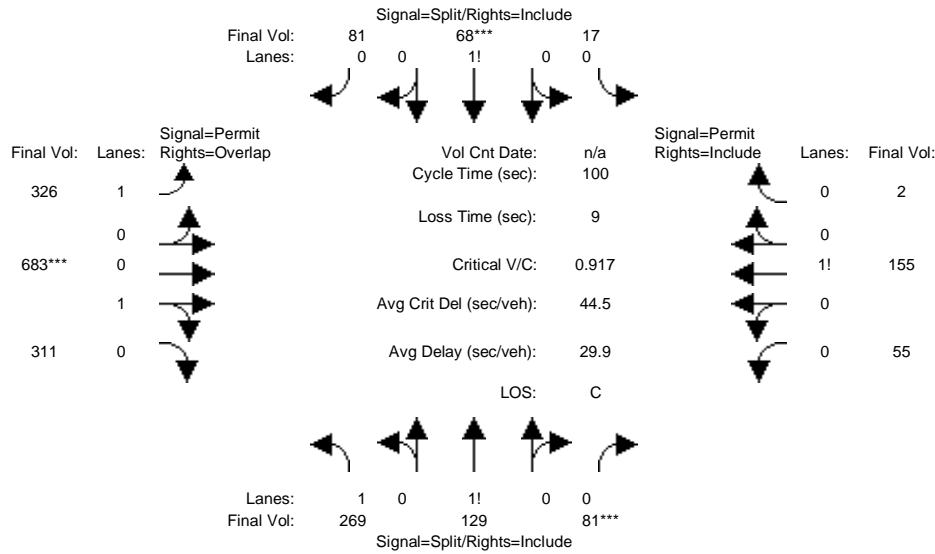
Capacity Analysis Module:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.15	0.18	0.18	0.31	0.31	0.31	0.35	0.23	0.23	0.14	0.32	0.32
Crit Moves:			****			****			****			
Green/Cycle:	0.20	0.20	0.20	0.33	0.33	0.33	0.38	0.38	0.58	0.38	0.38	0.38
Volume/Cap:	0.74	0.92	0.92	0.92	0.92	0.92	0.92	0.61	0.40	0.36	0.85	0.85
Delay/Veh:	41.5	58.7	58.7	52.3	52.3	52.3	69.0	26.9	11.9	23.1	38.3	38.3
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:	41.5	58.7	58.7	52.3	52.3	52.3	69.0	26.9	11.9	23.1	38.3	38.3
LOS by Move:	D	E	E	D	D	D	E	C	B	C	D	D
HCM2kAvgQ:	9	14	14	20	20	20	9	11	7	3	20	20

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	269	129	81	17	68	81	326	683	311	55	155	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	129	81	17	68	81	326	683	311	55	155	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	129	81	17	68	81	326	683	311	55	155	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	129	81	17	68	81	326	683	311	55	155	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	129	81	17	68	81	326	683	311	55	155	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	269	129	81	17	68	81	326	683	311	55	155	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.93	0.93	0.93	0.65	0.95	0.95	0.40	0.40	0.40
Lanes:	1.39	0.37	0.24	0.10	0.41	0.49	1.00	0.69	0.31	0.26	0.73	0.01
Final Sat.:	2506	675	424	181	723	862	1226	1244	567	198	558	7

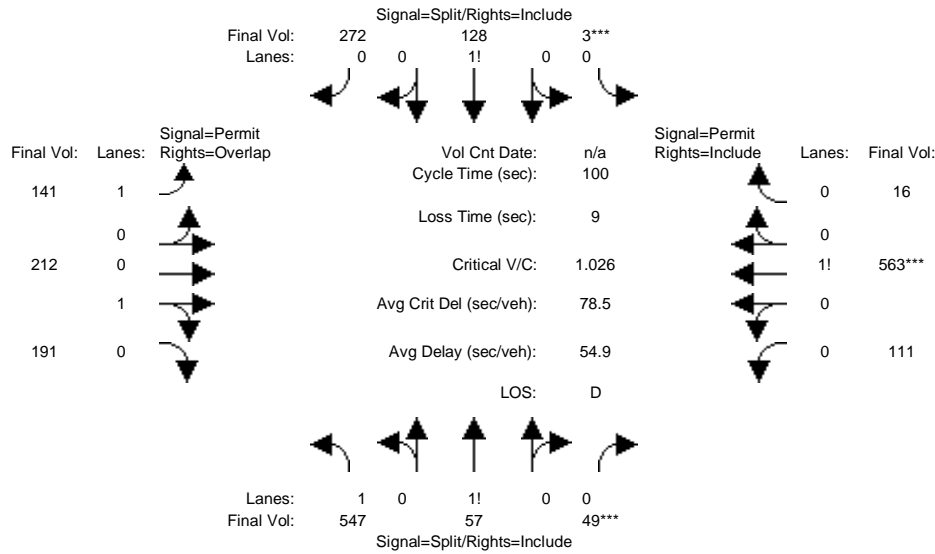
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.19	0.09	0.09	0.09	0.27	0.55	0.55	0.28	0.28	0.28
Crit Moves:			****		****			****				
Green/Cycle:	0.21	0.21	0.21	0.10	0.10	0.10	0.60	0.60	0.81	0.60	0.60	0.60
Volume/Cap:	0.51	0.92	0.92	0.92	0.92	0.92	0.44	0.92	0.68	0.46	0.46	0.46
Delay/Veh:	35.6	59.7	59.7	88.2	88.2	88.2	11.4	29.8	5.4	11.9	11.9	11.9
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:	35.6	59.7	59.7	88.2	88.2	88.2	11.4	29.8	5.4	11.9	11.9	11.9
LOS by Move:	D	E	E	F	F	F	B	C	A	B	B	B
HCM2kAvgQ:	6	14	14	8	8	8	6	31	14	4	4	4

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	547	57	49	3	128	272	141	212	191	111	563	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	547	57	49	3	128	272	141	212	191	111	563	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	547	57	49	3	128	272	141	212	191	111	563	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	547	57	49	3	128	272	141	212	191	111	563	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	547	57	49	3	128	272	141	212	191	111	563	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	547	57	49	3	128	272	141	212	191	111	563	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.91	0.91	0.91	0.66	0.93	0.93	0.74	0.74	0.74
Lanes:	1.72	0.15	0.13	0.01	0.32	0.67	1.00	0.53	0.47	0.16	0.82	0.02
Final Sat.:	3104	271	233	13	549	1166	1246	929	837	226	1148	33

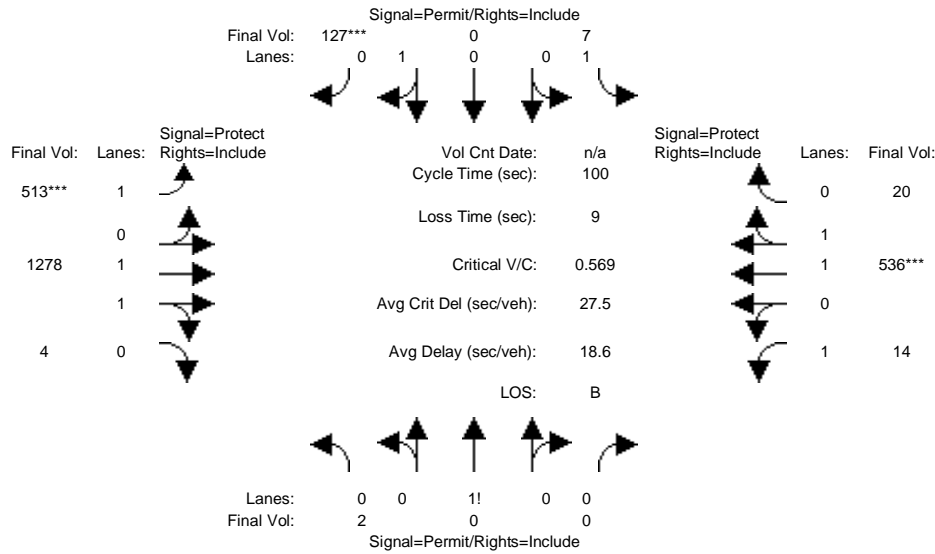
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.23	0.23	0.23	0.11	0.23	0.23	0.49	0.49	0.49
Crit Moves:			****	****						****		
Green/Cycle:	0.20	0.20	0.20	0.23	0.23	0.23	0.48	0.48	0.68	0.48	0.48	0.48
Volume/Cap:	0.86	1.03	1.03	1.03	1.03	1.03	0.24	0.48	0.33	1.03	1.03	1.03
Delay/Veh:	48.1	82.3	82.3	90.9	90.9	90.9	15.6	18.1	6.7	67.7	67.7	67.7
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:	48.1	82.3	82.3	90.9	90.9	90.9	15.6	18.1	6.7	67.7	67.7	67.7
LOS by Move:	D	F	F	F	F	F	B	B	A	E	E	E
HCM2kAvgQ:	12	18	18	19	19	19	3	8	5	30	30	30

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM (Improvements)

Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	Demeter North			Demeter South			Bay East			Bay West		
Base Vol:	2	0	0	7	0	127	513	1278	4	14	536	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	7	0	127	513	1278	4	14	536	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	7	0	127	513	1278	4	14	536	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	7	0	127	513	1278	4	14	536	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	7	0	127	513	1278	4	14	536	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	0	0	7	0	127	513	1278	4	14	536	20

Saturation Flow Module:	Demeter North			Demeter South			Bay East			Bay West		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	1.00	0.88	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.93	0.07
Final Sat.:	1644	0	0	1676	0	1615	1805	3599	11	1805	3463	129

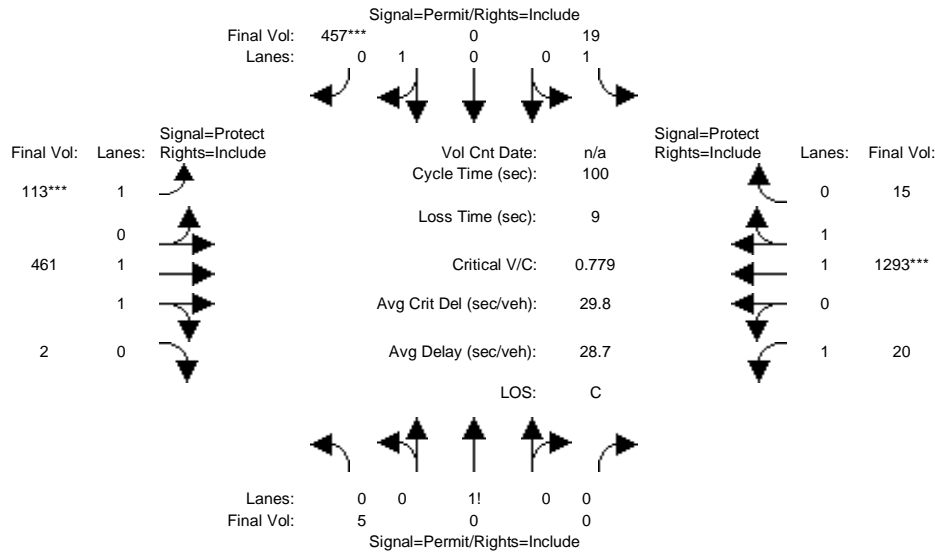
Capacity Analysis Module:	Demeter North			Demeter South			Bay East			Bay West		
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.08	0.28	0.36	0.36	0.01	0.15	0.15
Crit Moves:						****	****				****	
Green/Cycle:	0.14	0.00	0.00	0.14	0.00	0.14	0.50	0.64	0.64	0.13	0.27	0.27
Volume/Cap:	0.01	0.00	0.00	0.03	0.00	0.57	0.57	0.55	0.55	0.06	0.57	0.57
Delay/Veh:	37.2	0.0	0.0	37.3	0.0	43.8	18.4	10.1	10.1	38.5	32.1	32.1
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:	37.2	0.0	0.0	37.3	0.0	43.8	18.4	10.1	10.1	38.5	32.1	32.1
LOS by Move:	D	A	A	D	A	D	B	B	B	D	C	C
HCM2kAvgQ:	0	0	0	0	0	4	11	12	12	0	8	8

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM (Improvements)

Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	5	0	0	19	0	457	113	461	2	20	1293	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	19	0	457	113	461	2	20	1293	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	19	0	457	113	461	2	20	1293	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	19	0	457	113	461	2	20	1293	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	19	0	457	113	461	2	20	1293	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	0	0	19	0	457	113	461	2	20	1293	15

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	1.00	1.00	0.88	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1590	0	0	1670	0	1615	1805	3591	16	1805	3561	41

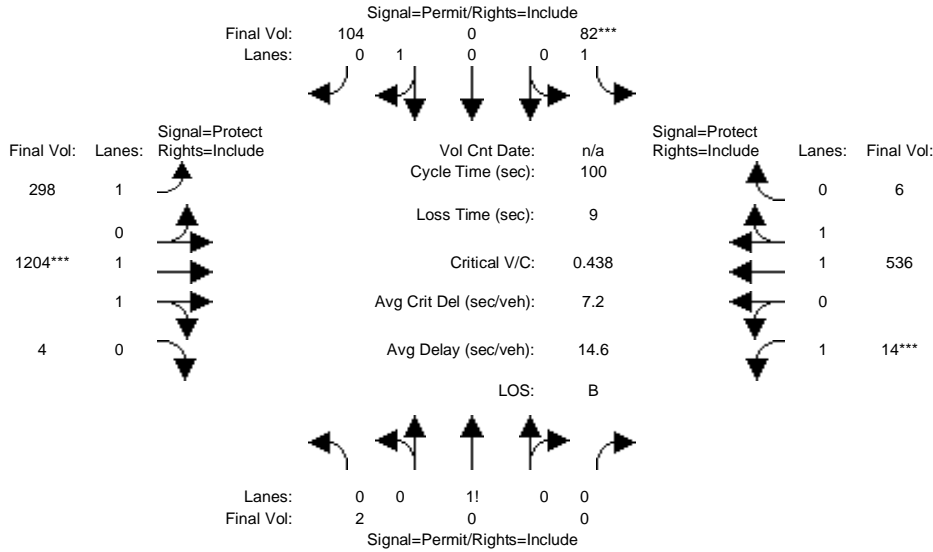
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.28	0.06	0.13	0.13	0.01	0.36	0.36
Crit Moves:						****	****				****	
Green/Cycle:	0.36	0.00	0.00	0.36	0.00	0.36	0.08	0.35	0.35	0.19	0.47	0.47
Volume/Cap:	0.01	0.00	0.00	0.03	0.00	0.78	0.78	0.36	0.36	0.06	0.78	0.78
Delay/Veh:	20.3	0.0	0.0	20.5	0.0	34.8	68.2	24.1	24.1	33.0	24.8	24.8
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:	20.3	0.0	0.0	20.5	0.0	34.8	68.2	24.1	24.1	33.0	24.8	24.8
LOS by Move:	C	A	A	C	A	C	E	C	C	C	C	C
HCM2kAvgQ:	0	0	0	0	0	14	5	6	6	1	19	19

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM (Improvements)

Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	2	0	0	82	0	104	298	1204	4	14	536	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:	2	0	0	82	0	104	298	1204	4	14	536	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:	2	0	0	82	0	104	298	1204	4	14	536	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:	2	0	0	82	0	104	298	1204	4	14	536	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	82	0	104	298	1204	4	14	536	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
Final Volume:	2	0	0	82	0	104	298	1204	4	14	536	6

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	1.00	0.77	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1644	0	0	1461	0	1615	1805	3598	12	1805	3563	40

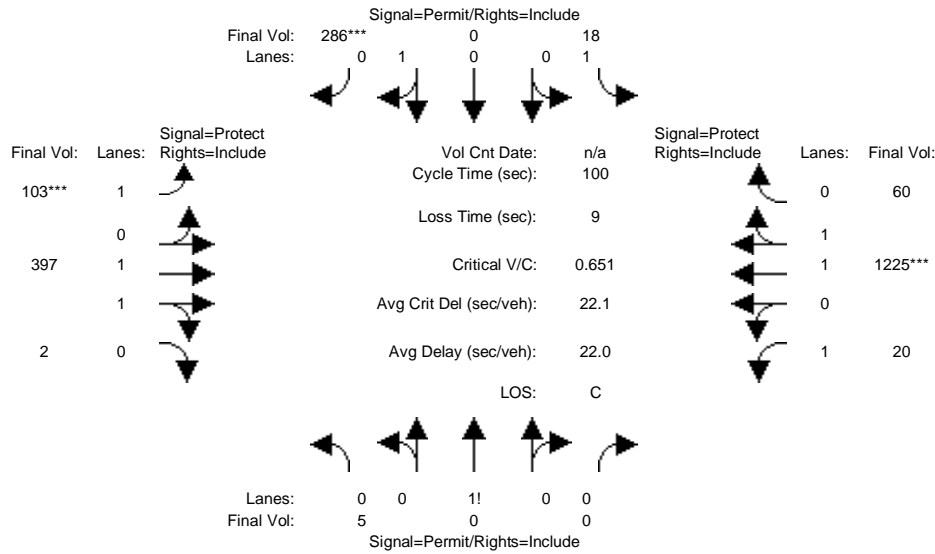
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.17	0.33	0.33	0.01	0.15	0.15
Crit Moves:				****			****			****		
Green/Cycle:	0.13	0.00	0.00	0.13	0.00	0.13	0.41	0.76	0.76	0.02	0.37	0.37
Volume/Cap:	0.01	0.00	0.00	0.44	0.00	0.50	0.40	0.44	0.44	0.44	0.40	0.40
Delay/Veh:	38.1	0.0	0.0	41.9	0.0	42.6	21.3	4.3	4.3	57.9	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	0.0	0.0	41.9	0.0	42.6	21.3	4.3	4.3	57.9	23.4	23.4
LOS by Move:	D	A	A	D	A	D	C	A	A	E	C	C
HCM2kAvgQ:	0	0	0	3	0	4	7	7	7	1	7	7

Note: Queue reported is the number of cars per lane.

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Existing + 2.8 Proj with Loop Rd PM (Improvements)

Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	5	0	0	18	0	286	103	397	2	20	1225	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	18	0	286	103	397	2	20	1225	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	18	0	286	103	397	2	20	1225	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	18	0	286	103	397	2	20	1225	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	18	0	286	103	397	2	20	1225	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	0	0	18	0	286	103	397	2	20	1225	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	0.87	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.91	0.09
Final Sat.:	1613	0	0	1661	0	1615	1805	3588	18	1805	3417	167

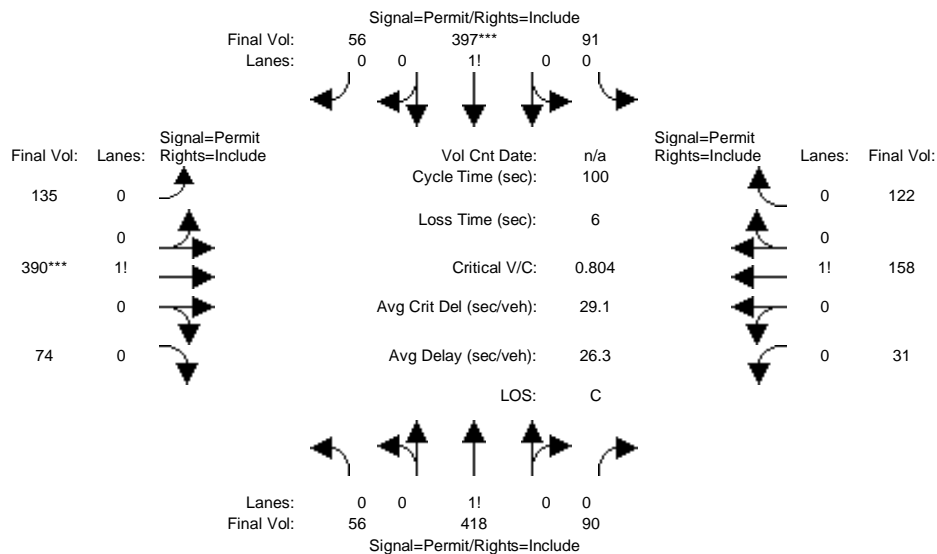
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.18	0.06	0.11	0.11	0.01	0.36	0.36
Crit Moves:						****	****				****	
Green/Cycle:	0.27	0.00	0.00	0.27	0.00	0.27	0.09	0.39	0.39	0.25	0.55	0.55
Volume/Cap:	0.01	0.00	0.00	0.04	0.00	0.65	0.65	0.28	0.28	0.04	0.65	0.65
Delay/Veh:	26.6	0.0	0.0	26.8	0.0	35.7	53.4	21.0	21.0	28.7	16.5	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:	26.6	0.0	0.0	26.8	0.0	35.7	53.4	21.0	21.0	28.7	16.5	16.5
LOS by Move:	C	A	A	C	A	D	D	C	C	C	B	B
HCM2kAvgQ:	0	0	0	0	0	9	4	4	4	0	15	15

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



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:	56	418	90	91	397	56	135	390	74	31	158	122
Growth Adj:	1.00	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	418	90	91	397	56	135	390	74	31	158	122
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	418	90	91	397	56	135	390	74	31	158	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	418	90	91	397	56	135	390	74	31	158	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	418	90	91	397	56	135	390	74	31	158	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	418	90	91	397	56	135	390	74	31	158	122

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.78	0.78	0.78	0.81	0.81	0.81	0.87	0.87	0.87
Lanes:	0.10	0.74	0.16	0.17	0.73	0.10	0.23	0.65	0.12	0.10	0.51	0.39
Final Sat.:	168	1250	269	248	1080	152	348	1006	191	165	841	649

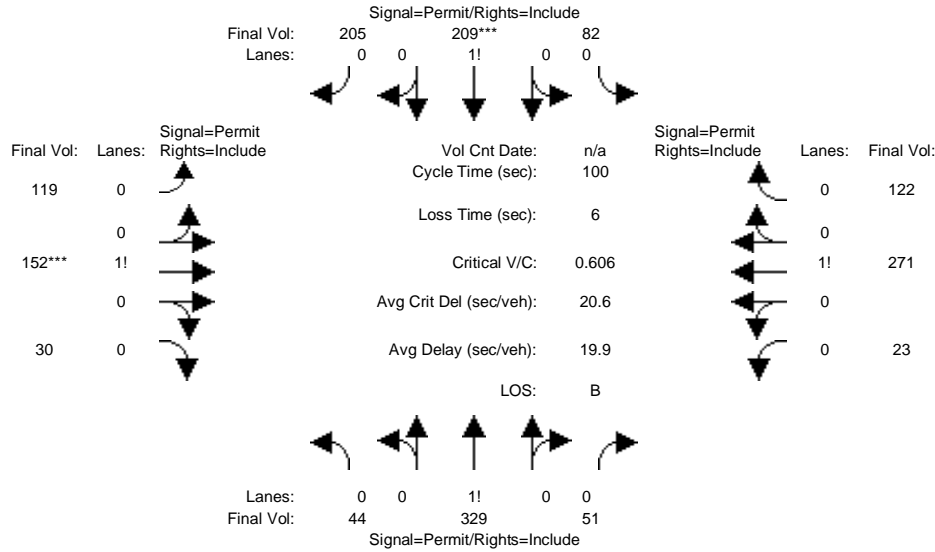
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.37	0.37	0.37	0.39	0.39	0.39	0.19	0.19	0.19
Crit Moves:				****				****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.73	0.73	0.73	0.80	0.80	0.80	0.80	0.80	0.80	0.39	0.39	0.39
Delay/Veh:	25.7	25.7	25.7	30.2	30.2	30.2	28.2	28.2	28.2	16.8	16.8	16.8
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:	25.7	25.7	25.7	30.2	30.2	30.2	28.2	28.2	28.2	16.8	16.8	16.8
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	15	15	15	16	16	16	18	18	18	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	44	329	51	82	209	205	119	152	30	23	271	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	329	51	82	209	205	119	152	30	23	271	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	329	51	82	209	205	119	152	30	23	271	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	329	51	82	209	205	119	152	30	23	271	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	329	51	82	209	205	119	152	30	23	271	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	329	51	82	209	205	119	152	30	23	271	122

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.83	0.83	0.83	0.63	0.63	0.63	0.93	0.93	0.93
Lanes:	0.10	0.78	0.12	0.17	0.42	0.41	0.40	0.50	0.10	0.06	0.65	0.29
Final Sat.:	178	1333	207	259	661	648	471	601	119	98	1156	520

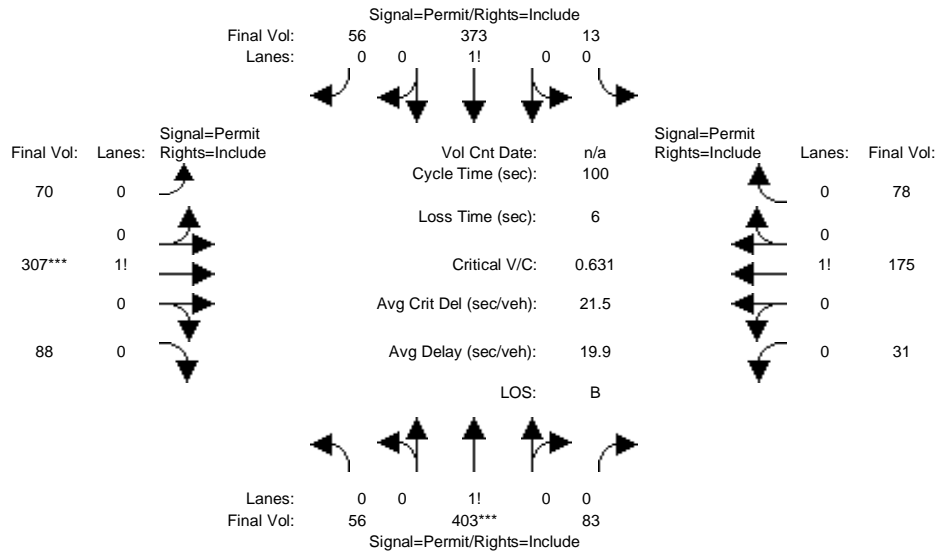
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.32	0.32	0.32	0.25	0.25	0.25	0.23	0.23	0.23
Crit Moves:				****	****	****	****	****	****			
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.47	0.47	0.47	0.61	0.61	0.61	0.61	0.61	0.61	0.56	0.56	0.56
Delay/Veh:	15.5	15.5	15.5	18.0	18.0	18.0	24.8	24.8	24.8	23.1	23.1	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:	15.5	15.5	15.5	18.0	18.0	18.0	24.8	24.8	24.8	23.1	23.1	23.1
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	8	8	8	11	11	11	8	8	8	10	10	10

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



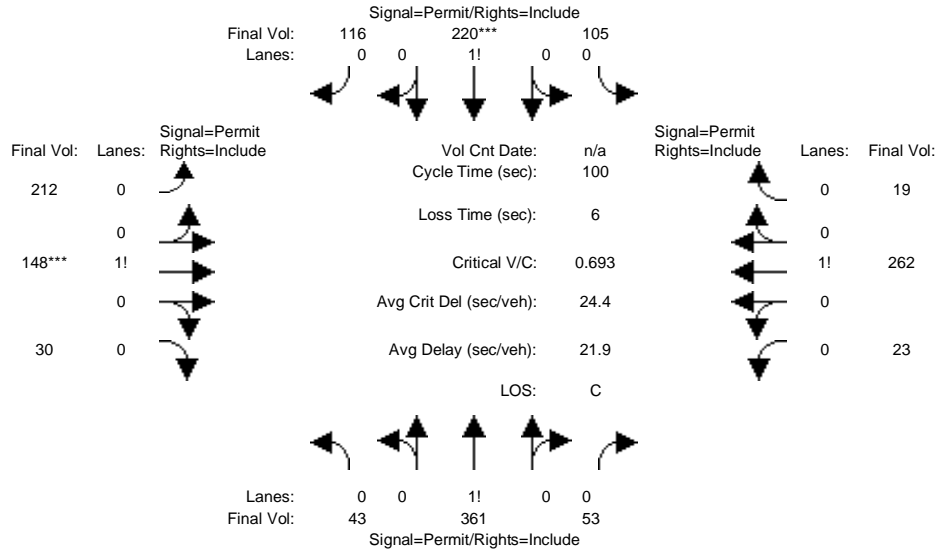
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	403	83	13	373	56	70	307	88	31	175	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	403	83	13	373	56	70	307	88	31	175	78
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	403	83	13	373	56	70	307	88	31	175	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	403	83	13	373	56	70	307	88	31	175	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	403	83	13	373	56	70	307	88	31	175	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	403	83	13	373	56	70	307	88	31	175	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.97	0.97	0.97	0.89	0.89	0.89	0.89	0.89	0.89
Lanes:	0.10	0.75	0.15	0.03	0.84	0.13	0.15	0.66	0.19	0.11	0.62	0.27
Final Sat.:	177	1271	262	54	1549	233	254	1112	319	185	1044	465
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.24	0.24	0.24	0.28	0.28	0.28	0.17	0.17	0.17
Crit Moves:	****						****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.63	0.63	0.63	0.48	0.48	0.48	0.63	0.63	0.63	0.38	0.38	0.38
Delay/Veh:	19.7	19.7	19.7	16.7	16.7	16.7	23.6	23.6	23.6	19.3	19.3	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	19.7	19.7	16.7	16.7	16.7	23.6	23.6	23.6	19.3	19.3	19.3
LOS by Move:	B	B	B	B	B	B	C	C	C	B	B	B
HCM2kAvgQ:	13	13	13	9	9	9	12	12	12	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



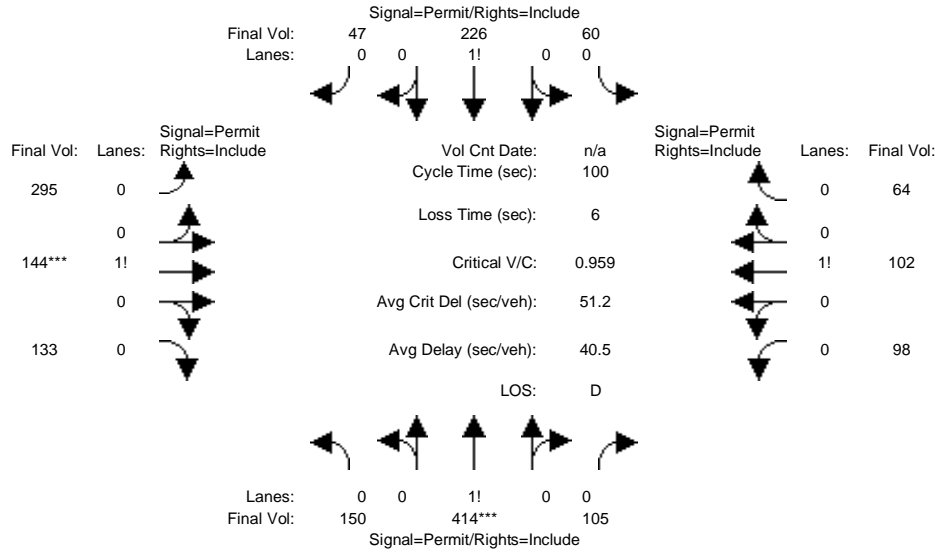
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	361	53	105	220	116	212	148	30	23	262	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	361	53	105	220	116	212	148	30	23	262	19
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:	43	361	53	105	220	116	212	148	30	23	262	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	361	53	105	220	116	212	148	30	23	262	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	361	53	105	220	116	212	148	30	23	262	19
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:	43	361	53	105	220	116	212	148	30	23	262	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.73	0.73	0.73	0.61	0.61	0.61	0.95	0.95	0.95
Lanes:	0.09	0.79	0.12	0.24	0.50	0.26	0.54	0.38	0.08	0.08	0.86	0.06
Final Sat.:	164	1376	202	331	694	366	633	442	90	136	1555	113
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.32	0.32	0.32	0.33	0.33	0.33	0.17	0.17	0.17
Crit Moves:				****	****	****	****	****	****			
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.48	0.48	0.48	0.48	0.48	0.48
Volume/Cap:	0.57	0.57	0.57	0.69	0.69	0.69	0.69	0.69	0.69	0.35	0.35	0.35
Delay/Veh:	21.0	21.0	21.0	24.9	24.9	24.9	23.8	23.8	23.8	16.3	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	21.0	21.0	24.9	24.9	24.9	23.8	23.8	23.8	16.3	16.3	16.3
LOS by Move:	C	C	C	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	11	11	11	12	12	12	10	10	10	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	150	414	105	60	226	47	295	144	133	98	102	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:	150	414	105	60	226	47	295	144	133	98	102	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:	150	414	105	60	226	47	295	144	133	98	102	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:	150	414	105	60	226	47	295	144	133	98	102	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	414	105	60	226	47	295	144	133	98	102	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	414	105	60	226	47	295	144	133	98	102	64

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.79	0.79	0.80	0.80	0.80	0.66	0.66	0.66	0.70	0.70	0.70
Lanes:	0.22	0.62	0.16	0.18	0.68	0.14	0.52	0.25	0.23	0.37	0.39	0.24
Final Sat.:	336	928	235	272	1026	213	648	316	292	491	511	321

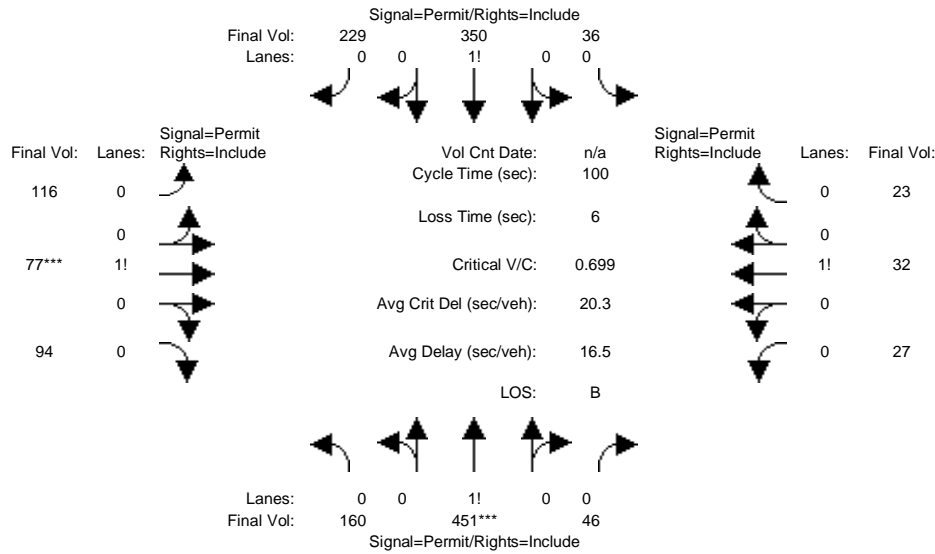
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.22	0.22	0.22	0.46	0.46	0.46	0.20	0.20	0.20
Crit Moves:	****						****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.96	0.96	0.96	0.47	0.47	0.47	0.96	0.96	0.96	0.42	0.42	0.42
Delay/Veh:	50.2	50.2	50.2	18.9	18.9	18.9	52.3	52.3	52.3	17.7	17.7	17.7
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:	50.2	50.2	50.2	18.9	18.9	18.9	52.3	52.3	52.3	17.7	17.7	17.7
LOS by Move:	D	D	D	B	B	B	D	D	D	B	B	B
HCM2kAvgQ:	25	25	25	7	7	7	22	22	22	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	160	451	46	36	350	229	116	77	94	27	32	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	451	46	36	350	229	116	77	94	27	32	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	451	46	36	350	229	116	77	94	27	32	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	451	46	36	350	229	116	77	94	27	32	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	451	46	36	350	229	116	77	94	27	32	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	451	46	36	350	229	116	77	94	27	32	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.74	0.74	0.90	0.90	0.90	0.81	0.81	0.81	0.83	0.83	0.83
Lanes:	0.24	0.69	0.07	0.06	0.57	0.37	0.40	0.27	0.33	0.33	0.39	0.28
Final Sat.:	340	959	98	100	970	634	620	411	502	518	614	441

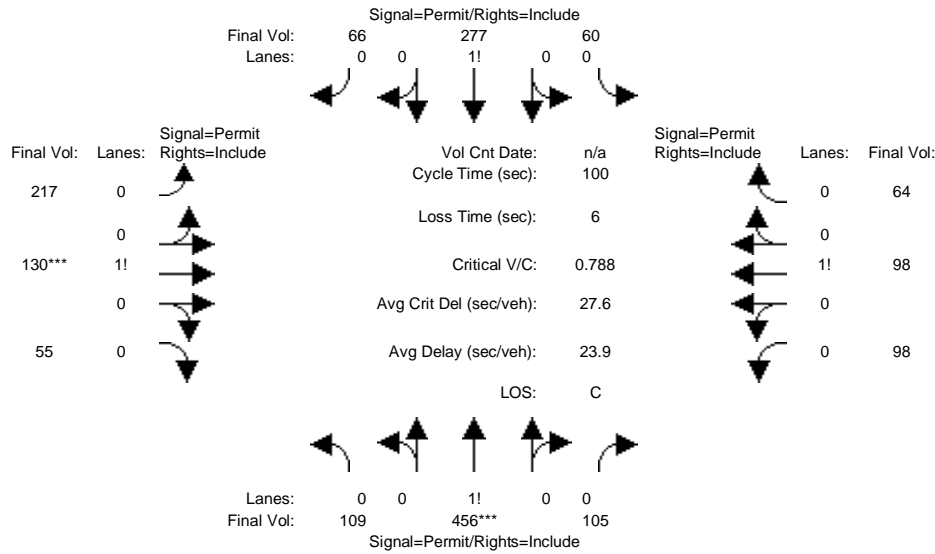
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.36	0.36	0.36	0.19	0.19	0.19	0.05	0.05	0.05
Crit Moves:	****						****					
Green/Cycle:	0.67	0.67	0.67	0.67	0.67	0.67	0.27	0.27	0.27	0.27	0.27	0.27
Volume/Cap:	0.70	0.70	0.70	0.54	0.54	0.54	0.70	0.70	0.70	0.19	0.19	0.19
Delay/Veh:	12.5	12.5	12.5	8.9	8.9	8.9	38.3	38.3	38.3	28.5	28.5	28.5
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:	12.5	12.5	12.5	8.9	8.9	8.9	38.3	38.3	38.3	28.5	28.5	28.5
LOS by Move:	B	B	B	A	A	A	D	D	D	C	C	C
HCM2kAvgQ:	13	13	13	10	10	10	9	9	9	2	2	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	109	456	105	60	277	66	217	130	55	98	98	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	456	105	60	277	66	217	130	55	98	98	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	456	105	60	277	66	217	130	55	98	98	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	456	105	60	277	66	217	130	55	98	98	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	456	105	60	277	66	217	130	55	98	98	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	456	105	60	277	66	217	130	55	98	98	64

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	0.85	0.85	0.83	0.83	0.83	0.65	0.65	0.65	0.73	0.73	0.73
Lanes:	0.16	0.68	0.16	0.15	0.69	0.16	0.54	0.32	0.14	0.38	0.38	0.24
Final Sat.:	262	1095	252	236	1088	259	670	401	170	524	524	342

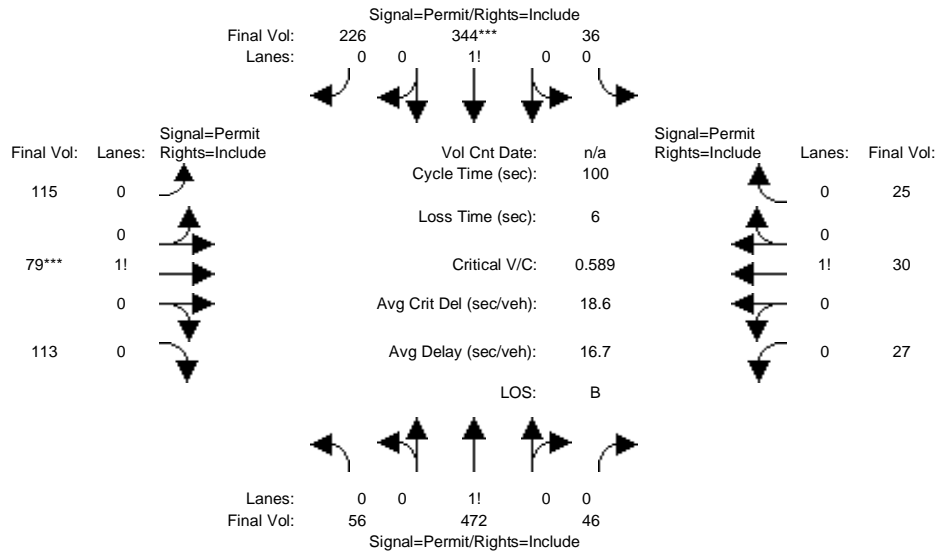
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.25	0.25	0.25	0.32	0.32	0.32	0.19	0.19	0.19
Crit Moves:	****						****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.79	0.79	0.79	0.48	0.48	0.48	0.79	0.79	0.79	0.46	0.46	0.46
Delay/Veh:	24.0	24.0	24.0	15.3	15.3	15.3	33.6	33.6	33.6	21.9	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	24.0	24.0	15.3	15.3	15.3	33.6	33.6	33.6	21.9	21.9	21.9
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	18	18	18	8	8	8	13	13	13	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	56	472	46	36	344	226	115	79	113	27	30	25
Growth Adj:	1.00	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	472	46	36	344	226	115	79	113	27	30	25
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	472	46	36	344	226	115	79	113	27	30	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	472	46	36	344	226	115	79	113	27	30	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	472	46	36	344	226	115	79	113	27	30	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	472	46	36	344	226	115	79	113	27	30	25

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.90	0.90	0.90	0.81	0.81	0.81	0.82	0.82	0.82
Lanes:	0.10	0.82	0.08	0.06	0.57	0.37	0.37	0.26	0.37	0.33	0.37	0.30
Final Sat.:	166	1398	136	102	973	639	575	395	565	515	573	477

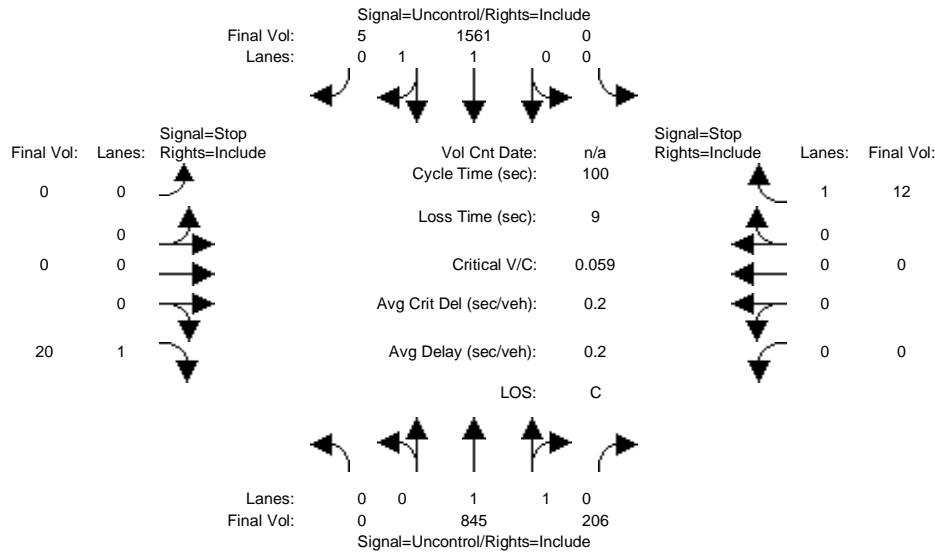
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.35	0.35	0.35	0.20	0.20	0.20	0.05	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.56	0.56	0.56	0.59	0.59	0.59	0.59	0.59	0.59	0.15	0.15	0.15
Delay/Veh:	12.8	12.8	12.8	13.3	13.3	13.3	29.0	29.0	29.0	23.1	23.1	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:	12.8	12.8	12.8	13.3	13.3	13.3	29.0	29.0	29.0	23.1	23.1	23.1
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	11	11	11	12	12	12	8	8	8	2	2	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	845	206	0	1561	5	0	0	20	0	0	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:	0	845	206	0	1561	5	0	0	20	0	0	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:	0	845	206	0	1561	5	0	0	20	0	0	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:	0	845	206	0	1561	5	0	0	20	0	0	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	845	206	0	1561	5	0	0	20	0	0	12

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.9	xxxx	xxxx	6.9
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	xxxx	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	783	xxxx	xxxx	526
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	341	xxxx	xxxx	502
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	341	xxxx	xxxx	502
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.02

Level Of Service Module:

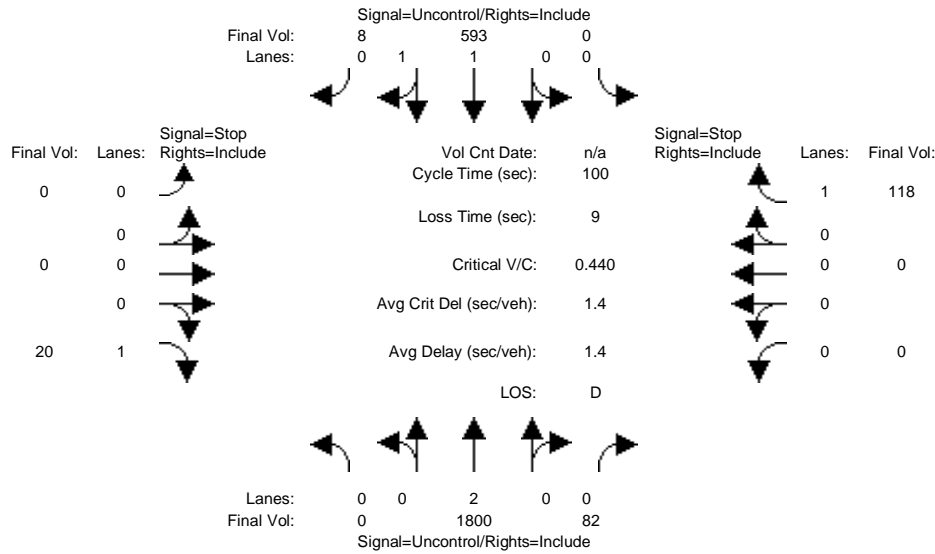
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.1
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	16.2	xxxx	xxxx	12.3
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					16.2			12.3
ApproachLOS:	*			*					C			B

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	1800	82	0	593	8	0	0	20	0	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	1800	82	0	593	8	0	0	20	0	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	1800	82	0	593	8	0	0	20	0	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	1800	82	0	593	8	0	0	20	0	0	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1800	82	0	593	8	0	0	20	0	0	118

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	301	xxxx	xxxx	941
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	702	xxxx	xxxx	268
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	702	xxxx	xxxx	268
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.44

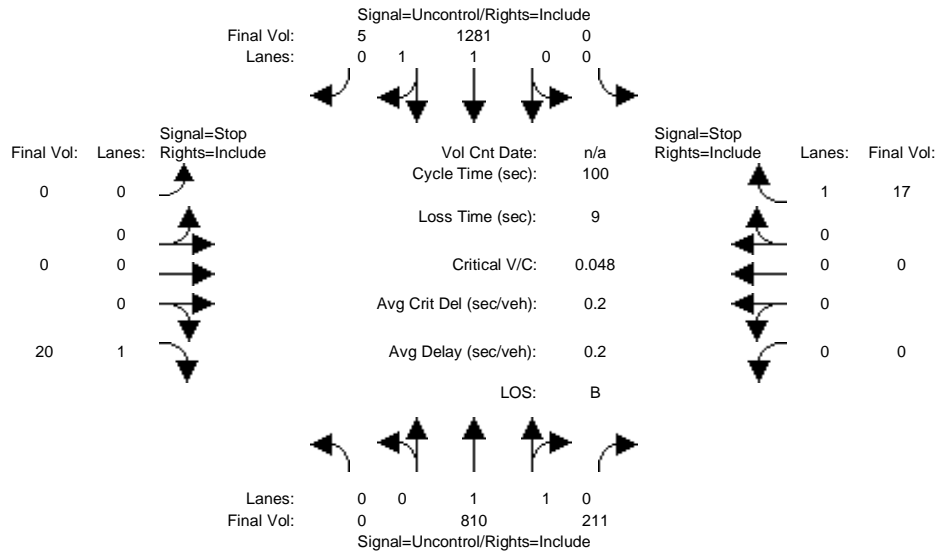
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	2.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	xxxxx	xxxx	28.6
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	D
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					10.3			28.6
ApproachLOS:	*			*					B			D

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



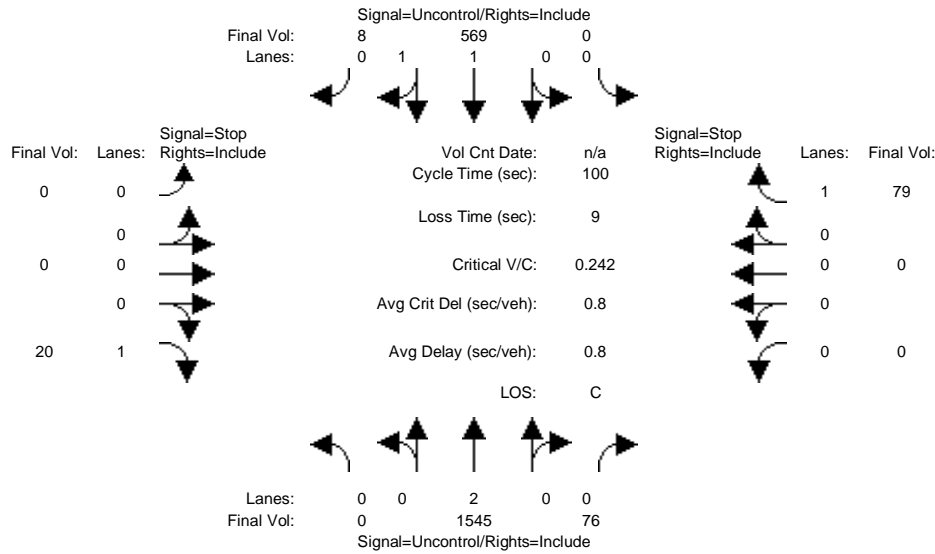
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	810	211	0	1281	5	0	0	20	0	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	810	211	0	1281	5	0	0	20	0	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	810	211	0	1281	5	0	0	20	0	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	810	211	0	1281	5	0	0	20	0	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	810	211	0	1281	5	0	0	20	0	0	17
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.9	xxxx	xxxx	6.9
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	xxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	643	xxxx	xxxx	511
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	421	xxxx	xxxx	513
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	421	xxxx	xxxx	513
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.1
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	14.0	xxxx	xxxx	12.3
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					14.0			12.3
ApproachLOS:	*			*					B			B

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1545	76	0	569	8	0	0	20	0	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1545	76	0	569	8	0	0	20	0	0	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1545	76	0	569	8	0	0	20	0	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1545	76	0	569	8	0	0	20	0	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1545	76	0	569	8	0	0	20	0	0	79

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	289	xxxx	xxxx	811
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	714	xxxx	xxxx	327
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	714	xxxx	xxxx	327
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.24

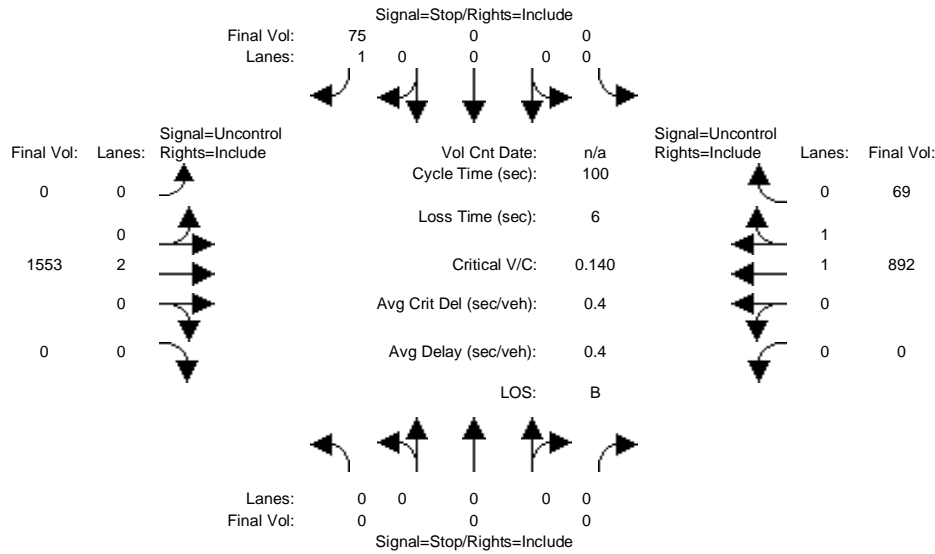
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.9
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.2	xxxxx	xxxx	19.5
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.2			19.5		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	0	0	75	0	1553	0	0	892	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	75	0	1553	0	0	892	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	75	0	1553	0	0	892	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	75	0	1553	0	0	892	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	75	0	1553	0	0	892	69

Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	481	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	537	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	537	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

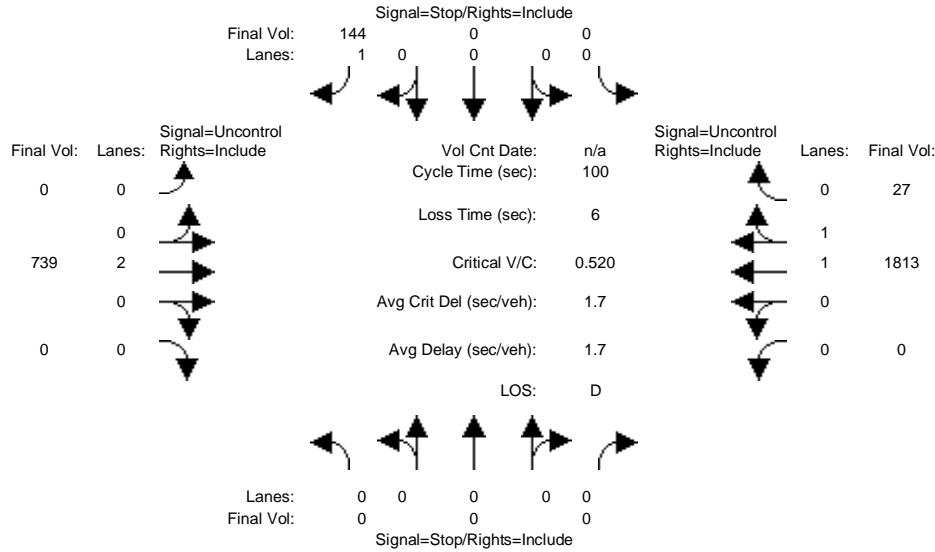
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	12.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:												
Base Vol:	0	0	0	0	0	144	0	739	0	0	1813	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	144	0	739	0	0	1813	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	144	0	739	0	0	1813	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	144	0	739	0	0	1813	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	144	0	739	0	0	1813	27

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	920	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	277	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	277	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.52	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

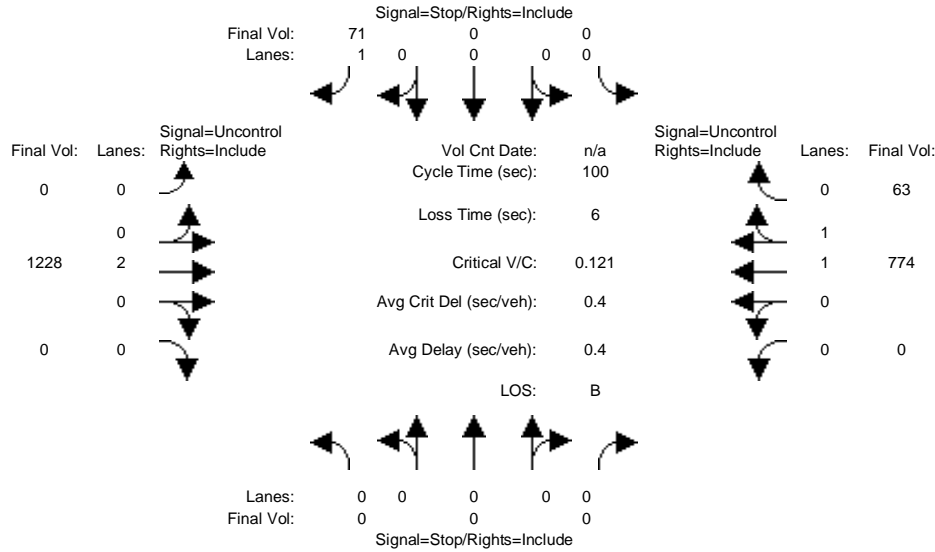
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	31.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	D	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					31.3	xxxxxx			xxxxxx		
ApproachLOS:	*					D	*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	0	0	71	0	1228	0	0	774	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	71	0	1228	0	0	774	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	71	0	1228	0	0	774	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	71	0	1228	0	0	774	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	71	0	1228	0	0	774	63

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	419	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	589	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	589	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

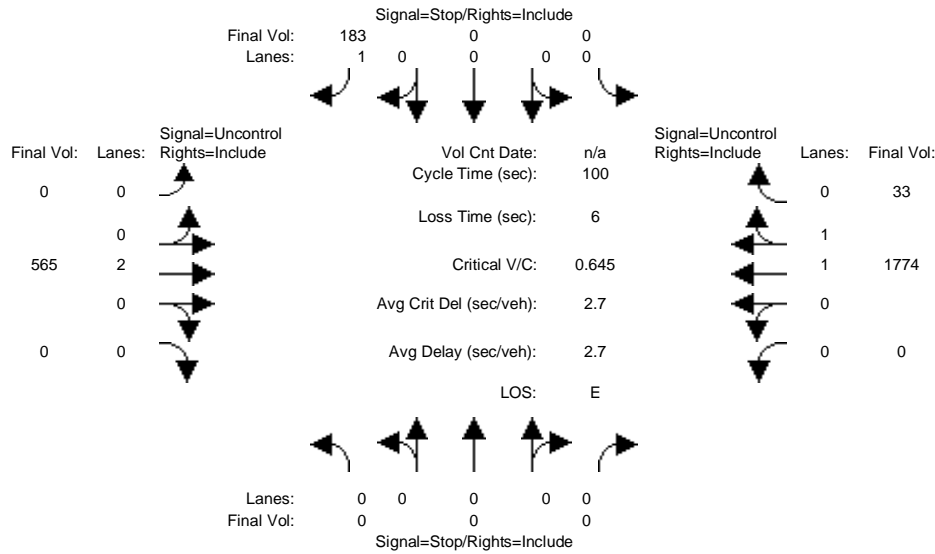
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			11.9			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



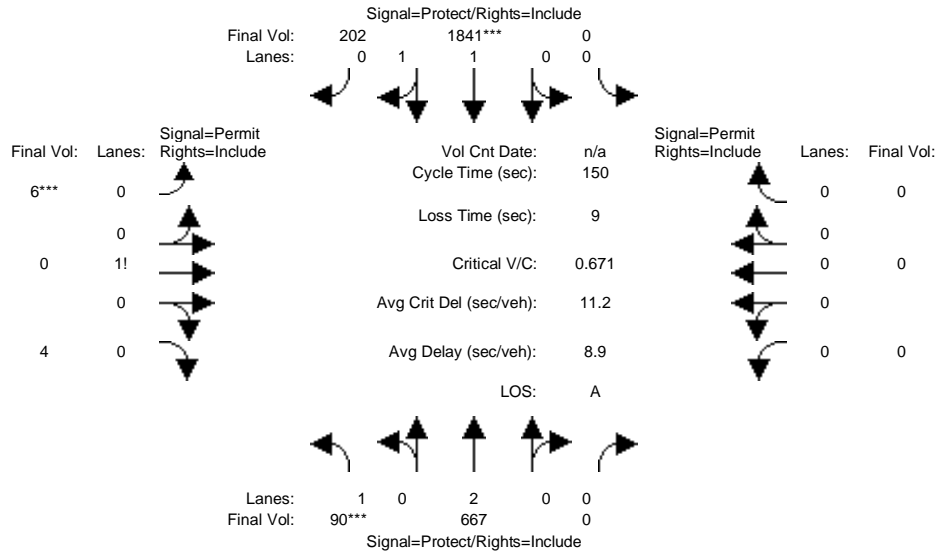
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	183	0	565	0	0	1774	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	183	0	565	0	0	1774	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	183	0	565	0	0	1774	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	183	0	565	0	0	1774	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	183	0	565	0	0	1774	33
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	904	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	284	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	284	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.64	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	4.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	38.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	E	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					38.1	xxxxxx			xxxxxx		
ApproachLOS:	*					E	*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd AM (Improvements)

Intersection #3002: University Ave & Adams Dr



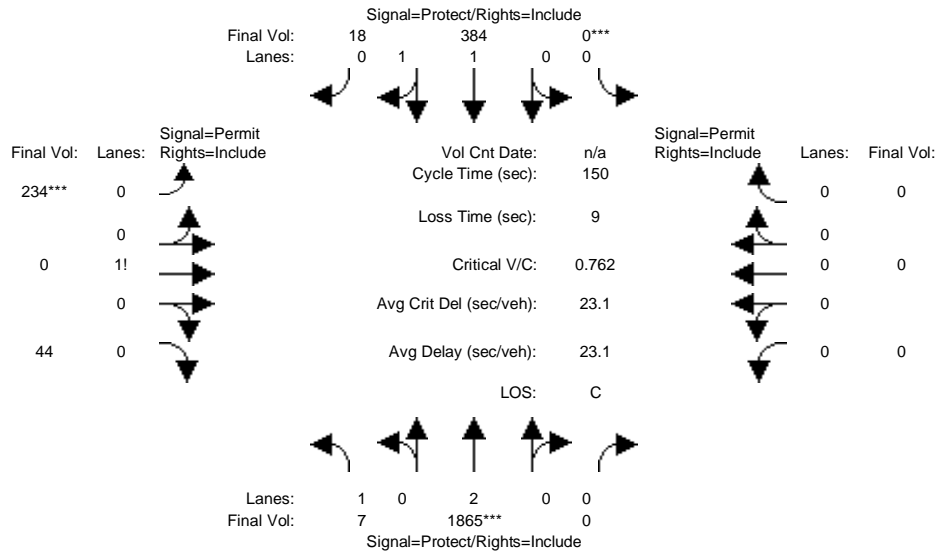
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	667	0	0	1841	202	6	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	667	0	0	1841	202	6	0	4	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:	90	667	0	0	1841	202	6	0	4	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:	90	667	0	0	1841	202	6	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	667	0	0	1841	202	6	0	4	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
Final Volume:	90	667	0	0	1841	202	6	0	4	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.82	1.00	0.82	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.80	0.20	0.60	0.00	0.40	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3204	352	938	0	625	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.00	0.57	0.57	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.87	0.00	0.00	0.80	0.80	0.07	0.00	0.07	0.00	0.00	0.00
Volume/Cap:	0.71	0.21	0.00	0.00	0.71	0.71	0.10	0.00	0.10	0.00	0.00	0.00
Delay/Veh:	86.0	1.5	0.0	0.0	7.7	7.7	66.2	0.0	66.2	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:	86.0	1.5	0.0	0.0	7.7	7.7	66.2	0.0	66.2	0.0	0.0	0.0
LOS by Move:	F	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	5	3	0	0	23	23	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj No Loop Rd PM (Improvements)

Intersection #3002: University Ave & Adams Dr



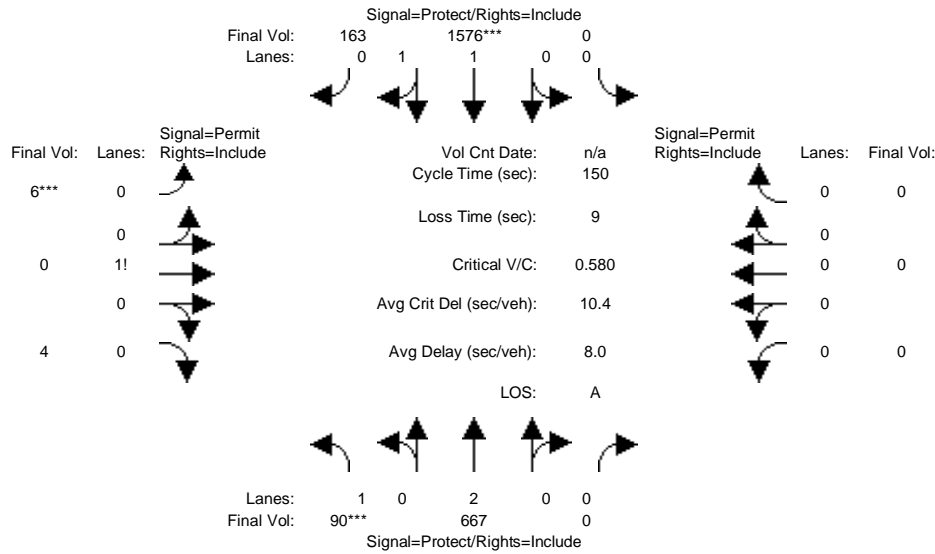
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	1865	0	0	384	18	234	0	44	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1865	0	0	384	18	234	0	44	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:	7	1865	0	0	384	18	234	0	44	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:	7	1865	0	0	384	18	234	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1865	0	0	384	18	234	0	44	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
Final Volume:	7	1865	0	0	384	18	234	0	44	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.73	1.00	0.73	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	0.84	0.00	0.16	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3424	161	1171	0	220	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.00	0.11	0.11	0.20	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.20	0.68	0.00	0.00	0.48	0.48	0.26	0.00	0.26	0.00	0.00	0.00
Volume/Cap:	0.02	0.76	0.00	0.00	0.23	0.23	0.76	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	48.3	17.6	0.0	0.0	23.0	23.0	60.2	0.0	60.2	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:	48.3	17.6	0.0	0.0	23.0	23.0	60.2	0.0	60.2	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	E	A	E	A	A	A
HCM2kAvgQ:	0	30	0	0	5	5	13	0	13	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd AM (Improvements)

Intersection #3002: University Ave & Adams Dr



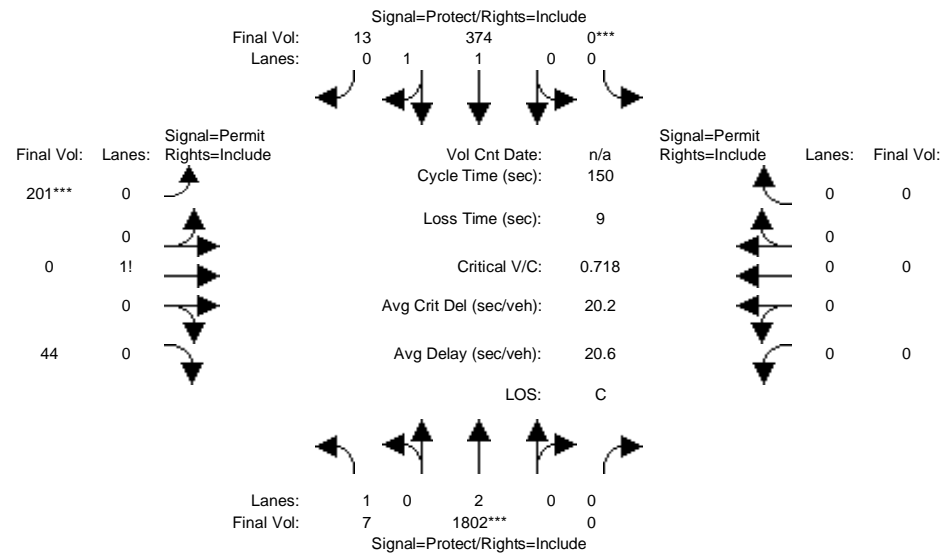
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	667	0	0	1576	163	6	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	667	0	0	1576	163	6	0	4	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:	90	667	0	0	1576	163	6	0	4	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:	90	667	0	0	1576	163	6	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	667	0	0	1576	163	6	0	4	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
Final Volume:	90	667	0	0	1576	163	6	0	4	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.82	1.00	0.82	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.81	0.19	0.60	0.00	0.40	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3226	334	938	0	625	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.00	0.49	0.49	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.08	0.87	0.00	0.00	0.79	0.79	0.07	0.00	0.07	0.00	0.00	0.00
Volume/Cap:	0.62	0.21	0.00	0.00	0.62	0.62	0.10	0.00	0.10	0.00	0.00	0.00
Delay/Veh:	74.4	1.5	0.0	0.0	6.7	6.7	66.2	0.0	66.2	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:	74.4	1.5	0.0	0.0	6.7	6.7	66.2	0.0	66.2	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	5	3	0	0	17	17	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 2.8 Proj with Loop Rd PM (Improvements)

Intersection #3002: University Ave & Adams Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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:	7	1802	0	0	374	13	201	0	44	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:	7	1802	0	0	374	13	201	0	44	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:	7	1802	0	0	374	13	201	0	44	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:	7	1802	0	0	374	13	201	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1802	0	0	374	13	201	0	44	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:	7	1802	0	0	374	13	201	0	44	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.00	0.95	0.95	0.73	1.00	0.73	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.93	0.07	0.82	0.00	0.18	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3471	121	1146	0	251	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.11	0.11	0.18	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.21	0.70	0.00	0.00	0.49	0.49	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.02	0.72	0.00	0.00	0.22	0.22	0.72	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	47.0	14.9	0.0	0.0	22.3	22.3	59.1	0.0	59.1	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:	47.0	14.9	0.0	0.0	22.3	22.3	59.1	0.0	59.1	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	E	A	E	A	A	A
HCM2kAvgQ:	0	26	0	0	5	5	12	0	12	0	0	0

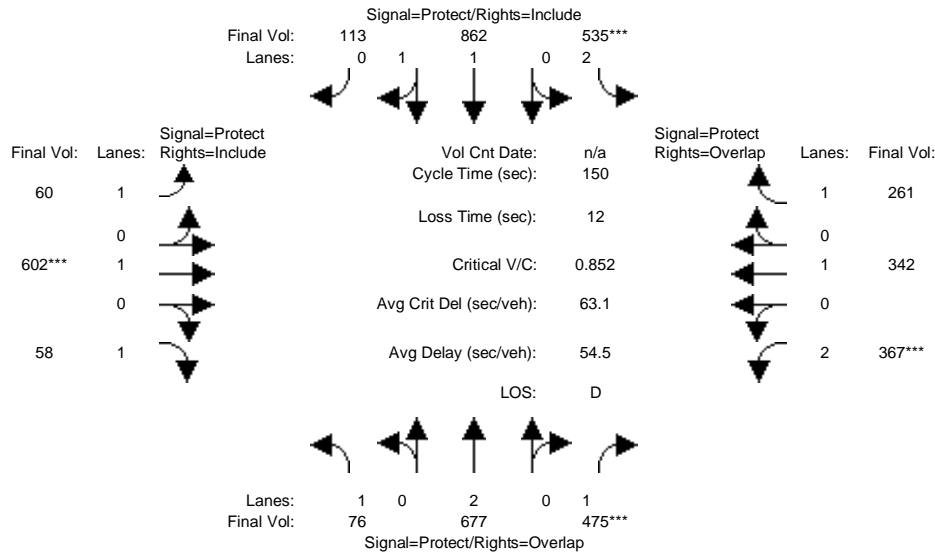
Note: Queue reported is the number of cars per lane.

DRAFT

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	76	677	475	535	862	113	60	602	58	367	342	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	677	475	535	862	113	60	602	58	367	342	261
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	677	475	535	862	113	60	602	58	367	342	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	677	475	535	862	113	60	602	58	367	342	261
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	677	475	535	862	113	60	602	58	367	342	261
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	677	475	535	862	113	60	602	58	367	342	261

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.83	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	2.00	1.00	2.00	1.77	0.23	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	3505	1568	3400	3046	399	1769	1862	1583	3432	1862	1583

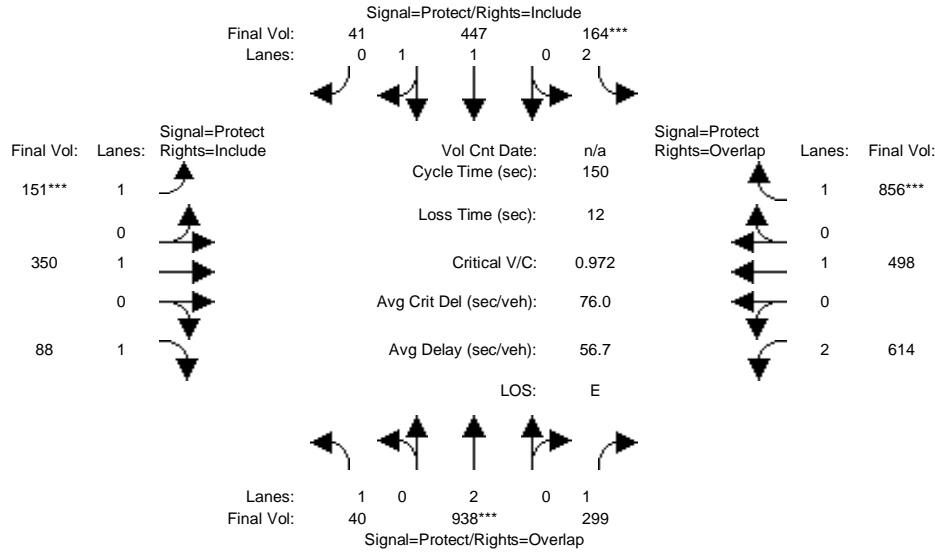
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.04	0.19	0.30	0.16	0.28	0.28	0.03	0.32	0.04	0.11	0.18	0.16
Crit Moves:			****	****			****			****		
Green/Cycle:	0.06	0.23	0.36	0.18	0.36	0.36	0.10	0.38	0.38	0.13	0.40	0.59
Volume/Cap:	0.74	0.84	0.85	0.85	0.79	0.79	0.33	0.85	0.10	0.85	0.46	0.28
Delay/Veh:	93.8	62.9	56.7	70.0	47.0	47.0	63.6	52.4	30.0	79.2	33.2	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:	93.8	62.9	56.7	70.0	47.0	47.0	63.6	52.4	30.0	79.2	33.2	15.4
LOS by Move:	F	E	E	E	D	D	E	D	C	E	C	B
HCM2kAvgQ:	5	18	22	15	22	22	3	27	2	11	11	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	938	299	164	447	41	151	350	88	614	498	856
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	938	299	164	447	41	151	350	88	614	498	856
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	938	299	164	447	41	151	350	88	614	498	856
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	938	299	164	447	41	151	350	88	614	498	856
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	938	299	164	447	41	151	350	88	614	498	856
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	938	299	164	447	41	151	350	88	614	498	856

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.83	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	2.00	1.00	2.00	1.83	0.17	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	3505	1568	3400	3169	291	1769	1862	1583	3432	1862	1583

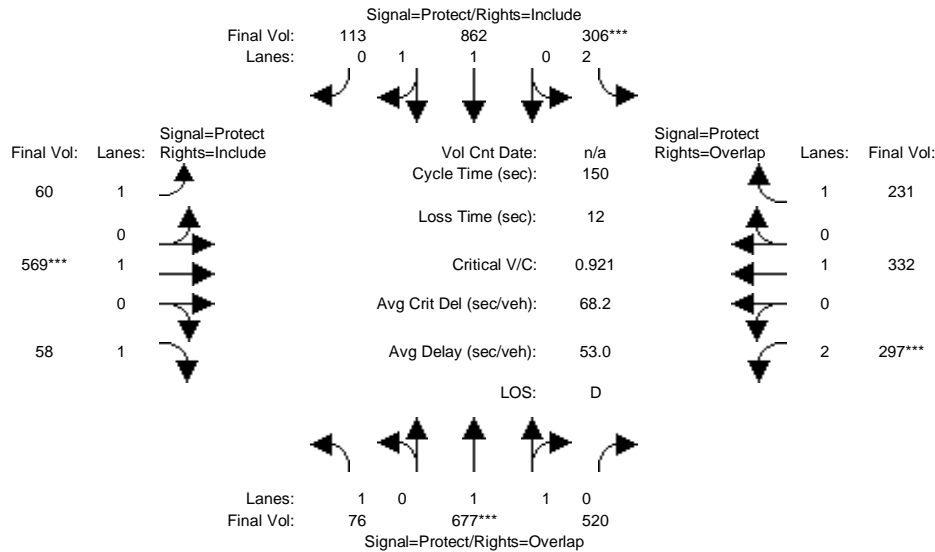
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.19	0.05	0.14	0.14	0.09	0.19	0.06	0.18	0.27	0.54
Crit Moves:	****		****				****					
Green/Cycle:	0.08	0.28	0.57	0.05	0.24	0.24	0.09	0.30	0.30	0.29	0.51	0.56
Volume/Cap:	0.28	0.97	0.34	0.97	0.58	0.58	0.97	0.62	0.18	0.62	0.53	0.97
Delay/Veh:	65.9	76.0	17.7	131.8	50.9	50.9	131.6	46.7	38.6	47.2	25.4	55.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	76.0	17.7	131.8	50.9	50.9	131.6	46.7	38.6	47.2	25.4	55.6
LOS by Move:	E	E	B	F	D	D	F	D	D	D	C	E
HCM2kAvgQ:	2	27	7	7	11	11	10	14	3	13	15	43

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	76	677	520	306	862	113	60	569	58	297	332	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	677	520	306	862	113	60	569	58	297	332	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	677	520	306	862	113	60	569	58	297	332	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	677	520	306	862	113	60	569	58	297	332	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	677	520	306	862	113	60	569	58	297	332	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	677	520	306	862	113	60	569	58	297	332	231

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.86	0.86	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	1.13	0.87	2.00	1.77	0.23	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	1854	1424	3400	3046	399	1769	1862	1583	3432	1862	1583

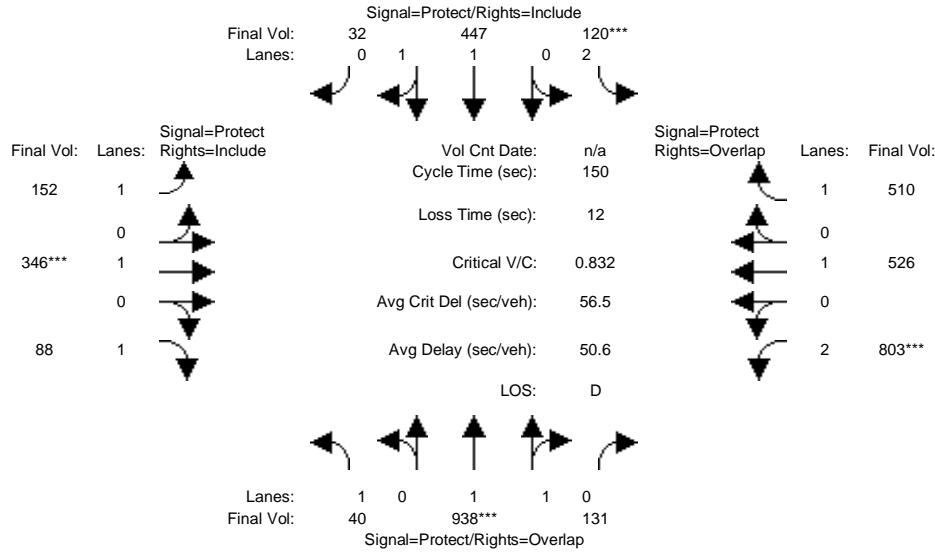
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.09	0.28	0.28	0.03	0.31	0.04	0.09	0.18	0.15
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.40	0.49	0.10	0.42	0.42	0.09	0.33	0.33	0.09	0.34	0.44
Volume/Cap:	0.62	0.92	0.74	0.92	0.67	0.67	0.38	0.92	0.11	0.92	0.53	0.34
Delay/Veh:	77.1	53.8	32.6	97.1	35.9	35.9	66.1	67.5	34.9	98.0	40.9	28.3
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:	77.1	53.8	32.6	97.1	35.9	35.9	66.1	67.5	34.9	98.0	40.9	28.3
LOS by Move:	E	D	C	F	D	D	E	E	C	F	D	C
HCM2kAvgQ:	4	31	24	10	19	19	3	29	2	10	12	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	40	938	131	120	447	32	152	346	88	803	526	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	938	131	120	447	32	152	346	88	803	526	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	938	131	120	447	32	152	346	88	803	526	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	938	131	120	447	32	152	346	88	803	526	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	938	131	120	447	32	152	346	88	803	526	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	938	131	120	447	32	152	346	88	803	526	510

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	1.75	0.25	2.00	1.87	0.13	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	3020	422	3400	3238	232	1769	1862	1583	3432	1862	1583

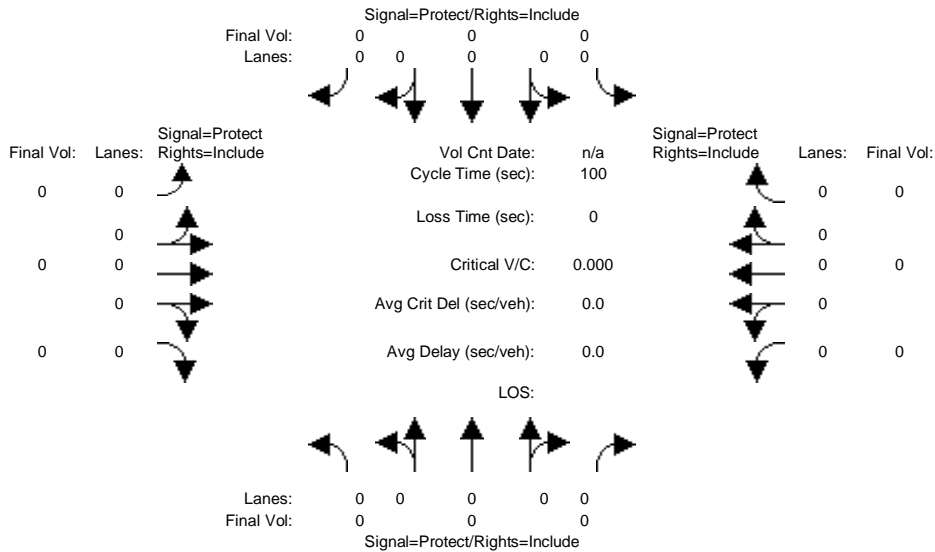
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.31	0.31	0.04	0.14	0.14	0.09	0.19	0.06	0.23	0.28	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.37	0.65	0.05	0.31	0.31	0.12	0.22	0.22	0.28	0.39	0.43
Volume/Cap:	0.22	0.84	0.48	0.76	0.44	0.44	0.74	0.84	0.25	0.84	0.73	0.74
Delay/Veh:	62.0	48.0	13.4	89.3	41.4	41.4	77.8	69.5	48.4	57.3	43.2	40.0
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:	62.0	48.0	13.4	89.3	41.4	41.4	77.8	69.5	48.4	57.3	43.2	40.0
LOS by Move:	E	D	B	F	D	D	E	E	D	E	D	D
HCM2kAvgQ:	2	25	13	4	9	9	8	17	3	20	21	20

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM (Improvements)

Intersection #700: University Avenue and Loop Road [Future]



Street Name:	University Avenue						Loop Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0

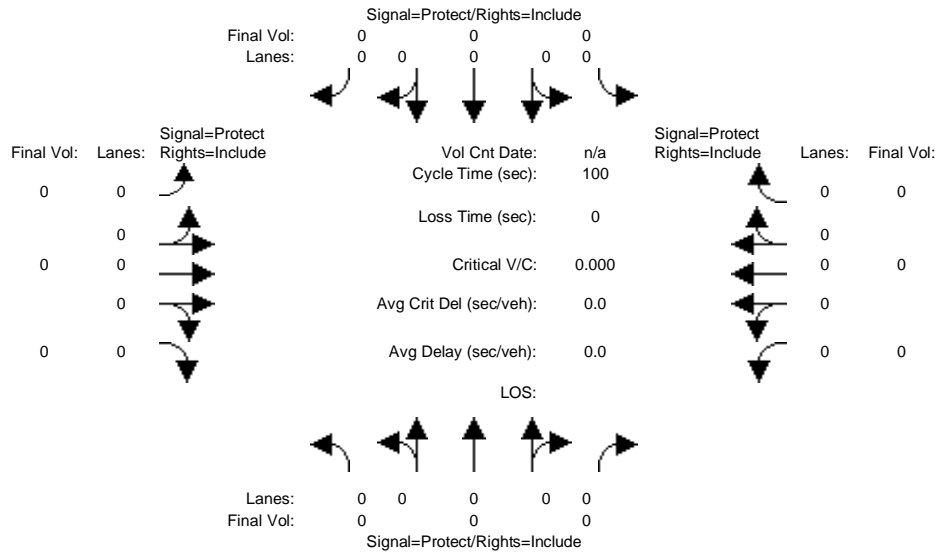
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM (Improvements)

Intersection #700: University Avenue and Loop Road [Future]



Street Name:	University Avenue						Loop Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	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:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	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:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0

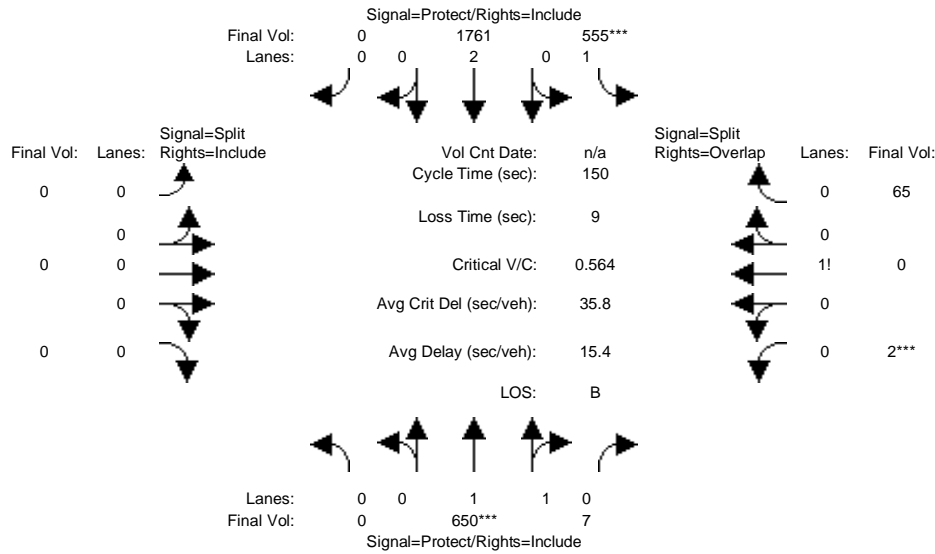
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green/Cycle:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	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:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM (Improvements)

Intersection #700: University Avenue and Loop Road [Future]



Street Name:	University Avenue						Loop Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	10	10	7	10	0	0	0	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	650	7	555	1761	0	0	0	0	2	0	65
Growth Adj:	1.00	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	650	7	555	1761	0	0	0	0	2	0	65
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	650	7	555	1761	0	0	0	0	2	0	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	650	7	555	1761	0	0	0	0	2	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	650	7	555	1761	0	0	0	0	2	0	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	650	7	555	1761	0	0	0	0	2	0	65

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.87	1.00	0.87
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	0.03	0.00	0.97
Final Sat.:	0	3564	38	1805	3610	0	0	0	0	49	0	1600

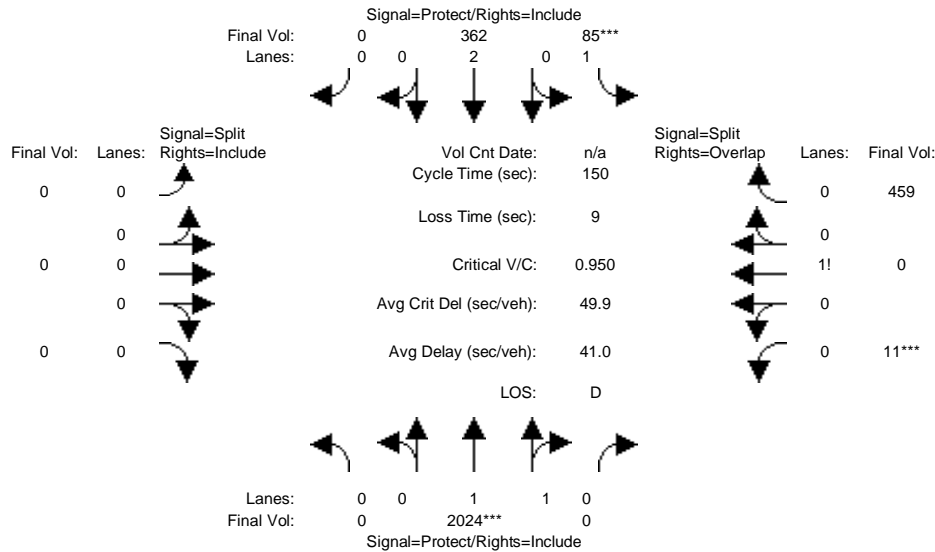
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.18	0.18	0.31	0.49	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.32	0.32	0.54	0.87	0.00	0.00	0.00	0.00	0.07	0.00	0.62
Volume/Cap:	0.00	0.56	0.56	0.56	0.56	0.00	0.00	0.00	0.00	0.56	0.00	0.07
Delay/Veh:	0.0	42.7	42.7	23.2	2.8	0.0	0.0	0.0	0.0	73.5	0.0	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	42.7	42.7	23.2	2.8	0.0	0.0	0.0	0.0	73.5	0.0	11.5
LOS by Move:	A	D	D	C	A	A	A	A	A	E	A	B
HCM2kAvgQ:	0	13	13	16	11	0	0	0	0	4	0	1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM (Improvements)

Intersection #700: University Avenue and Loop Road [Future]



Street Name:	University Avenue						Loop Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	10	10	7	10	0	0	0	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	2024			85			0			11		
Base Vol:	0	2024	0	85	362	0	0	0	0	11	0	459
Growth Adj:	1.00	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	2024	0	85	362	0	0	0	0	11	0	459
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	2024	0	85	362	0	0	0	0	11	0	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2024	0	85	362	0	0	0	0	11	0	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2024	0	85	362	0	0	0	0	11	0	459
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2024	0	85	362	0	0	0	0	11	0	459

Saturation Flow Module:	1900			1900			1900			1900		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.87	1.00	0.87
Lanes:	0.00	2.00	0.00	1.00	2.00	0.00	0.00	0.00	0.00	0.02	0.00	0.98
Final Sat.:	0	3610	0	1805	3610	0	0	0	0	39	0	1609

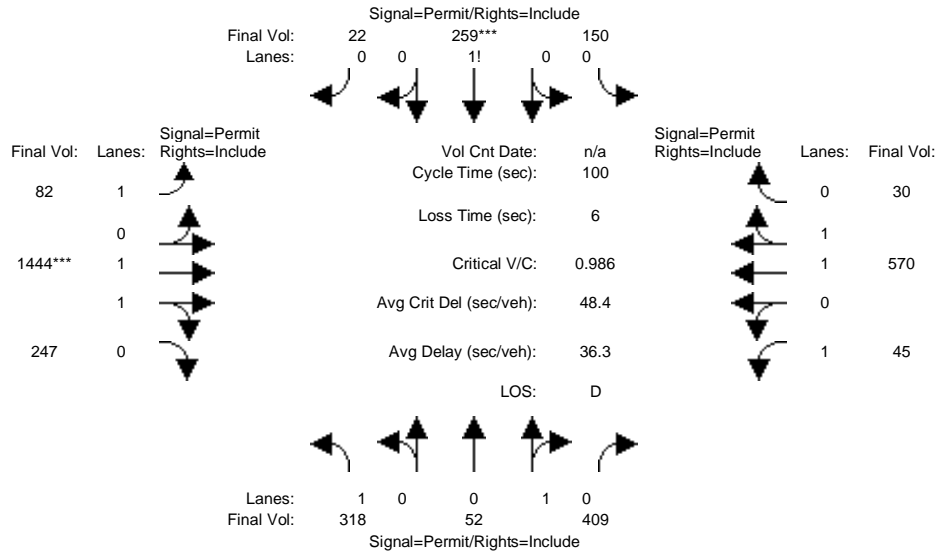
Capacity Analysis Module:	0.00			0.05			0.00			0.29		
Vol/Sat:	0.00	0.56	0.00	0.05	0.10	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.59	0.00	0.05	0.64	0.00	0.00	0.00	0.00	0.30	0.00	0.35
Volume/Cap:	0.00	0.95	0.00	0.95	0.16	0.00	0.00	0.00	0.00	0.95	0.00	0.82
Delay/Veh:	0.0	38.8	0.0	149.5	10.9	0.0	0.0	0.0	0.0	79.6	0.0	53.1
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	38.8	0.0	149.5	10.9	0.0	0.0	0.0	0.0	79.6	0.0	53.1
LOS by Move:	A	D	A	F	B	A	A	A	A	E	A	D
HCM2kAvgQ:	0	50	0	7	3	0	0	0	0	25	0	21

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	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:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	318	52	409	150	259	22	82	1444	247	45	570	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	52	409	150	259	22	82	1444	247	45	570	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	318	52	409	150	259	22	82	1444	247	45	570	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	52	409	150	259	22	82	1444	247	45	570	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	52	409	150	259	22	82	1444	247	45	570	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	318	52	409	150	259	22	82	1444	247	45	570	30

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.87	0.87	0.51	0.51	0.51	0.35	0.93	0.93	0.08	0.94	0.94
Lanes:	1.00	0.11	0.89	0.35	0.60	0.05	1.00	1.71	0.29	1.00	1.90	0.10
Final Sat.:	1260	186	1461	335	578	49	667	3015	516	156	3405	179

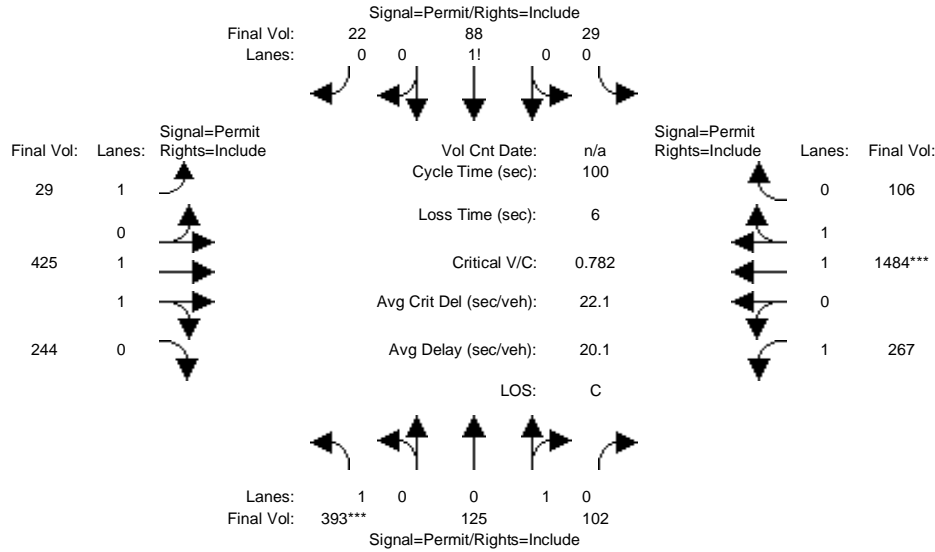
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.25	0.28	0.28	0.45	0.45	0.45	0.12	0.48	0.48	0.29	0.17	0.17
Crit Moves:				****				****				
Green/Cycle:	0.45	0.45	0.45	0.45	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.49
Volume/Cap:	0.56	0.62	0.62	0.99	0.99	0.99	0.25	0.99	0.99	0.59	0.34	0.34
Delay/Veh:	21.1	22.2	22.2	66.2	66.2	66.2	15.5	43.8	43.8	30.7	16.0	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.1	22.2	22.2	66.2	66.2	66.2	15.5	43.8	43.8	30.7	16.0	16.0
LOS by Move:	C	C	C	E	E	E	B	D	D	C	B	B
HCM2kAvgQ:	8	11	11	19	19	19	2	34	34	2	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	393	125	102	29	88	22	29	425	244	267	1484	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	393	125	102	29	88	22	29	425	244	267	1484	106
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:	393	125	102	29	88	22	29	425	244	267	1484	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	393	125	102	29	88	22	29	425	244	267	1484	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	125	102	29	88	22	29	425	244	267	1484	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	393	125	102	29	88	22	29	425	244	267	1484	106

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.93	0.93	0.90	0.90	0.90	0.07	0.90	0.90	0.34	0.94	0.94
Lanes:	1.00	0.55	0.45	0.21	0.63	0.16	1.00	1.27	0.73	1.00	1.87	0.13
Final Sat.:	1353	976	797	355	1078	269	133	2167	1244	644	3336	238

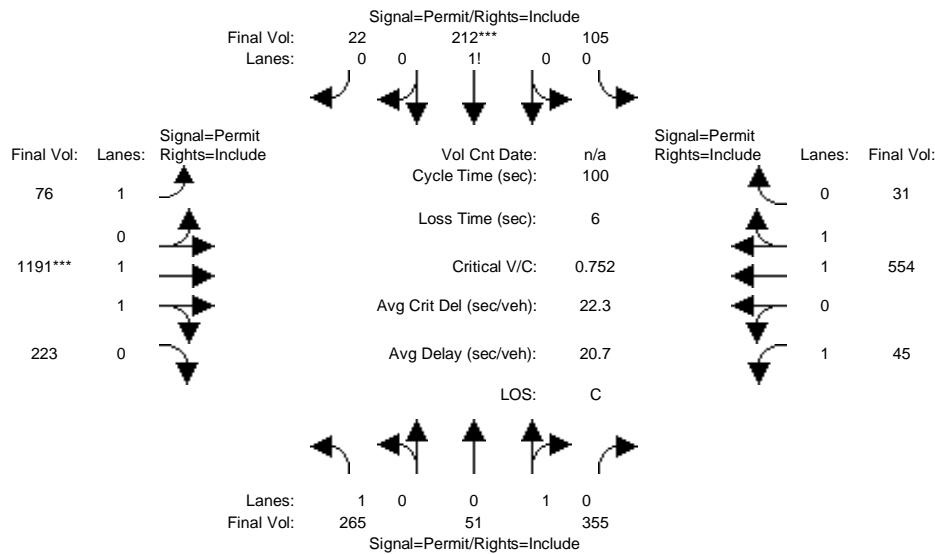
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.29	0.13	0.13	0.08	0.08	0.08	0.22	0.20	0.20	0.41	0.44	0.44
Crit Moves:	****									****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.78	0.34	0.34	0.22	0.22	0.22	0.38	0.34	0.34	0.73	0.78	0.78
Delay/Veh:	35.7	23.0	23.0	21.7	21.7	21.7	15.1	11.7	11.7	23.1	18.8	18.8
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:	35.7	23.0	23.0	21.7	21.7	21.7	15.1	11.7	11.7	23.1	18.8	18.8
LOS by Move:	D	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	13	5	5	3	3	3	1	6	6	8	21	21

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	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:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	265	51	355	105	212	22	76	1191	223	45	554	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	51	355	105	212	22	76	1191	223	45	554	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	51	355	105	212	22	76	1191	223	45	554	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	51	355	105	212	22	76	1191	223	45	554	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	51	355	105	212	22	76	1191	223	45	554	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	265	51	355	105	212	22	76	1191	223	45	554	31

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.87	0.87	0.58	0.58	0.58	0.37	0.93	0.93	0.08	0.94	0.94
Lanes:	1.00	0.13	0.87	0.31	0.63	0.06	1.00	1.68	0.32	1.00	1.89	0.11
Final Sat.:	1317	207	1444	344	694	72	711	2968	556	158	3391	190

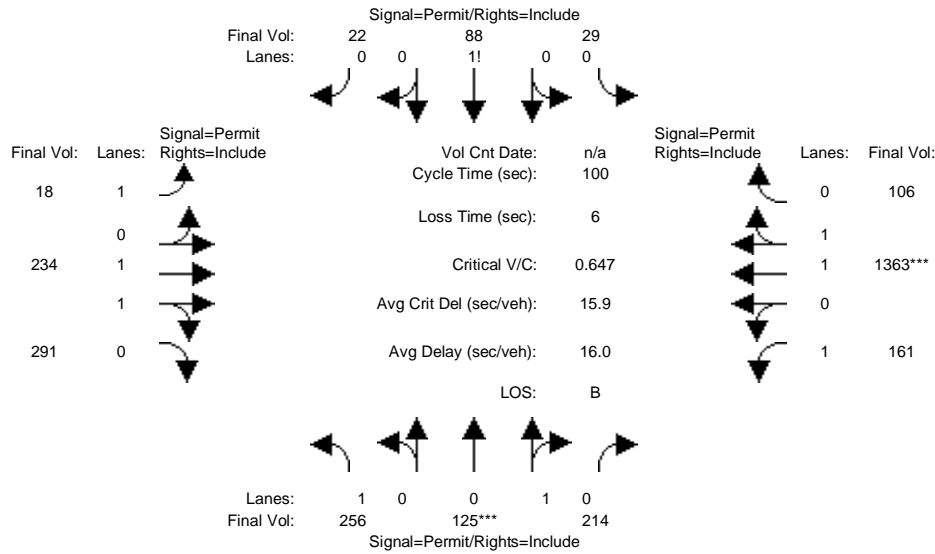
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.20	0.25	0.25	0.31	0.31	0.31	0.11	0.40	0.40	0.29	0.16	0.16
Crit Moves:				****			****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.50	0.61	0.61	0.75	0.75	0.75	0.20	0.75	0.75	0.53	0.31	0.31
Delay/Veh:	22.8	24.9	24.9	32.4	32.4	32.4	12.4	19.9	19.9	21.8	13.1	13.1
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:	22.8	24.9	24.9	32.4	32.4	32.4	12.4	19.9	19.9	21.8	13.1	13.1
LOS by Move:	C	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	6	10	10	11	11	11	1	19	19	2	5	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	256	125	214	29	88	22	18	234	291	161	1363	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	125	214	29	88	22	18	234	291	161	1363	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	125	214	29	88	22	18	234	291	161	1363	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	125	214	29	88	22	18	234	291	161	1363	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	125	214	29	88	22	18	234	291	161	1363	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	256	125	214	29	88	22	18	234	291	161	1363	106

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.91	0.91	0.81	0.81	0.81	0.11	0.87	0.87	0.43	0.94	0.94
Lanes:	1.00	0.37	0.63	0.21	0.63	0.16	1.00	1.00	1.00	1.00	1.86	0.14
Final Sat.:	1395	634	1085	322	977	244	209	1655	1655	813	3313	258

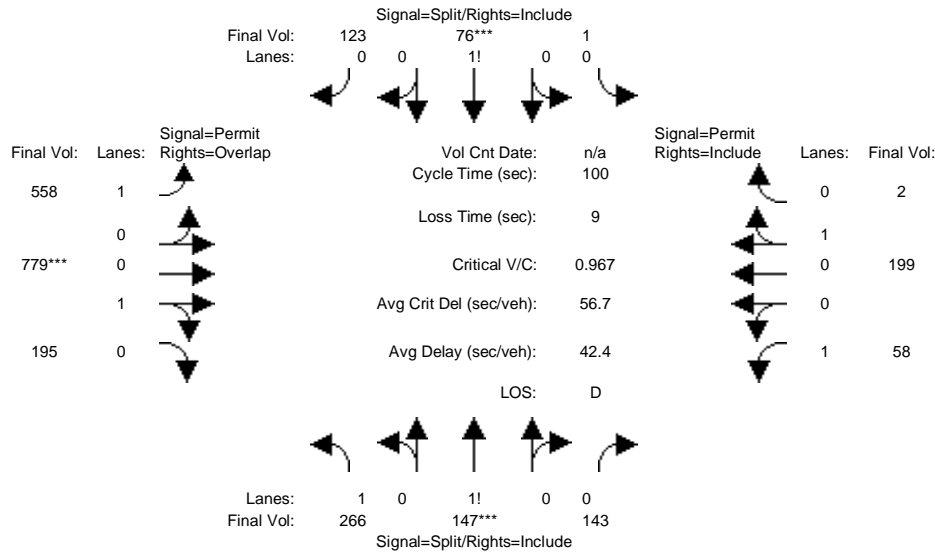
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.18	0.20	0.20	0.09	0.09	0.09	0.09	0.14	0.18	0.20	0.41	0.41
Crit Moves:	****									****		
Green/Cycle:	0.30	0.30	0.30	0.30	0.30	0.30	0.64	0.64	0.64	0.64	0.64	0.64
Volume/Cap:	0.60	0.65	0.65	0.30	0.30	0.30	0.14	0.22	0.28	0.31	0.65	0.65
Delay/Veh:	32.1	33.0	33.0	26.9	26.9	26.9	7.7	7.8	8.1	8.6	11.9	11.9
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:	32.1	33.0	33.0	26.9	26.9	26.9	7.7	7.8	8.1	8.6	11.9	11.9
LOS by Move:	C	C	C	C	C	C	A	A	A	A	B	B
HCM2kAvgQ:	7	10	10	3	3	3	0	3	4	2	15	15

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
Base Vol:	266	147	143	1	76	123	558	779	195	58	199	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	147	143	1	76	123	558	779	195	58	199	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	147	143	1	76	123	558	779	195	58	199	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	147	143	1	76	123	558	779	195	58	199	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	147	143	1	76	123	558	779	195	58	199	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	266	147	143	1	76	123	558	779	195	58	199	2

Saturation Flow Module:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.92	0.92	0.92	0.59	0.97	0.97	0.07	1.00	1.00
Lanes:	1.31	0.35	0.34	0.01	0.38	0.61	1.00	0.80	0.20	1.00	0.99	0.01
Final Sat.:	2345	620	603	9	662	1072	1129	1474	369	139	1879	19

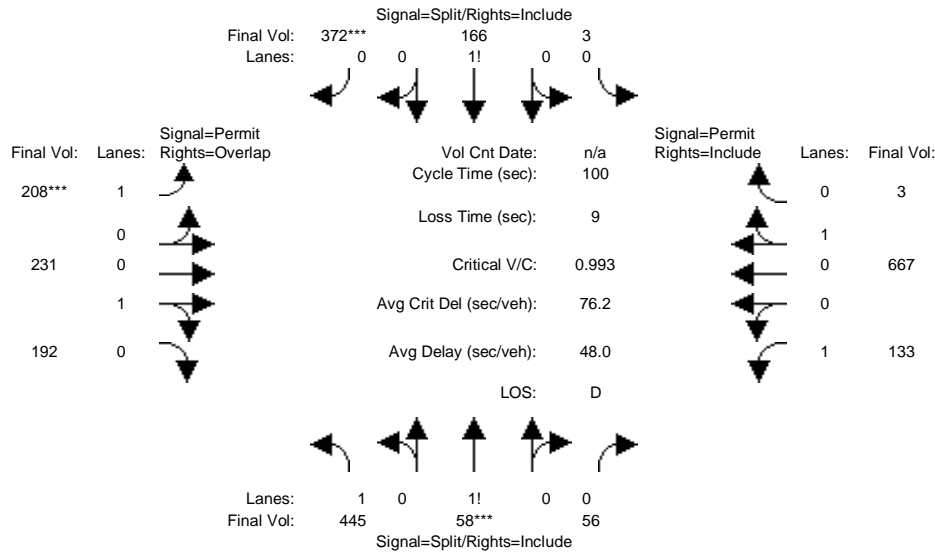
Capacity Analysis Module:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
Vol/Sat:	0.11	0.24	0.24	0.11	0.11	0.11	0.49	0.53	0.53	0.42	0.11	0.11
Crit Moves:	****			****			****					
Green/Cycle:	0.25	0.25	0.25	0.12	0.12	0.12	0.55	0.55	0.79	0.55	0.55	0.55
Volume/Cap:	0.46	0.97	0.97	0.97	0.97	0.97	0.91	0.97	0.67	0.77	0.19	0.19
Delay/Veh:	32.4	66.7	66.7	96.9	96.9	96.9	37.3	42.6	5.8	54.1	11.6	11.6
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:	32.4	66.7	66.7	96.9	96.9	96.9	37.3	42.6	5.8	54.1	11.6	11.6
LOS by Move:	C	E	E	F	F	F	D	D	A	D	B	B
HCM2kAvgQ:	6	18	18	10	10	10	19	35	14	3	3	3

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
	Pulgas Avenue North			Pulgas Avenue South			Bay Road East			Bay Road West		
Base Vol:	445	58	56	3	166	372	208	231	192	133	667	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	58	56	3	166	372	208	231	192	133	667	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	58	56	3	166	372	208	231	192	133	667	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	58	56	3	166	372	208	231	192	133	667	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	58	56	3	166	372	208	231	192	133	667	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	445	58	56	3	166	372	208	231	192	133	667	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.91	0.91	0.91	0.27	0.93	0.93	0.44	1.00	1.00
Lanes:	1.66	0.17	0.17	0.01	0.30	0.69	1.00	0.55	0.45	1.00	0.99	0.01
Final Sat.:	2990	310	300	10	529	1185	517	967	804	834	1890	8

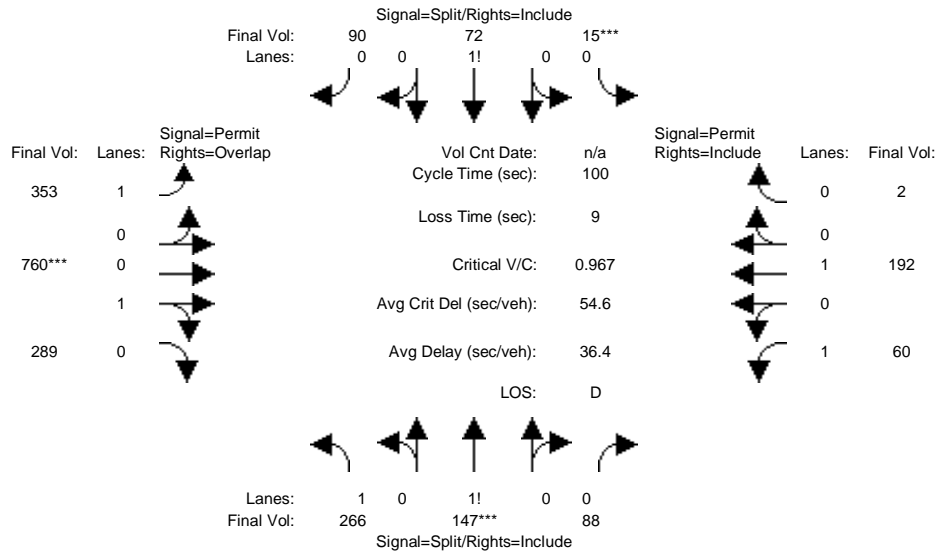
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.19	0.31	0.31	0.31	0.40	0.24	0.24	0.16	0.35	0.35
Crit Moves:	****			****			****					
Green/Cycle:	0.19	0.19	0.19	0.32	0.32	0.32	0.41	0.41	0.59	0.41	0.41	0.41
Volume/Cap:	0.79	0.99	0.99	0.99	0.99	0.99	0.99	0.59	0.40	0.39	0.87	0.87
Delay/Veh:	44.7	76.5	76.5	70.7	70.7	70.7	89.6	24.5	11.1	21.8	37.9	37.9
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:	44.7	76.5	76.5	70.7	70.7	70.7	89.6	24.5	11.1	21.8	37.9	37.9
LOS by Move:	D	E	E	E	E	E	F	C	B	C	D	D
HCM2kAvgQ:	10	16	16	23	23	23	11	11	7	3	22	22

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	266	147	88	15	72	90	353	760	289	60	192	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	147	88	15	72	90	353	760	289	60	192	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	147	88	15	72	90	353	760	289	60	192	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	147	88	15	72	90	353	760	289	60	192	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	147	88	15	72	90	353	760	289	60	192	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	266	147	88	15	72	90	353	760	289	60	192	2

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.93	0.93	0.93	0.61	0.96	0.96	0.07	1.00	1.00
Lanes:	1.36	0.40	0.24	0.08	0.41	0.51	1.00	0.72	0.28	1.00	0.99	0.01
Final Sat.:	2454	720	431	149	717	896	1157	1320	502	127	1879	20

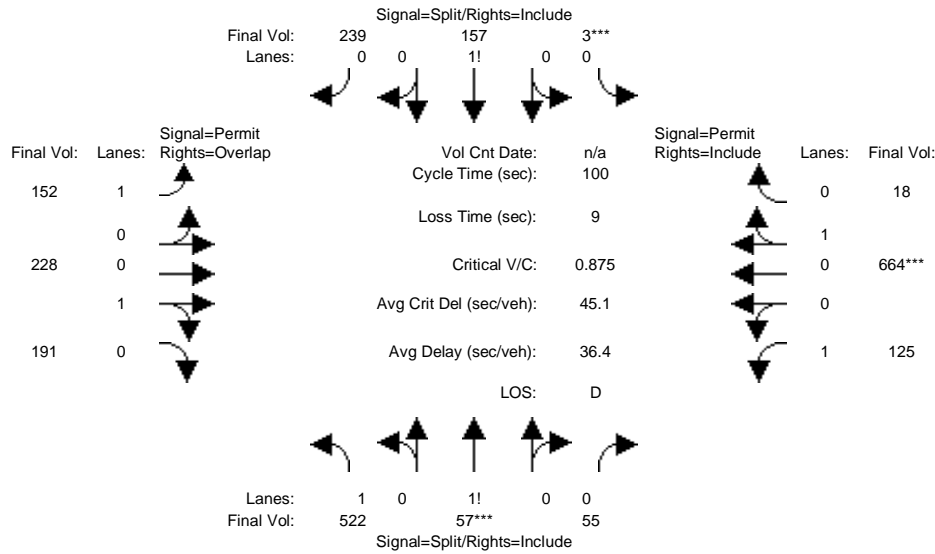
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.20	0.20	0.10	0.10	0.10	0.31	0.58	0.58	0.47	0.10	0.10
Crit Moves:	****			****			****					
Green/Cycle:	0.21	0.21	0.21	0.10	0.10	0.10	0.60	0.60	0.81	0.60	0.60	0.60
Volume/Cap:	0.51	0.97	0.97	0.97	0.97	0.97	0.51	0.97	0.71	0.79	0.17	0.17
Delay/Veh:	35.4	70.3	70.3	101.4	101	101.4	12.5	39.2	6.1	57.3	9.2	9.2
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:	35.4	70.3	70.3	101.4	101	101.4	12.5	39.2	6.1	57.3	9.2	9.2
LOS by Move:	D	E	E	F	F	F	B	D	A	E	A	A
HCM2kAvgQ:	6	16	16	9	9	9	7	37	16	3	3	3

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	Pulgas Avenue North			Pulgas Avenue South			Bay Road East			Bay Road West		
Base Vol:	522	57	55	3	157	239	152	228	191	125	664	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:	522	57	55	3	157	239	152	228	191	125	664	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:	522	57	55	3	157	239	152	228	191	125	664	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:	522	57	55	3	157	239	152	228	191	125	664	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	522	57	55	3	157	239	152	228	191	125	664	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	522	57	55	3	157	239	152	228	191	125	664	18

Saturation Flow Module:	Pulgas Avenue North			Pulgas Avenue South			Bay Road East			Bay Road West		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.25	0.93	0.93	0.44	1.00	1.00
Lanes:	1.70	0.15	0.15	0.01	0.39	0.60	1.00	0.54	0.46	1.00	0.97	0.03
Final Sat.:	3060	275	265	13	687	1046	483	964	807	828	1842	50

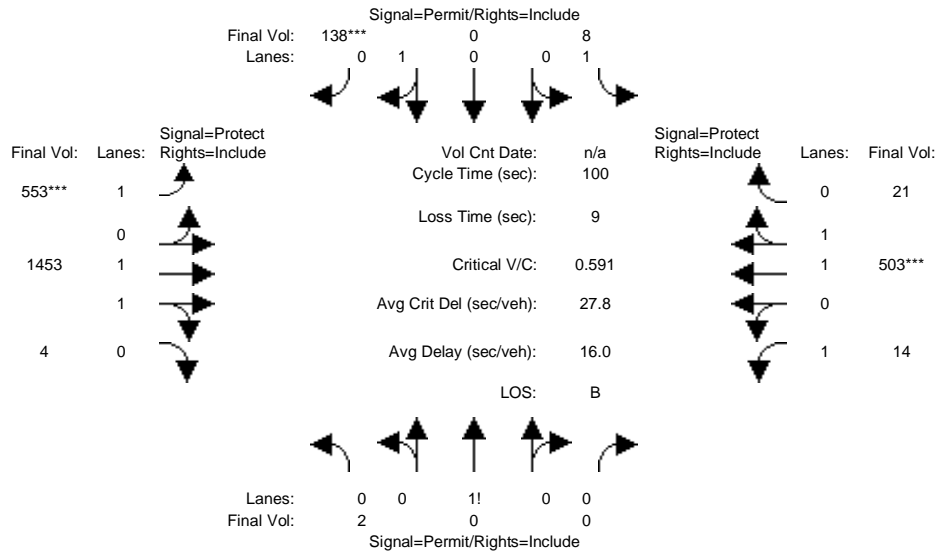
Capacity Analysis Module:	Pulgas Avenue North			Pulgas Avenue South			Bay Road East			Bay Road West		
Vol/Sat:	0.17	0.21	0.21	0.23	0.23	0.23	0.31	0.24	0.24	0.15	0.36	0.36
Crit Moves:	****			****						****		
Green/Cycle:	0.24	0.24	0.24	0.26	0.26	0.26	0.41	0.41	0.65	0.41	0.41	0.41
Volume/Cap:	0.72	0.87	0.87	0.87	0.87	0.87	0.76	0.57	0.36	0.37	0.87	0.87
Delay/Veh:	38.0	48.3	48.3	52.3	52.3	52.3	41.3	23.8	8.3	21.0	37.9	37.9
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:	38.0	48.3	48.3	52.3	52.3	52.3	41.3	23.8	8.3	21.0	37.9	37.9
LOS by Move:	D	D	D	D	D	D	D	C	A	C	D	D
HCM2kAvgQ:	10	14	14	15	15	15	6	10	6	3	22	22

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM (Improvements)

Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	Demeter North			Demeter South			Bay East			Bay West		
Base Vol:	2	0	0	8	0	138	553	1453	4	14	503	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	8	0	138	553	1453	4	14	503	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	8	0	138	553	1453	4	14	503	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	8	0	138	553	1453	4	14	503	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	8	0	138	553	1453	4	14	503	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	0	0	8	0	138	553	1453	4	14	503	21

Saturation Flow Module:	Demeter North			Demeter South			Bay East			Bay West		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	1.00	0.88	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.92	0.08
Final Sat.:	1645	0	0	1672	0	1615	1805	3600	10	1805	3445	144

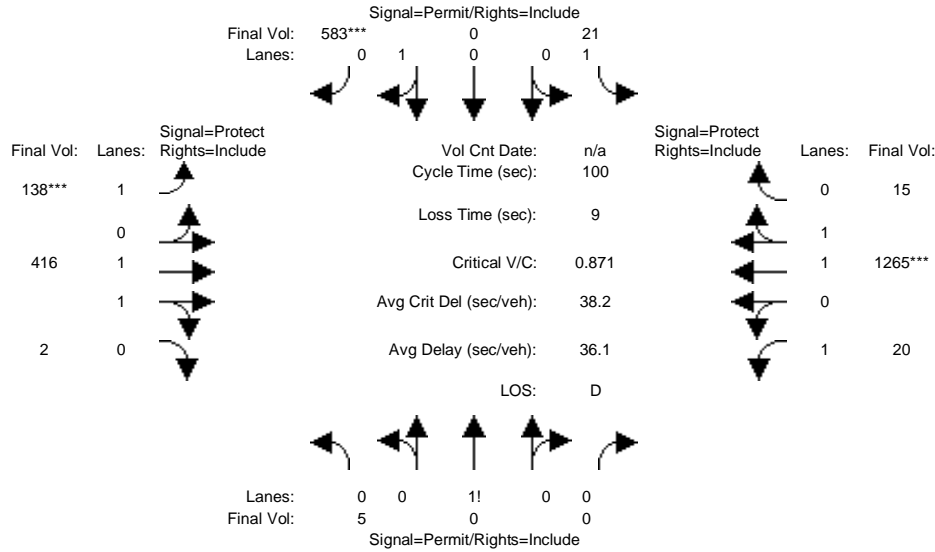
Capacity Analysis Module:	Demeter North			Demeter South			Bay East			Bay West		
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.09	0.31	0.40	0.40	0.01	0.15	0.15
Crit Moves:						****	****				****	
Green/Cycle:	0.14	0.00	0.00	0.14	0.00	0.14	0.52	0.75	0.75	0.01	0.25	0.25
Volume/Cap:	0.01	0.00	0.00	0.03	0.00	0.59	0.59	0.54	0.54	0.54	0.59	0.59
Delay/Veh:	36.6	0.0	0.0	36.8	0.0	44.0	17.7	5.4	5.4	69.4	34.3	34.3
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:	36.6	0.0	0.0	36.8	0.0	44.0	17.7	5.4	5.4	69.4	34.3	34.3
LOS by Move:	D	A	A	D	A	D	B	A	A	E	C	C
HCM2kAvgQ:	0	0	0	0	0	5	12	10	10	1	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM (Improvements)

Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	10	0	10	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	5	0	0	21	0	583	138	416	2	20	1265	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	21	0	583	138	416	2	20	1265	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	21	0	583	138	416	2	20	1265	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	21	0	583	138	416	2	20	1265	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	21	0	583	138	416	2	20	1265	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	0	0	21	0	583	138	416	2	20	1265	15

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	1.00	0.88	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1569	0	0	1664	0	1615	1805	3589	17	1805	3561	42

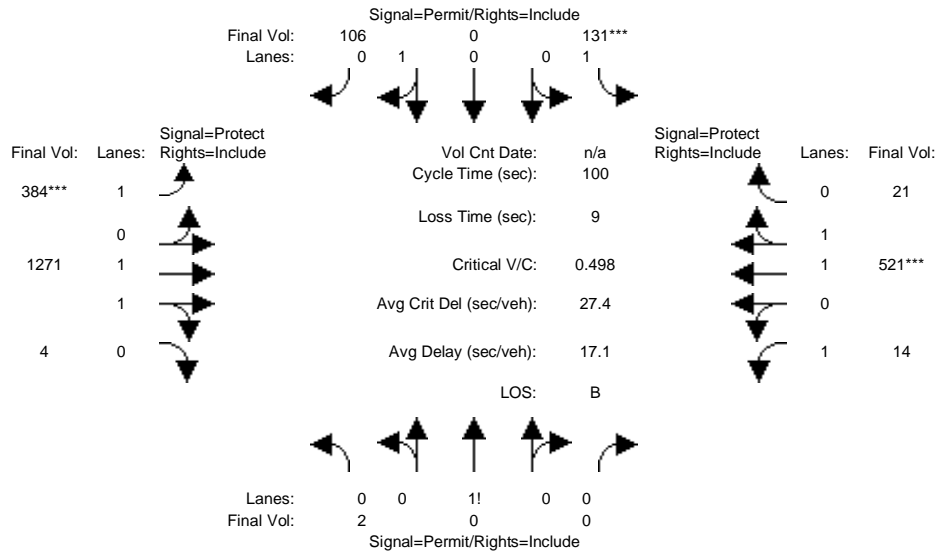
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.36	0.08	0.12	0.12	0.01	0.36	0.36
Crit Moves:						****	****					****
Green/Cycle:	0.41	0.00	0.00	0.41	0.00	0.41	0.09	0.31	0.31	0.19	0.41	0.41
Volume/Cap:	0.01	0.00	0.00	0.03	0.00	0.87	0.87	0.38	0.38	0.06	0.87	0.87
Delay/Veh:	17.2	0.0	0.0	17.4	0.0	38.8	82.2	27.2	27.2	33.5	33.2	33.2
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:	17.2	0.0	0.0	17.4	0.0	38.8	82.2	27.2	27.2	33.5	33.2	33.2
LOS by Move:	B	A	A	B	A	D	F	C	C	C	C	C
HCM2kAvgQ:	0	0	0	0	0	20	7	5	5	1	22	22

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM (Improvements)

Intersection #1110: Demeter St/Bay Rd (new signal)



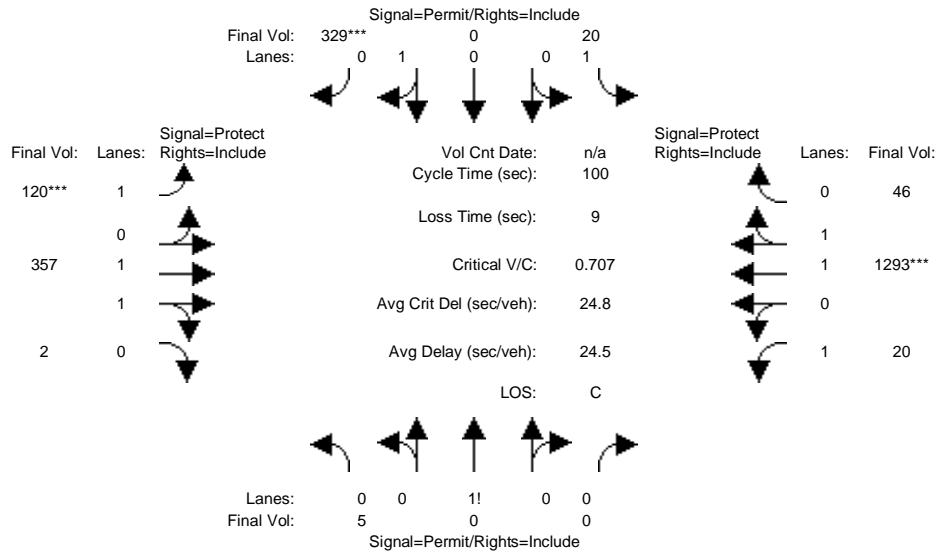
Street Name:	Demeter Street						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	0	131	0	106	384	1271	4	14	521	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	131	0	106	384	1271	4	14	521	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	131	0	106	384	1271	4	14	521	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	131	0	106	384	1271	4	14	521	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	131	0	106	384	1271	4	14	521	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	0	0	131	0	106	384	1271	4	14	521	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	1.00	1.00	0.77	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.92	0.08
Final Sat.:	1693	0	0	1461	0	1615	1805	3599	11	1805	3449	139
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.07	0.21	0.35	0.35	0.01	0.15	0.15
Crit Moves:				****			****				****	
Green/Cycle:	0.18	0.00	0.00	0.18	0.00	0.18	0.43	0.71	0.71	0.02	0.30	0.30
Volume/Cap:	0.01	0.00	0.00	0.50	0.00	0.36	0.50	0.49	0.49	0.49	0.50	0.50
Delay/Veh:	33.7	0.0	0.0	38.4	0.0	36.8	21.4	6.5	6.5	61.8	29.0	29.0
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:	33.7	0.0	0.0	38.4	0.0	36.8	21.4	6.5	6.5	61.8	29.0	29.0
LOS by Move:	C	A	A	D	A	D	C	A	A	E	C	C
HCM2kAvgQ:	0	0	0	4	0	3	9	9	9	1	7	7

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM (Improvements)

Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	5	0	0	20	0	329	120	357	2	20	1293	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	20	0	329	120	357	2	20	1293	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	20	0	329	120	357	2	20	1293	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	20	0	329	120	357	2	20	1293	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	20	0	329	120	357	2	20	1293	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	0	0	20	0	329	120	357	2	20	1293	46

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	0.87	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.93	0.07
Final Sat.:	1606	0	0	1653	0	1615	1805	3586	20	1805	3469	123

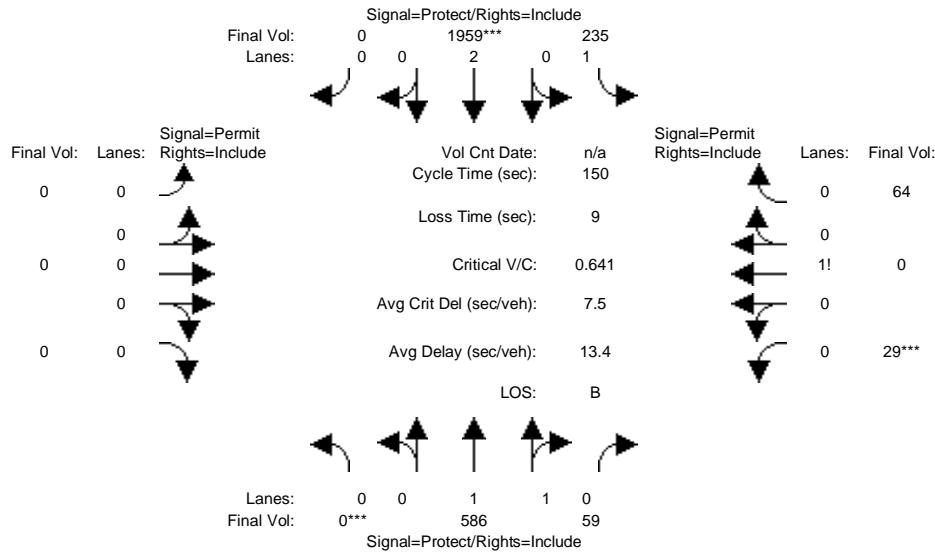
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.20	0.07	0.10	0.10	0.01	0.37	0.37
Crit Moves:						****	****				****	
Green/Cycle:	0.29	0.00	0.00	0.29	0.00	0.29	0.09	0.37	0.37	0.26	0.53	0.53
Volume/Cap:	0.01	0.00	0.00	0.04	0.00	0.71	0.71	0.27	0.27	0.04	0.71	0.71
Delay/Veh:	25.4	0.0	0.0	25.7	0.0	36.7	56.7	22.5	22.5	28.0	19.0	19.0
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:	25.4	0.0	0.0	25.7	0.0	36.7	56.7	22.5	22.5	28.0	19.0	19.0
LOS by Move:	C	A	A	C	A	D	E	C	C	C	B	B
HCM2kAvgQ:	0	0	0	0	0	10	5	4	4	0	17	17

Note: Queue reported is the number of cars per lane.

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM (Improvements)

Intersection #1111: University/Purdue (new signal)



Street Name:	University Avenue						Purdue Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	10	0	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	586	59	235	1959	0	0	0	0	29	0	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:	0	586	59	235	1959	0	0	0	0	29	0	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:	0	586	59	235	1959	0	0	0	0	29	0	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:	0	586	59	235	1959	0	0	0	0	29	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	586	59	235	1959	0	0	0	0	29	0	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	586	59	235	1959	0	0	0	0	29	0	64

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	1.00	1.00	1.00	0.82	1.00	0.82
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Final Sat.:	0	3234	326	1805	3610	0	0	0	0	486	0	1072

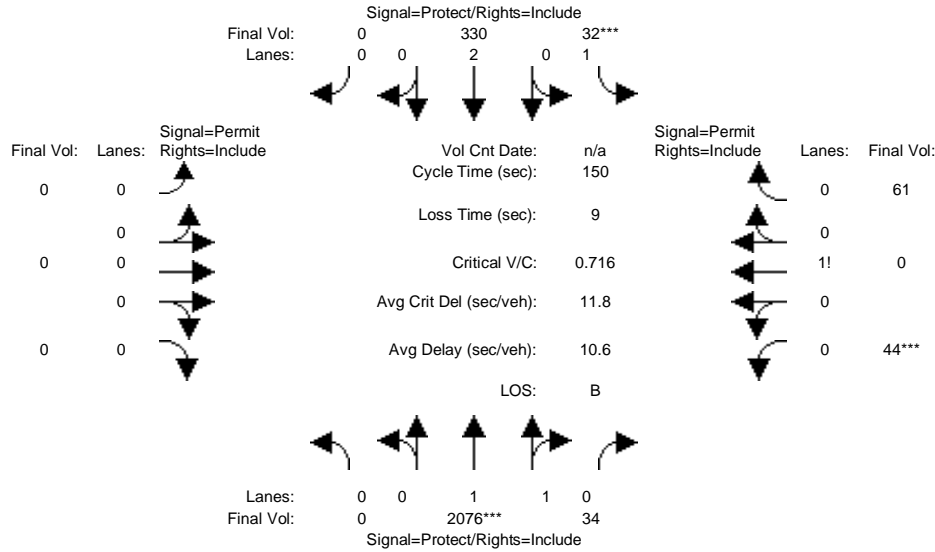
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.13	0.54	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.49	0.49	0.35	0.85	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.37	0.37	0.37	0.64	0.00	0.00	0.00	0.00	0.64	0.00	0.64
Delay/Veh:	0.0	23.7	23.7	36.3	4.3	0.0	0.0	0.0	0.0	74.9	0.0	74.9
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	23.7	23.7	36.3	4.3	0.0	0.0	0.0	0.0	74.9	0.0	74.9
LOS by Move:	A	C	C	D	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	9	9	8	16	0	0	0	0	5	0	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM (Improvements)

Intersection #1111: University/Purdue (new signal)



Street Name:	University Avenue						Purdue 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2076	34	32	330	0	0	0	0	44	0	61
Growth Adj:	1.00	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	2076	34	32	330	0	0	0	0	44	0	61
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	2076	34	32	330	0	0	0	0	44	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2076	34	32	330	0	0	0	0	44	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2076	34	32	330	0	0	0	0	44	0	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2076	34	32	330	0	0	0	0	44	0	61

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.80	1.00	0.80
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	0.42	0.00	0.58
Final Sat.:	0	3545	58	1805	3610	0	0	0	0	635	0	880

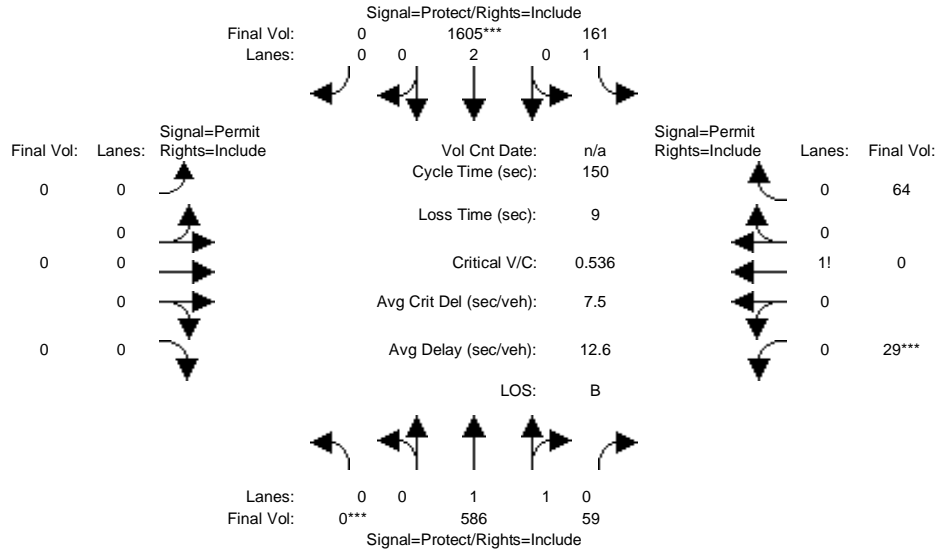
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.59	0.59	0.02	0.09	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.82	0.82	0.02	0.84	0.00	0.00	0.00	0.00	0.10	0.00	0.10
Volume/Cap:	0.00	0.72	0.72	0.72	0.11	0.00	0.00	0.00	0.00	0.72	0.00	0.72
Delay/Veh:	0.0	6.8	6.8	115.3	2.0	0.0	0.0	0.0	0.0	81.2	0.0	81.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.8	6.8	115.3	2.0	0.0	0.0	0.0	0.0	81.2	0.0	81.2
LOS by Move:	A	A	A	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	23	23	3	1	0	0	0	0	6	0	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM (Improvements)

Intersection #1111: University/Purdue (new signal)



Street Name:	University Avenue						Purdue 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	10	10	7	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	586	59	161	1605	0	0	0	0	29	0	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:	0	586	59	161	1605	0	0	0	0	29	0	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:	0	586	59	161	1605	0	0	0	0	29	0	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:	0	586	59	161	1605	0	0	0	0	29	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	586	59	161	1605	0	0	0	0	29	0	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	586	59	161	1605	0	0	0	0	29	0	64

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	1.00	1.00	1.00	0.82	1.00	0.82
Lanes:	0.00	1.82	0.18	1.00	2.00	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Final Sat.:	0	3234	326	1805	3610	0	0	0	0	488	0	1078

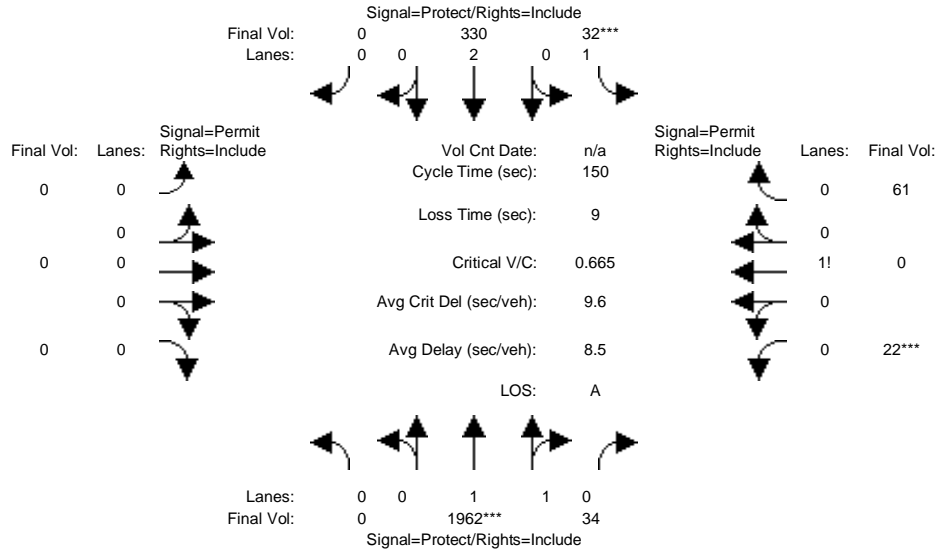
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.18	0.18	0.09	0.44	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.56	0.56	0.27	0.83	0.00	0.00	0.00	0.00	0.11	0.00	0.11
Volume/Cap:	0.00	0.33	0.33	0.33	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.54
Delay/Veh:	0.0	18.2	18.2	43.8	4.1	0.0	0.0	0.0	0.0	66.3	0.0	66.3
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	18.2	18.2	43.8	4.1	0.0	0.0	0.0	0.0	66.3	0.0	66.3
LOS by Move:	A	B	B	D	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	8	8	6	12	0	0	0	0	5	0	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM (Improvements)

Intersection #1111: University/Purdue (new signal)



Street Name:	University Avenue						Purdue 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
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	1962	34	32	330	0	0	0	0	22	0	61
Growth Adj:	1.00	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	1962	34	32	330	0	0	0	0	22	0	61
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	1962	34	32	330	0	0	0	0	22	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1962	34	32	330	0	0	0	0	22	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1962	34	32	330	0	0	0	0	22	0	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1962	34	32	330	0	0	0	0	22	0	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.83	1.00	0.83
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	0.27	0.00	0.73
Final Sat.:	0	3538	61	1805	3610	0	0	0	0	417	0	1156

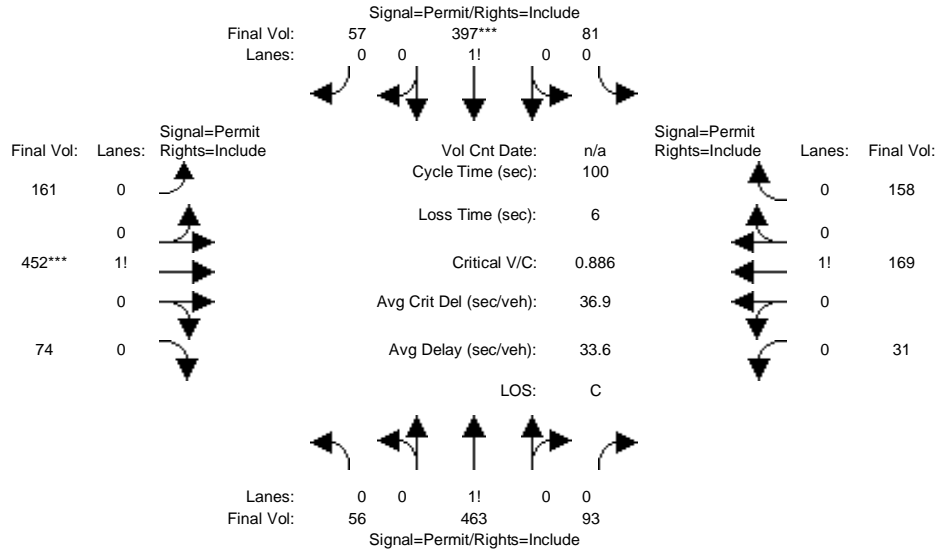
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.55	0.02	0.09	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.83	0.83	0.03	0.86	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Volume/Cap:	0.00	0.66	0.66	0.66	0.11	0.00	0.00	0.00	0.00	0.66	0.00	0.66
Delay/Veh:	0.0	5.2	5.2	102.3	1.6	0.0	0.0	0.0	0.0	79.9	0.0	79.9
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	5.2	5.2	102.3	1.6	0.0	0.0	0.0	0.0	79.9	0.0	79.9
LOS by Move:	A	A	A	F	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	18	18	3	1	0	0	0	0	5	0	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	56	463	93	81	397	57	161	452	74	31	169	158
Growth Adj:	1.00	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	463	93	81	397	57	161	452	74	31	169	158
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	463	93	81	397	57	161	452	74	31	169	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	463	93	81	397	57	161	452	74	31	169	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	463	93	81	397	57	161	452	74	31	169	158
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	463	93	81	397	57	161	452	74	31	169	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.76	0.76	0.76	0.78	0.78	0.78	0.86	0.86	0.86
Lanes:	0.09	0.76	0.15	0.15	0.74	0.11	0.23	0.66	0.11	0.09	0.47	0.44
Final Sat.:	154	1269	255	218	1070	154	349	979	160	142	775	724

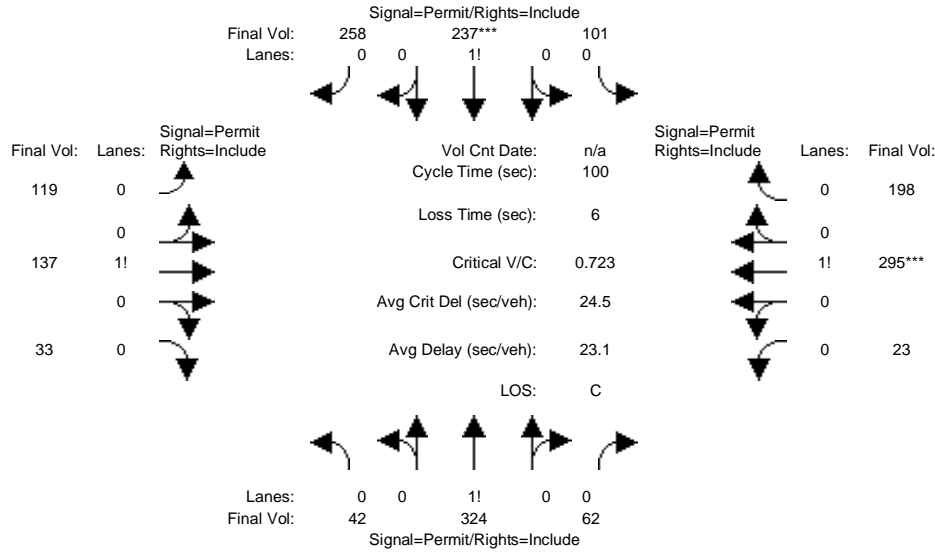
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.36	0.37	0.37	0.37	0.46	0.46	0.46	0.22	0.22	0.22
Crit Moves:				****	****	****	****	****	****			
Green/Cycle:	0.42	0.42	0.42	0.42	0.42	0.42	0.52	0.52	0.52	0.52	0.52	0.52
Volume/Cap:	0.87	0.87	0.87	0.89	0.89	0.89	0.89	0.89	0.89	0.42	0.42	0.42
Delay/Veh:	38.1	38.1	38.1	41.5	41.5	41.5	33.2	33.2	33.2	15.0	15.0	15.0
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:	38.1	38.1	38.1	41.5	41.5	41.5	33.2	33.2	33.2	15.0	15.0	15.0
LOS by Move:	D	D	D	D	D	D	C	C	C	B	B	B
HCM2kAvgQ:	20	20	20	19	19	19	22	22	22	7	7	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



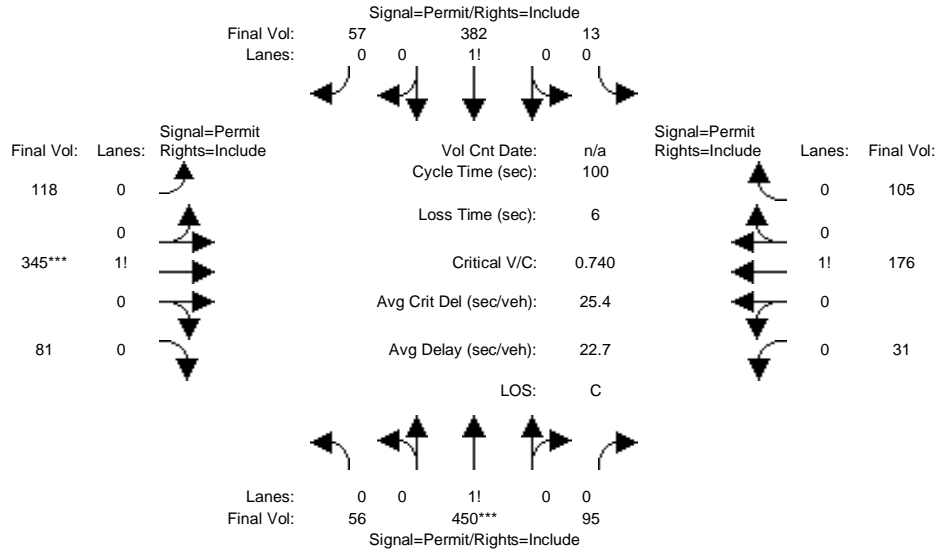
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	42	324	62	101	237	258	119	137	33	23	295	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	324	62	101	237	258	119	137	33	23	295	198
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:	42	324	62	101	237	258	119	137	33	23	295	198
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	324	62	101	237	258	119	137	33	23	295	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	324	62	101	237	258	119	137	33	23	295	198
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:	42	324	62	101	237	258	119	137	33	23	295	198
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.81	0.81	0.81	0.54	0.54	0.54	0.93	0.93	0.93
Lanes:	0.10	0.76	0.14	0.17	0.40	0.43	0.41	0.48	0.11	0.04	0.58	0.38
Final Sat.:	167	1288	247	261	612	666	420	484	116	79	1008	677
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.39	0.39	0.39	0.28	0.28	0.28	0.29	0.29	0.29
Crit Moves:					****						****	
Green/Cycle:	0.54	0.54	0.54	0.54	0.54	0.54	0.40	0.40	0.40	0.40	0.40	0.40
Volume/Cap:	0.47	0.47	0.47	0.72	0.72	0.72	0.70	0.70	0.70	0.72	0.72	0.72
Delay/Veh:	14.8	14.8	14.8	20.8	20.8	20.8	30.0	30.0	30.0	28.7	28.7	28.7
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:	14.8	14.8	14.8	20.8	20.8	20.8	30.0	30.0	30.0	28.7	28.7	28.7
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	8	8	8	15	15	15	9	9	9	14	14	14

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	56	450	95	13	382	57	118	345	81	31	176	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:	56	450	95	13	382	57	118	345	81	31	176	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:	56	450	95	13	382	57	118	345	81	31	176	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:	56	450	95	13	382	57	118	345	81	31	176	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	450	95	13	382	57	118	345	81	31	176	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:	56	450	95	13	382	57	118	345	81	31	176	105

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.97	0.97	0.97	0.82	0.82	0.82	0.88	0.88	0.88
Lanes:	0.09	0.75	0.16	0.03	0.84	0.13	0.22	0.63	0.15	0.10	0.56	0.34
Final Sat.:	161	1294	273	53	1550	231	339	991	233	167	948	565

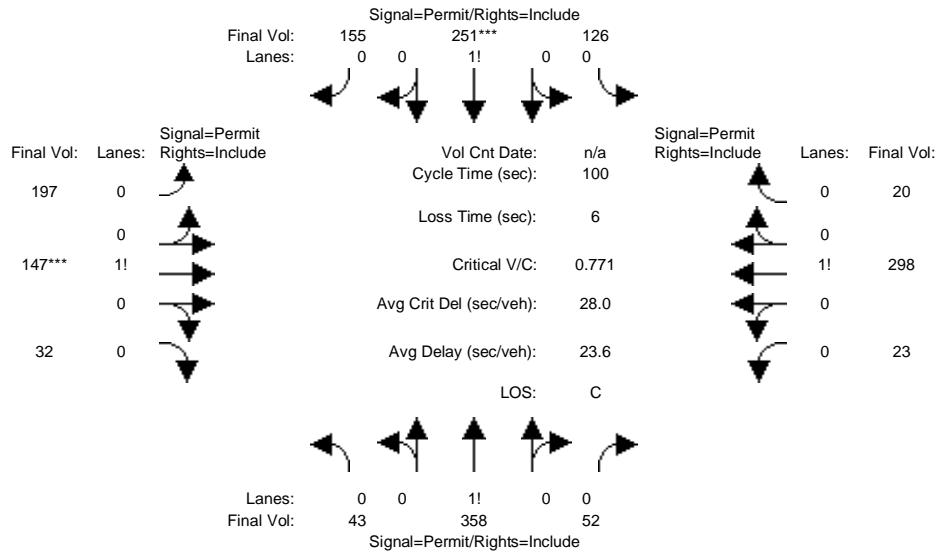
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.25	0.25	0.25	0.35	0.35	0.35	0.19	0.19	0.19
Crit Moves:	****						****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.74	0.74	0.74	0.52	0.52	0.52	0.74	0.74	0.74	0.39	0.39	0.39
Delay/Veh:	25.2	25.2	25.2	19.3	19.3	19.3	25.6	25.6	25.6	17.6	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:	25.2	25.2	25.2	19.3	19.3	19.3	25.6	25.6	25.6	17.6	17.6	17.6
LOS by Move:	C	C	C	B	B	B	C	C	C	B	B	B
HCM2kAvgQ:	16	16	16	10	10	10	15	15	15	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



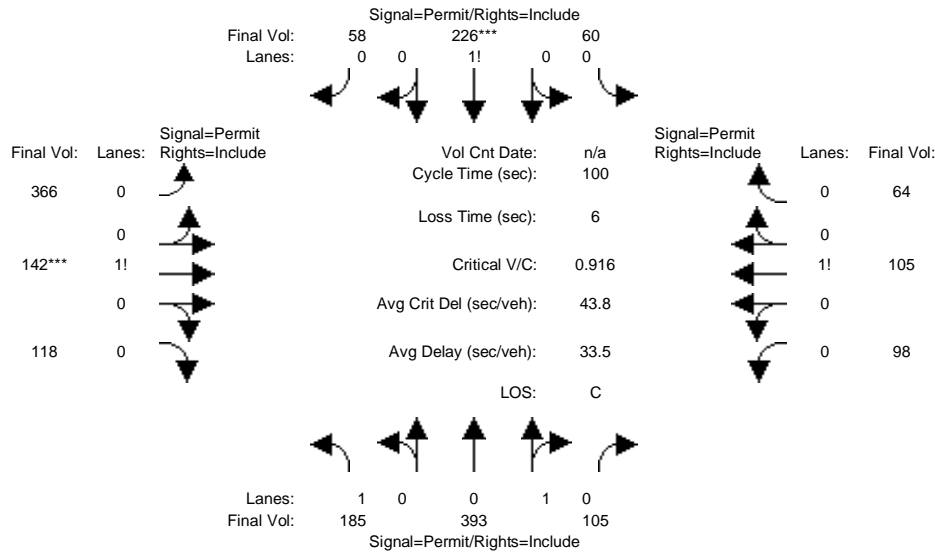
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	43	358	52	126	251	155	197	147	32	23	298	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	358	52	126	251	155	197	147	32	23	298	20
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:	43	358	52	126	251	155	197	147	32	23	298	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	358	52	126	251	155	197	147	32	23	298	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	358	52	126	251	155	197	147	32	23	298	20
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:	43	358	52	126	251	155	197	147	32	23	298	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.73	0.73	0.73	0.58	0.58	0.58	0.96	0.96	0.96
Lanes:	0.09	0.80	0.11	0.24	0.47	0.29	0.52	0.39	0.09	0.07	0.87	0.06
Final Sat.:	164	1362	198	330	657	406	574	428	93	122	1586	106
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.38	0.38	0.38	0.34	0.34	0.34	0.19	0.19	0.19
Crit Moves:				****	****	****	****	****	****			
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.53	0.53	0.53	0.77	0.77	0.77	0.77	0.77	0.77	0.42	0.42	0.42
Delay/Veh:	17.9	17.9	17.9	26.0	26.0	26.0	30.9	30.9	30.9	19.3	19.3	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	17.9	17.9	26.0	26.0	26.0	30.9	30.9	30.9	19.3	19.3	19.3
LOS by Move:	B	B	B	C	C	C	C	C	C	B	B	B
HCM2kAvgQ:	10	10	10	15	15	15	12	12	12	7	7	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	185	393	105	60	226	58	366	142	118	98	105	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:	185	393	105	60	226	58	366	142	118	98	105	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:	185	393	105	60	226	58	366	142	118	98	105	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:	185	393	105	60	226	58	366	142	118	98	105	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	393	105	60	226	58	366	142	118	98	105	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	185	393	105	60	226	58	366	142	118	98	105	64

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.74	0.97	0.97	0.51	0.51	0.51	0.65	0.65	0.65	0.68	0.68	0.68
Lanes:	1.00	0.79	0.21	0.17	0.66	0.17	0.58	0.23	0.19	0.37	0.39	0.24
Final Sat.:	1397	1451	388	169	637	163	724	281	233	476	510	311

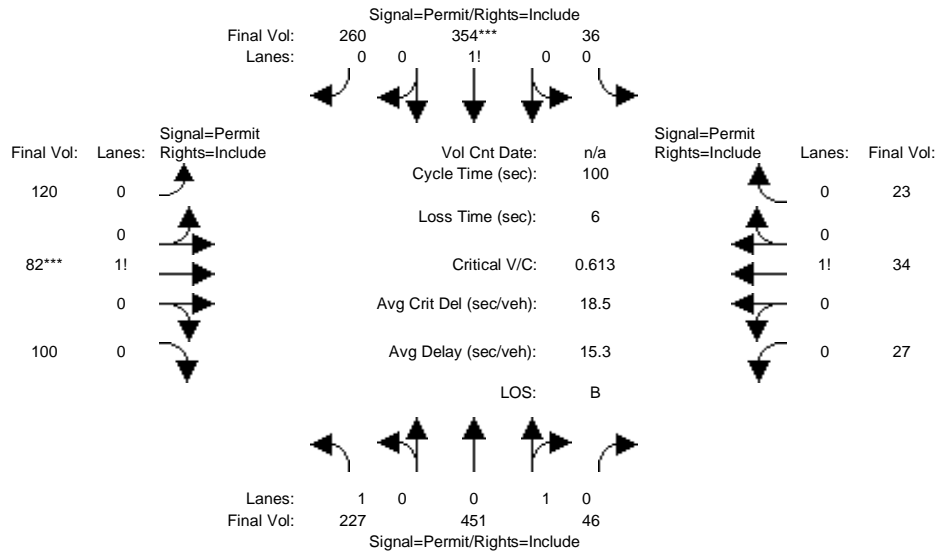
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.27	0.36	0.36	0.36	0.51	0.51	0.51	0.21	0.21	0.21
Crit Moves:					****			****				
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.34	0.70	0.70	0.92	0.92	0.92	0.92	0.92	0.92	0.37	0.37	0.37
Delay/Veh:	22.0	28.8	28.8	55.6	55.6	55.6	37.4	37.4	37.4	12.9	12.9	12.9
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:	22.0	28.8	28.8	55.6	55.6	55.6	37.4	37.4	37.4	12.9	12.9	12.9
LOS by Move:	C	C	C	E	E	E	D	D	D	B	B	B
HCM2kAvgQ:	4	14	14	14	14	14	22	22	22	5	5	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	227	451	46	36	354	260	120	82	100	27	34	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	451	46	36	354	260	120	82	100	27	34	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	451	46	36	354	260	120	82	100	27	34	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	451	46	36	354	260	120	82	100	27	34	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	451	46	36	354	260	120	82	100	27	34	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	227	451	46	36	354	260	120	82	100	27	34	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.54	0.99	0.99	0.90	0.90	0.90	0.81	0.81	0.81	0.84	0.84	0.84
Lanes:	1.00	0.91	0.09	0.06	0.54	0.40	0.40	0.27	0.33	0.32	0.41	0.27
Final Sat.:	1020	1700	173	95	934	686	609	416	508	512	644	436

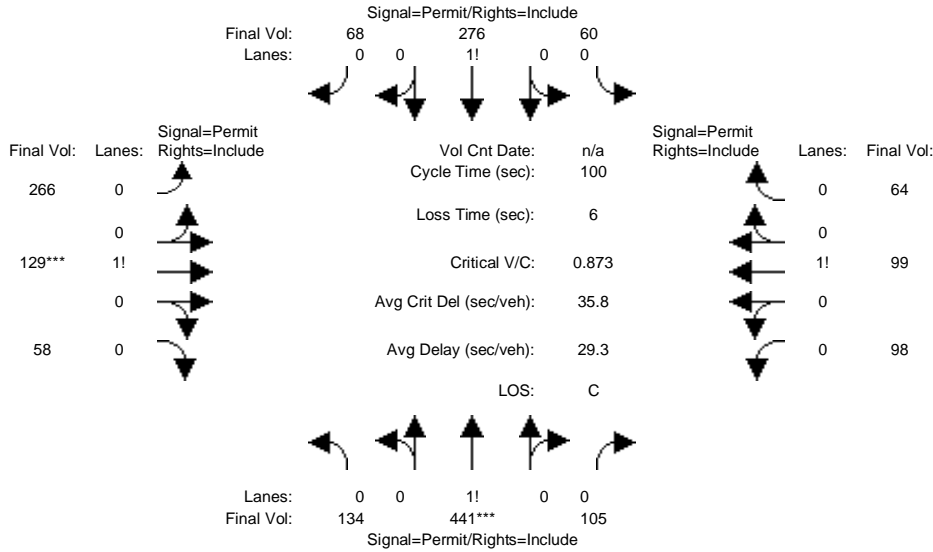
Capacity Analysis Module:												
Vol/Sat:	0.22	0.27	0.27	0.38	0.38	0.38	0.20	0.20	0.20	0.05	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.36	0.43	0.43	0.61	0.61	0.61	0.61	0.61	0.61	0.16	0.16	0.16
Delay/Veh:	9.7	10.2	10.2	12.8	12.8	12.8	31.0	31.0	31.0	24.5	24.5	24.5
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:	9.7	10.2	10.2	12.8	12.8	12.8	31.0	31.0	31.0	24.5	24.5	24.5
LOS by Move:	A	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	8	8	13	13	13	9	9	9	2	2	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	134	441	105	60	276	68	266	129	58	98	99	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:	134	441	105	60	276	68	266	129	58	98	99	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:	134	441	105	60	276	68	266	129	58	98	99	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:	134	441	105	60	276	68	266	129	58	98	99	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	441	105	60	276	68	266	129	58	98	99	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	441	105	60	276	68	266	129	58	98	99	64

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	0.80	0.80	0.83	0.83	0.83	0.64	0.64	0.64	0.73	0.73	0.73
Lanes:	0.20	0.65	0.15	0.15	0.68	0.17	0.59	0.28	0.13	0.38	0.38	0.24
Final Sat.:	300	988	235	233	1073	264	711	345	155	519	525	339

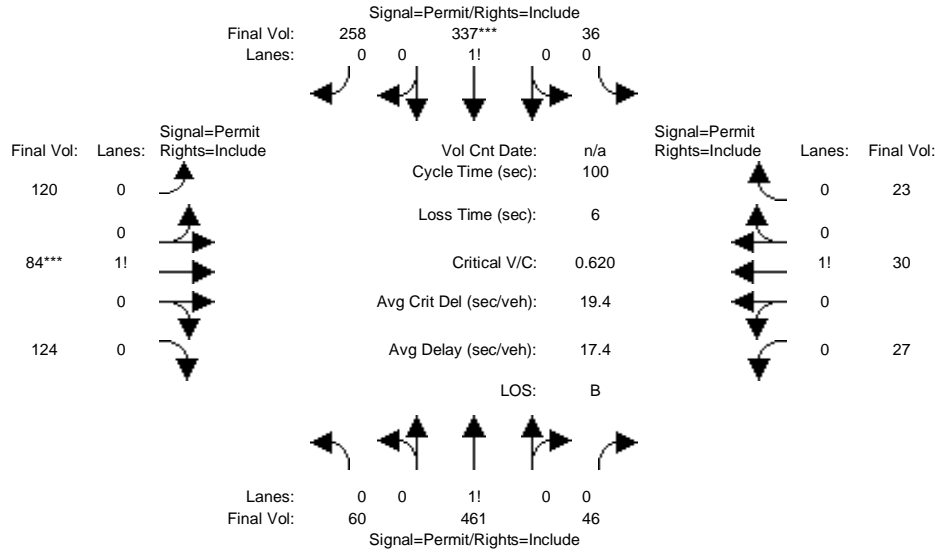
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.26	0.26	0.26	0.37	0.37	0.37	0.19	0.19	0.19
Crit Moves:	****						****					
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.87	0.87	0.87	0.50	0.50	0.50	0.87	0.87	0.87	0.44	0.44	0.44
Delay/Veh:	32.2	32.2	32.2	16.6	16.6	16.6	41.1	41.1	41.1	20.6	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	32.2	32.2	16.6	16.6	16.6	41.1	41.1	41.1	20.6	20.6	20.6
LOS by Move:	C	C	C	B	B	B	D	D	D	C	C	C
HCM2kAvgQ:	22	22	22	8	8	8	16	16	16	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	60	461	46	36	337	258	120	84	124	27	30	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	461	46	36	337	258	120	84	124	27	30	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	461	46	36	337	258	120	84	124	27	30	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	461	46	36	337	258	120	84	124	27	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	461	46	36	337	258	120	84	124	27	30	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	461	46	36	337	258	120	84	124	27	30	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.90	0.90	0.90	0.81	0.81	0.81	0.82	0.82	0.82
Lanes:	0.11	0.81	0.08	0.06	0.53	0.41	0.36	0.26	0.38	0.34	0.37	0.29
Final Sat.:	177	1363	136	98	913	699	563	394	581	527	585	449

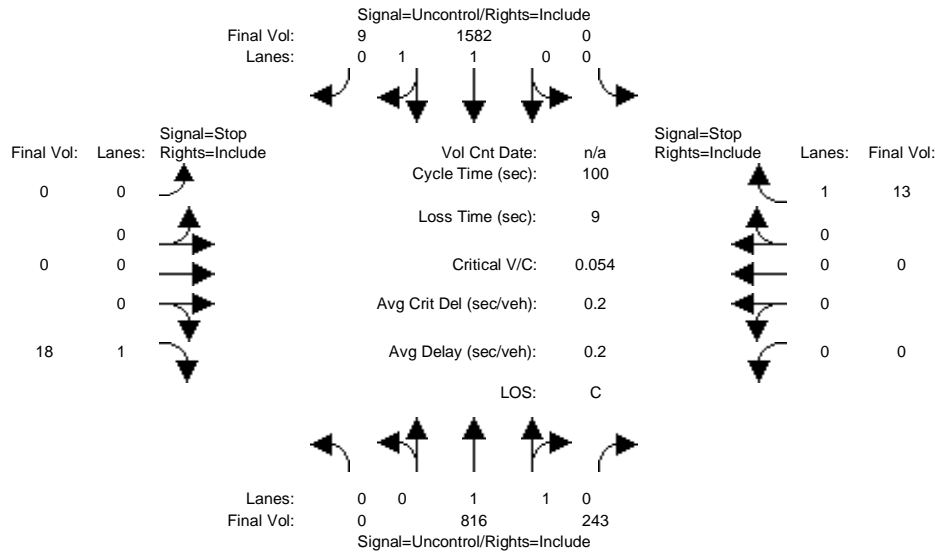
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.37	0.37	0.37	0.21	0.21	0.21	0.05	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.57	0.57	0.57	0.62	0.62	0.62	0.62	0.62	0.62	0.15	0.15	0.15
Delay/Veh:	13.1	13.1	13.1	14.1	14.1	14.1	29.6	29.6	29.6	22.8	22.8	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.1	13.1	13.1	14.1	14.1	14.1	29.6	29.6	29.6	22.8	22.8	22.8
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	11	11	11	13	13	13	9	9	9	2	2	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



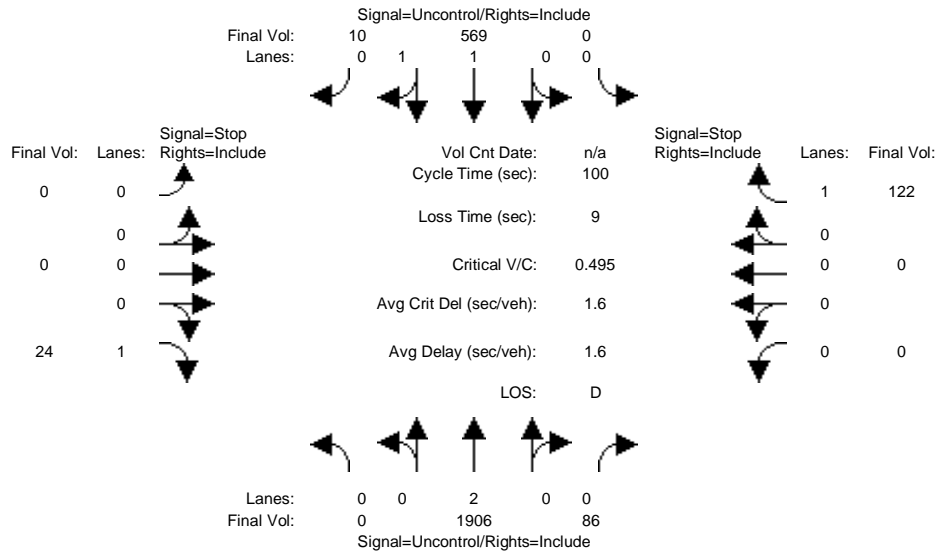
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	816	243	0	1582	9	0	0	18	0	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	816	243	0	1582	9	0	0	18	0	0	13
Added Vol:	0	0	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:	0	816	243	0	1582	9	0	0	18	0	0	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:	0	816	243	0	1582	9	0	0	18	0	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	816	243	0	1582	9	0	0	18	0	0	13
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.9	xxxx	xxxx	6.9
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	xxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	796	xxxx	xxxx	530
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	334	xxxx	xxxx	499
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	334	xxxx	xxxx	499
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.03
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.1
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	16.4	xxxx	xxxx	12.4
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					16.4			12.4
ApproachLOS:	*			*					C			B

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:												
Base Vol:	0	1906	86	0	569	10	0	0	24	0	0	122
Growth Adj:	1.00	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	1906	86	0	569	10	0	0	24	0	0	122
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	1906	86	0	569	10	0	0	24	0	0	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1906	86	0	569	10	0	0	24	0	0	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1906	86	0	569	10	0	0	24	0	0	122

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	290	xxxx	xxxx	996
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	713	xxxx	xxxx	247
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	713	xxxx	xxxx	247
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.49

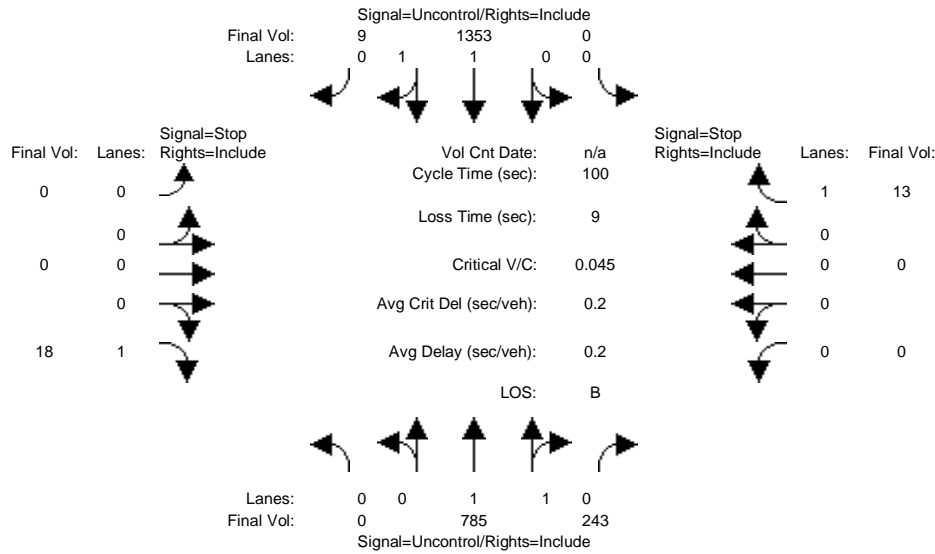
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	2.5
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.2	xxxxx	xxxx	33.1
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	D
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					10.2			33.1
ApproachLOS:	*			*					B			D

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	785	243	0	1353	9	0	0	18	0	0	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:	0	785	243	0	1353	9	0	0	18	0	0	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:	0	785	243	0	1353	9	0	0	18	0	0	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:	0	785	243	0	1353	9	0	0	18	0	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	785	243	0	1353	9	0	0	18	0	0	13

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.9	xxxx	xxxx	6.9
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	xxxx	xxxx	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	681	xxxx	xxxx	514
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	398	xxxx	xxxx	511
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	398	xxxx	xxxx	511
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.03

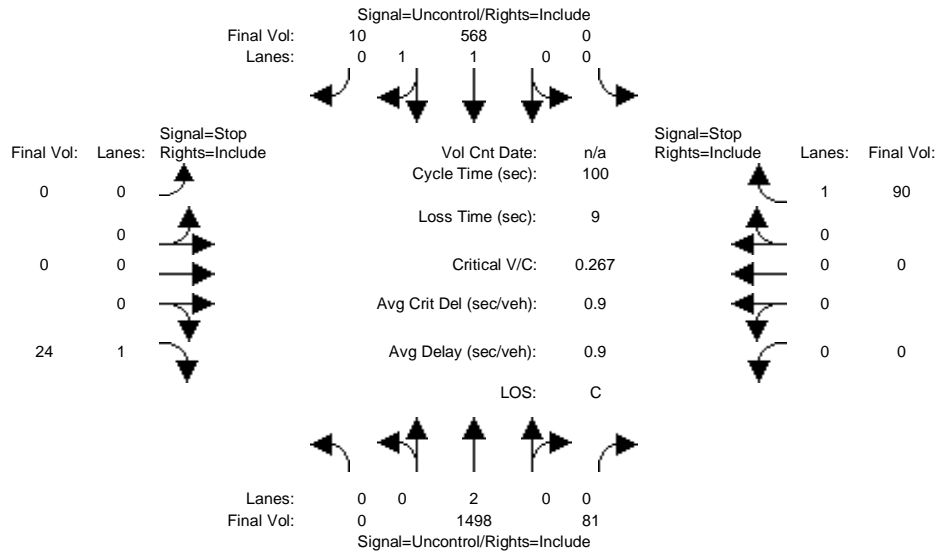
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.1
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	14.5	xxxx	xxxx	12.2
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					14.5			12.2
ApproachLOS:	*			*					B			B

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:												
Base Vol:	0	1498	81	0	568	10	0	0	24	0	0	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:	0	1498	81	0	568	10	0	0	24	0	0	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:	0	1498	81	0	568	10	0	0	24	0	0	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:	0	1498	81	0	568	10	0	0	24	0	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1498	81	0	568	10	0	0	24	0	0	90

Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.9	xxxx	xxxx	6.9
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	xxxx	xxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	289	xxxx	xxxx	790
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	714	xxxx	xxxx	338
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	714	xxxx	xxxx	338
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.27

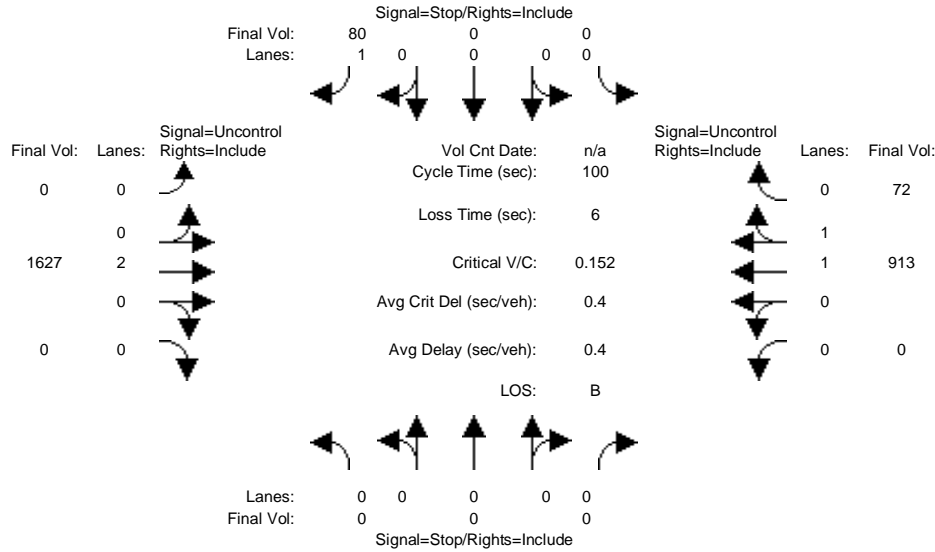
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	1.1
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.2	xxxx	xxxx	19.5
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					10.2			19.5
ApproachLOS:	*			*					B			C

Note: Queue reported is the number of cars per lane.

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:												
Base Vol:	0	0	0	0	0	80	0	1627	0	0	913	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	80	0	1627	0	0	913	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	80	0	1627	0	0	913	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	80	0	1627	0	0	913	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	80	0	1627	0	0	913	72

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	493	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	527	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	527	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

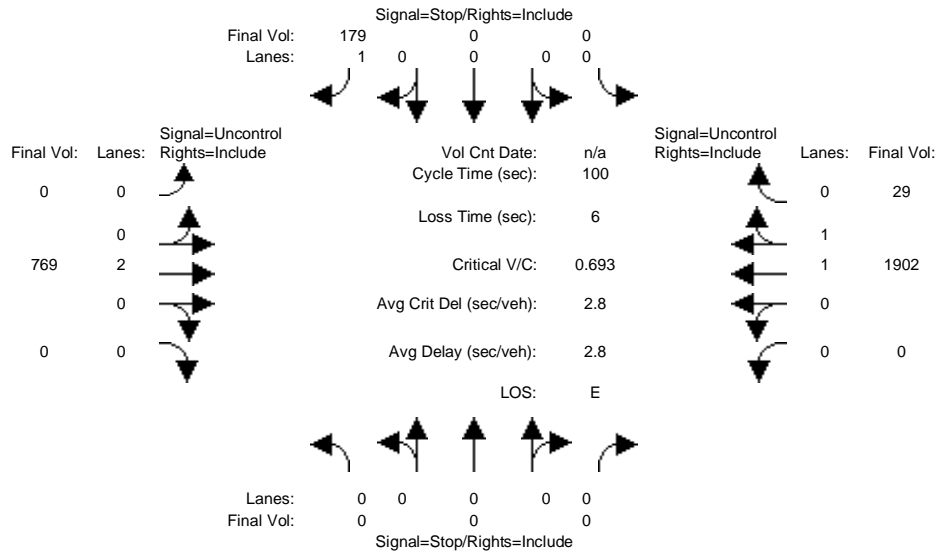
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					13.0	xxxxxx			xxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	0	0	179	0	769	0	0	1902	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	179	0	769	0	0	1902	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	179	0	769	0	0	1902	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	179	0	769	0	0	1902	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	179	0	769	0	0	1902	29

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	966	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	258	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	258	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.69	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

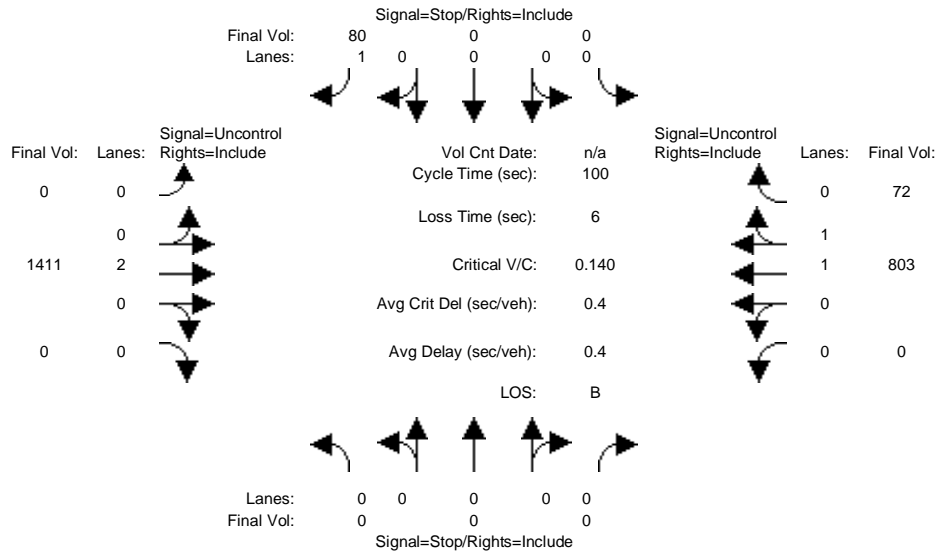
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	4.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	45.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	E	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			45.3			xxxxxxx			xxxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	80	0	1411	0	0	803	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	80	0	1411	0	0	803	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	80	0	1411	0	0	803	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	80	0	1411	0	0	803	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	80	0	1411	0	0	803	72

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	438	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	573	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	573	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

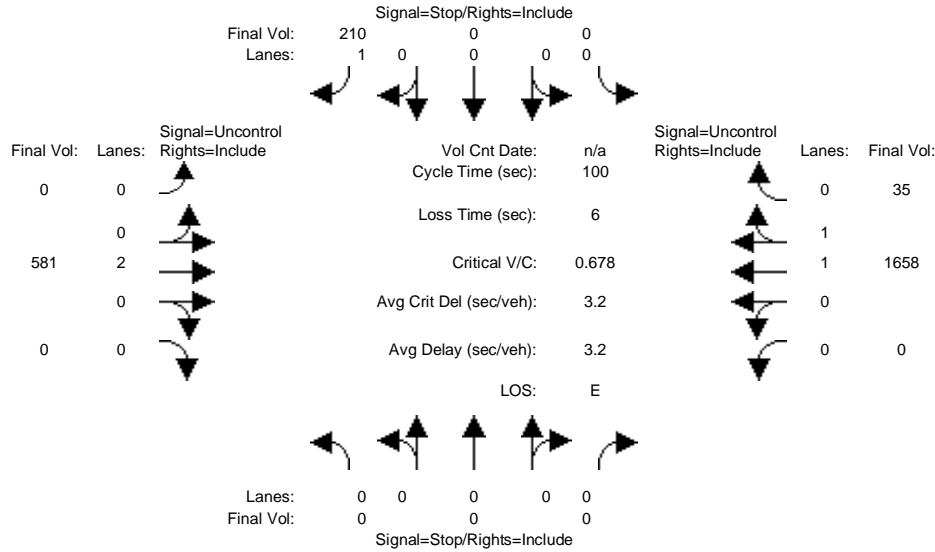
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					12.3	xxxxxx					xxxxxx
ApproachLOS:	*					B	*					*

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	210	0	581	0	0	1658	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	210	0	581	0	0	1658	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	210	0	581	0	0	1658	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	210	0	581	0	0	1658	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	210	0	581	0	0	1658	35

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	847	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	310	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	310	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.68	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

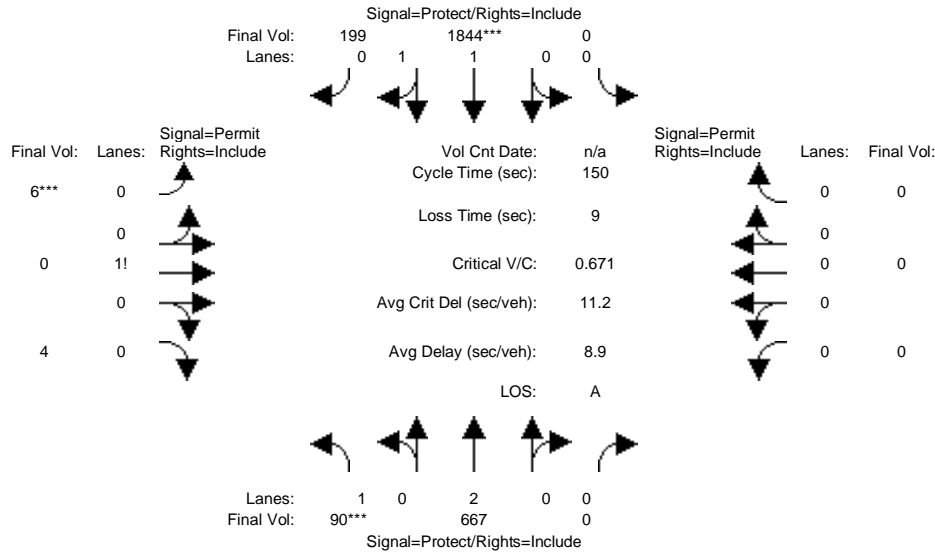
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	4.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	38.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	E	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			38.0			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd AM (Improvements)

Intersection #3002: University Ave & Adams Dr



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	0	0	10	10	10	0	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:	90	667	0	0	1844	199	6	0	4	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:	90	667	0	0	1844	199	6	0	4	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:	90	667	0	0	1844	199	6	0	4	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:	90	667	0	0	1844	199	6	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	667	0	0	1844	199	6	0	4	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
Final Volume:	90	667	0	0	1844	199	6	0	4	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.82	1.00	0.82	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.81	0.19	0.60	0.00	0.40	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3209	346	938	0	625	0	0	0

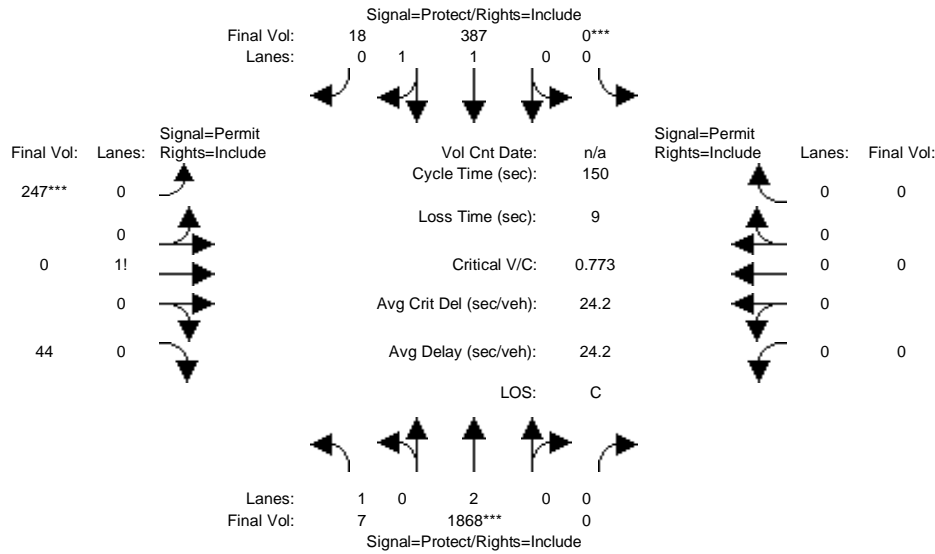
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.00	0.00	0.57	0.57	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.87	0.00	0.00	0.80	0.80	0.07	0.00	0.07	0.00	0.00	0.00
Volume/Cap:	0.71	0.21	0.00	0.00	0.71	0.71	0.10	0.00	0.10	0.00	0.00	0.00
Delay/Veh:	86.0	1.5	0.0	0.0	7.7	7.7	66.2	0.0	66.2	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:	86.0	1.5	0.0	0.0	7.7	7.7	66.2	0.0	66.2	0.0	0.0	0.0
LOS by Move:	F	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	5	3	0	0	23	23	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj No Loop Rd PM (Improvements)

Intersection #3002: University Ave & Adams Dr



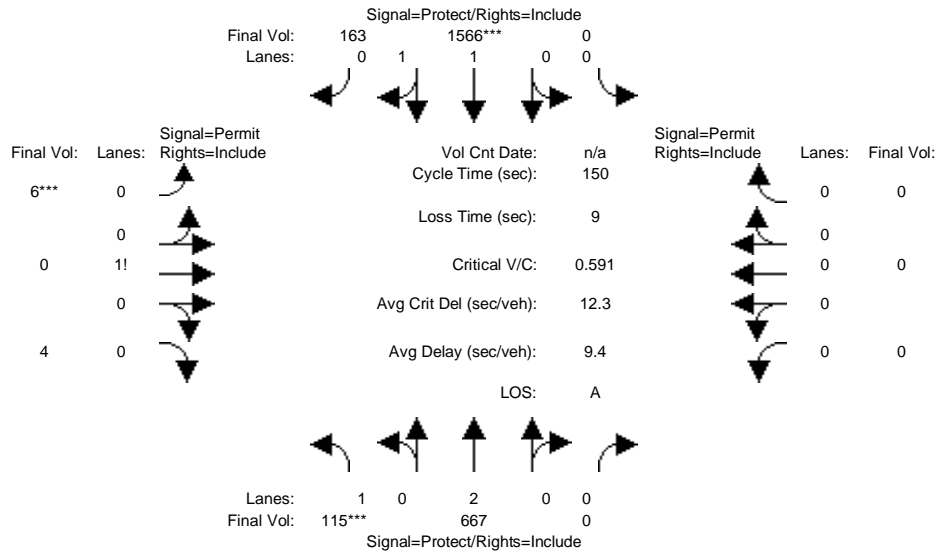
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	1868	0	0	387	18	247	0	44	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1868	0	0	387	18	247	0	44	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:	7	1868	0	0	387	18	247	0	44	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:	7	1868	0	0	387	18	247	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1868	0	0	387	18	247	0	44	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
Final Volume:	7	1868	0	0	387	18	247	0	44	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.00	0.94	0.94	0.73	1.00	0.73	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.91	0.09	0.85	0.00	0.15	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3425	159	1179	0	210	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.00	0.11	0.11	0.21	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.67	0.00	0.00	0.47	0.47	0.27	0.00	0.27	0.00	0.00	0.00
Volume/Cap:	0.02	0.77	0.00	0.00	0.24	0.24	0.77	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	48.7	18.6	0.0	0.0	23.5	23.5	60.0	0.0	60.0	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:	48.7	18.6	0.0	0.0	23.5	23.5	60.0	0.0	60.0	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	E	A	E	A	A	A
HCM2kAvgQ:	0	31	0	0	6	6	14	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd AM (Improvements)

Intersection #3002: University Ave & Adams Dr



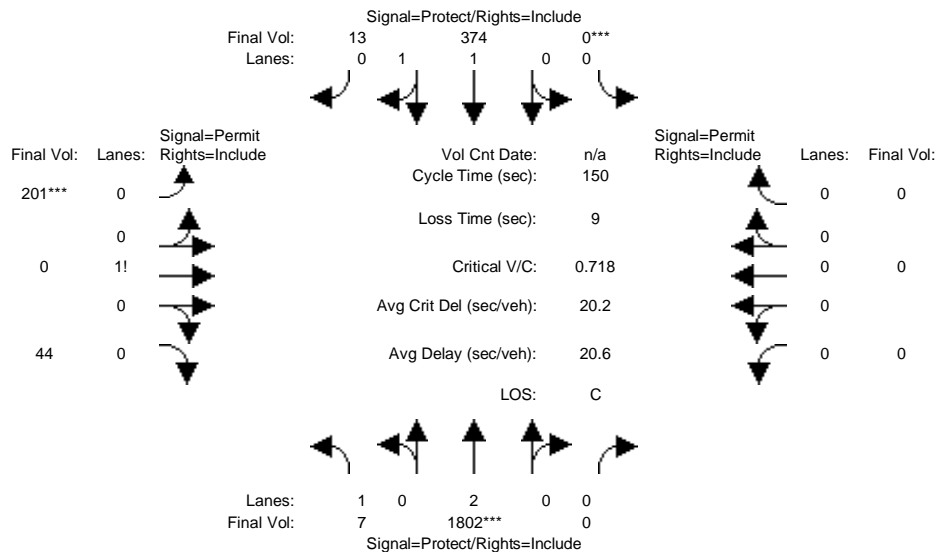
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	115	667	0	0	1566	163	6	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	667	0	0	1566	163	6	0	4	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:	115	667	0	0	1566	163	6	0	4	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:	115	667	0	0	1566	163	6	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	667	0	0	1566	163	6	0	4	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:	115	667	0	0	1566	163	6	0	4	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.82	1.00	0.82	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.81	0.19	0.60	0.00	0.40	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3224	336	938	0	625	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.00	0.00	0.49	0.49	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.10	0.87	0.00	0.00	0.77	0.77	0.07	0.00	0.07	0.00	0.00	0.00
Volume/Cap:	0.63	0.21	0.00	0.00	0.63	0.63	0.10	0.00	0.10	0.00	0.00	0.00
Delay/Veh:	71.5	1.5	0.0	0.0	8.0	8.0	66.2	0.0	66.2	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:	71.5	1.5	0.0	0.0	8.0	8.0	66.2	0.0	66.2	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	6	3	0	0	18	18	0	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + 3.35 Proj with Loop Rd PM (Improvements)

Intersection #3002: University Ave & Adams Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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:	7	1802	0	0	374	13	201	0	44	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:	7	1802	0	0	374	13	201	0	44	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:	7	1802	0	0	374	13	201	0	44	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:	7	1802	0	0	374	13	201	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1802	0	0	374	13	201	0	44	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
Final Volume:	7	1802	0	0	374	13	201	0	44	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.95	0.95	0.73	1.00	0.73	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.93	0.07	0.82	0.00	0.18	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3471	121	1146	0	251	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.11	0.11	0.18	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.21	0.70	0.00	0.00	0.49	0.49	0.24	0.00	0.24	0.00	0.00	0.00
Volume/Cap:	0.02	0.72	0.00	0.00	0.22	0.22	0.72	0.00	0.72	0.00	0.00	0.00
Delay/Veh:	47.0	14.9	0.0	0.0	22.3	22.3	59.1	0.0	59.1	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:	47.0	14.9	0.0	0.0	22.3	22.3	59.1	0.0	59.1	0.0	0.0	0.0
LOS by Move:	D	B	A	A	C	C	E	A	E	A	A	A
HCM2kAvgQ:	0	26	0	0	5	5	12	0	12	0	0	0

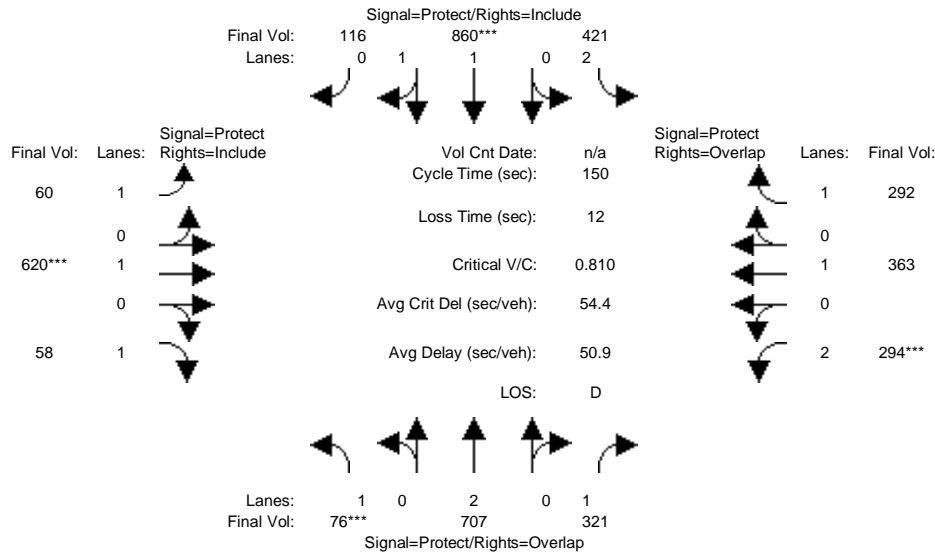
Note: Queue reported is the number of cars per lane.

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Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	76	707	321	421	860	116	60	620	58	294	363	292
Growth Adj:	1.00	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	707	321	421	860	116	60	620	58	294	363	292
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	707	321	421	860	116	60	620	58	294	363	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	707	321	421	860	116	60	620	58	294	363	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	707	321	421	860	116	60	620	58	294	363	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	707	321	421	860	116	60	620	58	294	363	292

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.83	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	2.00	1.00	2.00	1.76	0.24	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	3505	1568	3400	3033	409	1769	1862	1583	3432	1862	1583

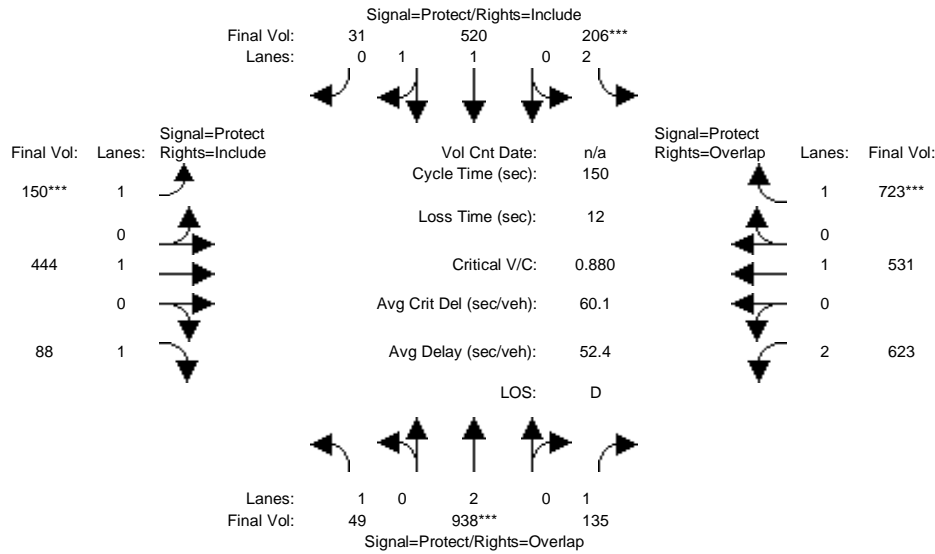
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.04	0.20	0.20	0.12	0.28	0.28	0.03	0.33	0.04	0.09	0.19	0.18
Crit Moves:	***			***			***			***		
Green/Cycle:	0.05	0.25	0.36	0.15	0.35	0.35	0.10	0.41	0.41	0.11	0.42	0.57
Volume/Cap:	0.81	0.81	0.58	0.81	0.81	0.81	0.34	0.81	0.09	0.81	0.47	0.32
Delay/Veh:	109.4	58.4	40.6	70.4	48.5	48.5	64.1	45.5	27.1	78.4	32.1	17.2
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:	109.4	58.4	40.6	70.4	48.5	48.5	64.1	45.5	27.1	78.4	32.1	17.2
LOS by Move:	F	E	D	E	D	D	E	D	C	E	C	B
HCM2kAvgQ:	5	18	12	12	23	23	3	26	2	9	12	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	49	938	135	206	520	31	150	444	88	623	531	723
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	938	135	206	520	31	150	444	88	623	531	723
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:	49	938	135	206	520	31	150	444	88	623	531	723
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	938	135	206	520	31	150	444	88	623	531	723
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	938	135	206	520	31	150	444	88	623	531	723
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	938	135	206	520	31	150	444	88	623	531	723

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.83	0.89	0.92	0.92	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	2.00	1.00	2.00	1.89	0.11	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	3505	1568	3400	3282	196	1769	1862	1583	3432	1862	1583

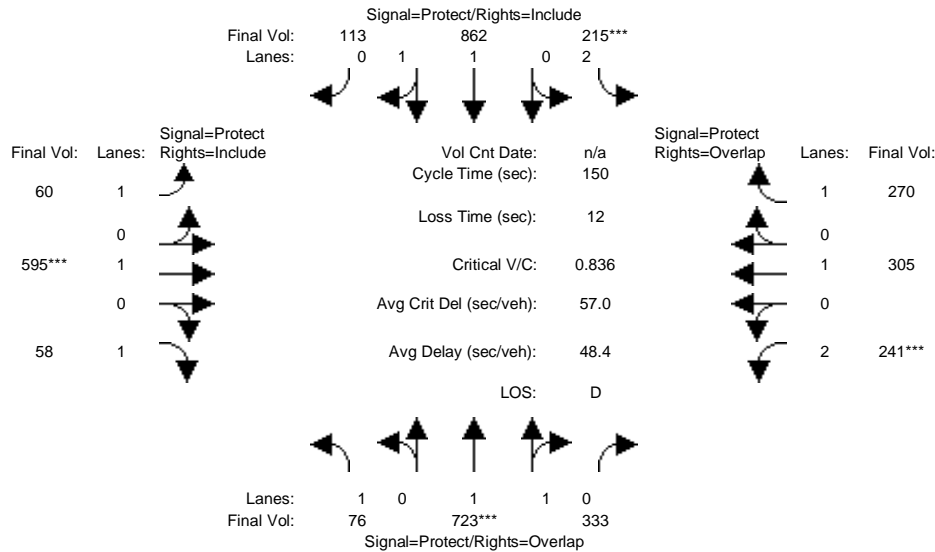
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.27	0.09	0.06	0.16	0.16	0.08	0.24	0.06	0.18	0.29	0.46
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.30	0.54	0.07	0.29	0.29	0.10	0.31	0.31	0.24	0.45	0.52
Volume/Cap:	0.33	0.88	0.16	0.88	0.55	0.55	0.88	0.77	0.18	0.77	0.63	0.88
Delay/Veh:	65.9	58.2	17.4	98.6	45.8	45.8	103.9	53.0	37.9	57.9	33.3	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.9	58.2	17.4	98.6	45.8	45.8	103.9	53.0	37.9	57.9	33.3	42.7
LOS by Move:	E	E	B	F	D	D	F	D	D	E	C	D
HCM2kAvgQ:	2	24	3	7	11	11	9	20	3	15	19	32

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	76	723	333	215	862	113	60	595	58	241	305	270
Growth Adj:	1.00	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	723	333	215	862	113	60	595	58	241	305	270
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	723	333	215	862	113	60	595	58	241	305	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	723	333	215	862	113	60	595	58	241	305	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	723	333	215	862	113	60	595	58	241	305	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	723	333	215	862	113	60	595	58	241	305	270

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	1.37	0.63	2.00	1.77	0.23	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	2287	1053	3400	3046	399	1769	1862	1583	3432	1862	1583

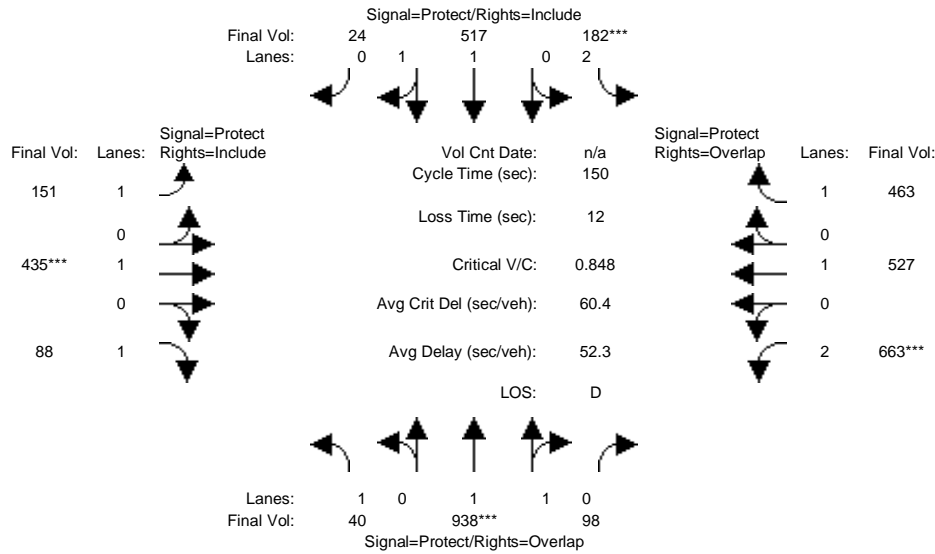
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.32	0.32	0.06	0.28	0.28	0.03	0.32	0.04	0.07	0.16	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.38	0.46	0.08	0.39	0.39	0.10	0.38	0.38	0.08	0.36	0.44
Volume/Cap:	0.68	0.84	0.68	0.84	0.73	0.73	0.33	0.84	0.10	0.84	0.45	0.39
Delay/Veh:	83.7	47.4	33.0	89.0	41.0	41.0	63.5	50.6	29.8	86.4	36.9	28.9
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:	83.7	47.4	33.0	89.0	41.0	41.0	63.5	50.6	29.8	86.4	36.9	28.9
LOS by Move:	F	D	C	F	D	D	E	D	C	F	D	C
HCM2kAvgQ:	5	25	20	7	21	21	3	27	2	8	10	8

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	40	938	98	182	517	24	151	435	88	663	527	463
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	938	98	182	517	24	151	435	88	663	527	463
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	938	98	182	517	24	151	435	88	663	527	463
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	938	98	182	517	24	151	435	88	663	527	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	938	98	182	517	24	151	435	88	663	527	463
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	938	98	182	517	24	151	435	88	663	527	463

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.89	0.92	0.92	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	1.81	0.19	2.00	1.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	3129	327	3400	3326	154	1769	1862	1583	3432	1862	1583

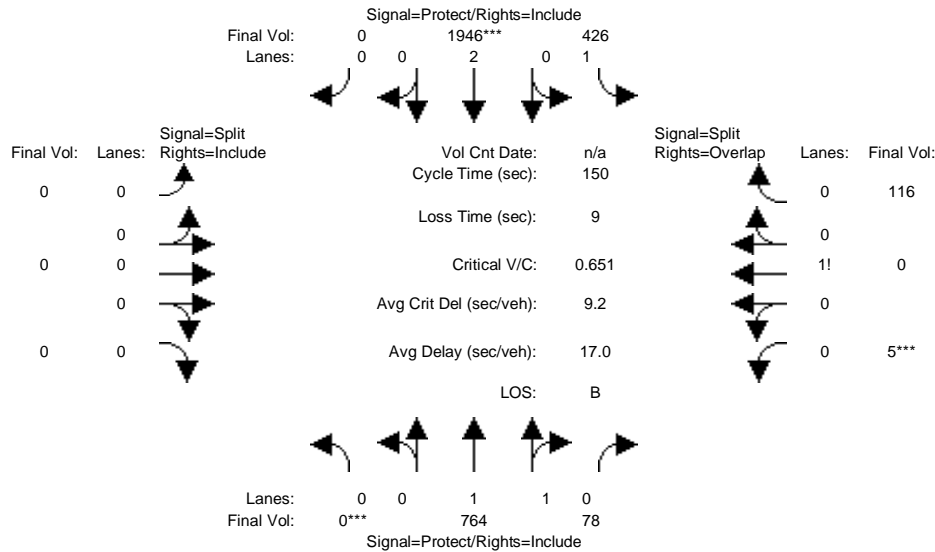
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.05	0.16	0.16	0.09	0.23	0.06	0.19	0.28	0.29
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.35	0.58	0.06	0.32	0.32	0.12	0.28	0.28	0.23	0.39	0.45
Volume/Cap:	0.24	0.85	0.52	0.85	0.49	0.49	0.73	0.85	0.20	0.85	0.73	0.65
Delay/Veh:	63.4	50.5	19.0	95.3	41.3	41.3	76.6	63.9	41.9	64.0	43.2	34.2
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:	63.4	50.5	19.0	95.3	41.3	41.3	76.6	63.9	41.9	64.0	43.2	34.2
LOS by Move:	E	D	B	F	D	D	E	E	D	E	D	C
HCM2kAvgQ:	2	25	15	6	10	10	8	21	3	17	21	17

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd (Improvements)

Intersection #700: University Avenue and Loop Road [Future]



Street Name:	University Avenue						Loop Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	10	10	7	10	0	0	0	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	764	78	426	1946	0	0	0	0	5	0	116
Growth Adj:	1.00	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	764	78	426	1946	0	0	0	0	5	0	116
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	764	78	426	1946	0	0	0	0	5	0	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	764	78	426	1946	0	0	0	0	5	0	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	764	78	426	1946	0	0	0	0	5	0	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	764	78	426	1946	0	0	0	0	5	0	116

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	1.00	1.00	1.00	0.87	1.00	0.87
Lanes:	0.00	1.81	0.19	1.00	2.00	0.00	0.00	0.00	0.00	0.04	0.00	0.96
Final Sat.:	0	3230	330	1805	3610	0	0	0	0	68	0	1583

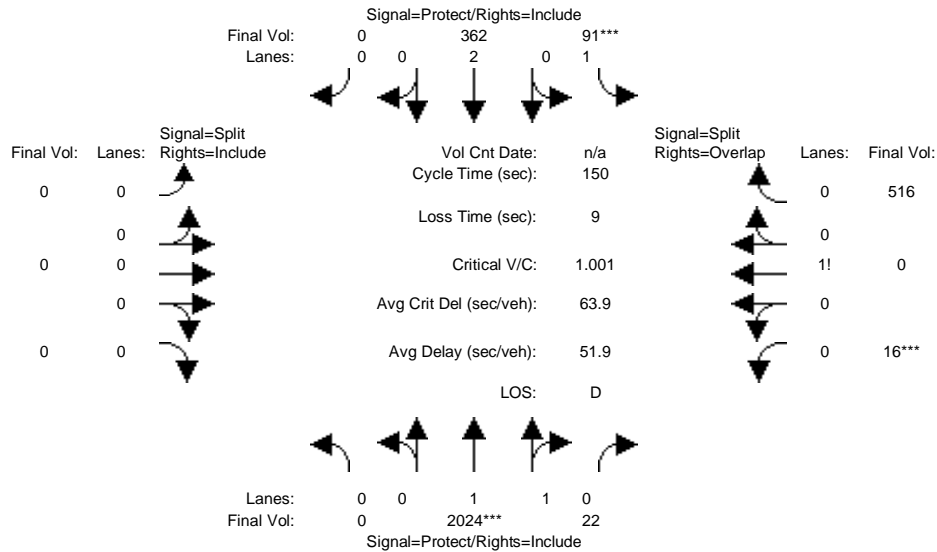
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.24	0.24	0.24	0.54	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:	***			****						****		
Green/Cycle:	0.00	0.41	0.41	0.41	0.83	0.00	0.00	0.00	0.00	0.11	0.00	0.53
Volume/Cap:	0.00	0.57	0.57	0.57	0.65	0.00	0.00	0.00	0.00	0.65	0.00	0.14
Delay/Veh:	0.0	34.2	34.2	34.9	5.4	0.0	0.0	0.0	0.0	71.7	0.0	18.3
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	34.2	34.2	34.9	5.4	0.0	0.0	0.0	0.0	71.7	0.0	18.3
LOS by Move:	A	C	C	C	A	A	A	A	A	E	A	B
HCM2kAvgQ:	0	15	15	15	18	0	0	0	0	6	0	3

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd (Improvements)

Intersection #700: University Avenue and Loop Road [Future]



Street Name:	University Avenue						Loop Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	10	10	7	10	0	0	0	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	0	2024	22	91	362	0	0	0	0	16	0	516
Base Vol:	0	2024	22	91	362	0	0	0	0	16	0	516
Growth Adj:	1.00	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	2024	22	91	362	0	0	0	0	16	0	516
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	2024	22	91	362	0	0	0	0	16	0	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2024	22	91	362	0	0	0	0	16	0	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2024	22	91	362	0	0	0	0	16	0	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2024	22	91	362	0	0	0	0	16	0	516

Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.87	1.00	0.87
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	0.03	0.00	0.97
Final Sat.:	0	3564	39	1805	3610	0	0	0	0	50	0	1600

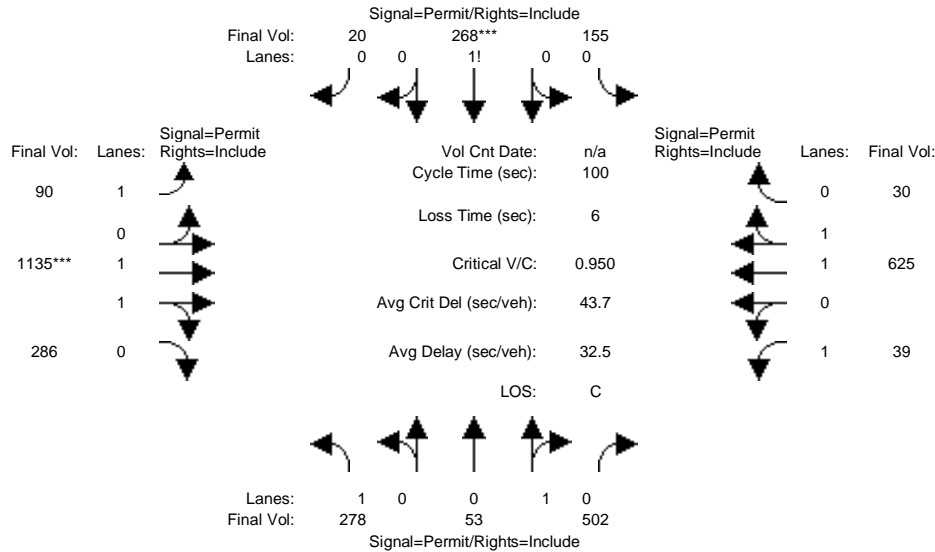
Capacity Analysis Module:	0.00	0.57	0.57	0.05	0.10	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Vol/Sat:	0.00	0.57	0.57	0.05	0.10	0.00	0.00	0.00	0.00	0.32	0.00	0.32
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.57	0.57	0.05	0.62	0.00	0.00	0.00	0.00	0.32	0.00	0.37
Volume/Cap:	0.00	1.00	1.00	1.00	0.16	0.00	0.00	0.00	0.00	1.00	0.00	0.87
Delay/Veh:	0.0	52.6	52.6	165.9	12.2	0.0	0.0	0.0	0.0	90.1	0.0	55.9
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	52.6	52.6	165.9	12.2	0.0	0.0	0.0	0.0	90.1	0.0	55.9
LOS by Move:	A	D	D	F	B	A	A	A	A	F	A	E
HCM2kAvgQ:	0	57	57	7	4	0	0	0	0	30	0	25

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	278	53	502	155	268	20	90	1135	286	39	625	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	278	53	502	155	268	20	90	1135	286	39	625	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	53	502	155	268	20	90	1135	286	39	625	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	53	502	155	268	20	90	1135	286	39	625	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	53	502	155	268	20	90	1135	286	39	625	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	278	53	502	155	268	20	90	1135	286	39	625	30

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.86	0.86	0.48	0.48	0.48	0.30	0.92	0.92	0.09	0.94	0.94
Lanes:	1.00	0.10	0.90	0.35	0.60	0.05	1.00	1.60	0.40	1.00	1.91	0.09
Final Sat.:	1188	157	1485	318	550	41	566	2797	705	179	3421	164

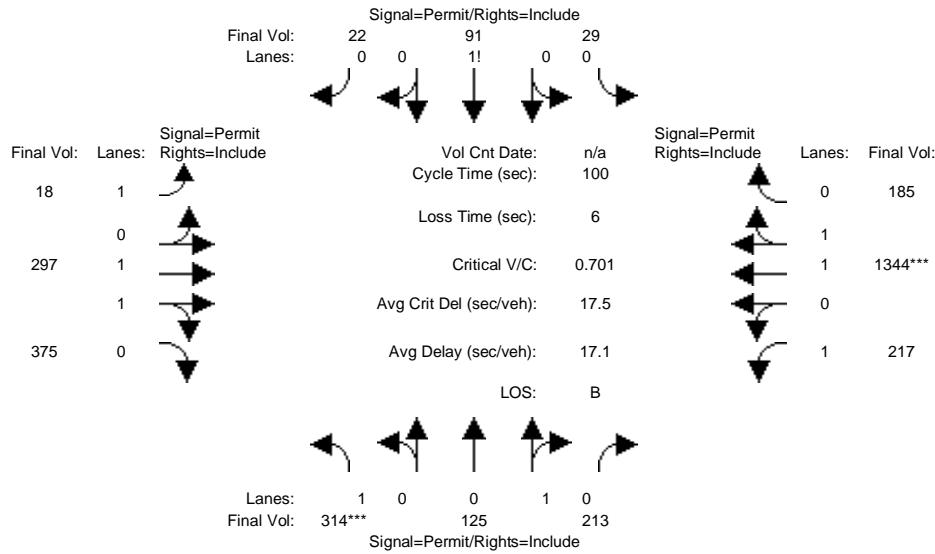
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.23	0.34	0.34	0.49	0.49	0.49	0.16	0.41	0.41	0.22	0.18	0.18
Crit Moves:				****				****				
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.46	0.66	0.66	0.95	0.95	0.95	0.37	0.95	0.95	0.51	0.43	0.43
Delay/Veh:	16.0	19.8	19.8	52.6	52.6	52.6	20.5	41.0	41.0	26.7	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:	16.0	19.8	19.8	52.6	52.6	52.6	20.5	41.0	41.0	26.7	20.3	20.3
LOS by Move:	B	B	B	D	D	D	C	D	D	C	C	C
HCM2kAvgQ:	6	13	13	18	18	18	2	28	28	2	7	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:	Clarke Avenue NB			Clarke Avenue SB			Bay Road EB			Bay Road WB		
Base Vol:	314	125	213	29	91	22	18	297	375	217	1344	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	125	213	29	91	22	18	297	375	217	1344	185
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:	314	125	213	29	91	22	18	297	375	217	1344	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	314	125	213	29	91	22	18	297	375	217	1344	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	125	213	29	91	22	18	297	375	217	1344	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	314	125	213	29	91	22	18	297	375	217	1344	185

Saturation Flow Module:	Clarke Avenue NB			Clarke Avenue SB			Bay Road EB			Bay Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.91	0.91	0.86	0.86	0.86	0.09	0.87	0.87	0.35	0.93	0.93
Lanes:	1.00	0.37	0.63	0.20	0.65	0.15	1.00	1.00	1.00	1.00	1.76	0.24
Final Sat.:	1381	637	1085	333	1044	252	175	1653	1653	663	3116	429

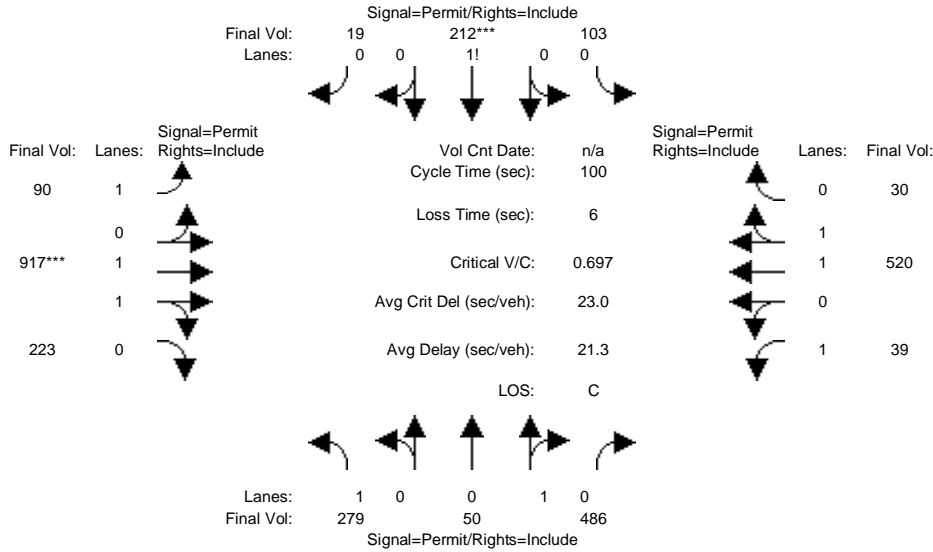
Capacity Analysis Module:	Clarke Avenue NB			Clarke Avenue SB			Bay Road EB			Bay Road WB		
Vol/Sat:	0.23	0.20	0.20	0.09	0.09	0.09	0.10	0.18	0.23	0.33	0.43	0.43
Crit Moves:	****			****			****			****		
Green/Cycle:	0.32	0.32	0.32	0.32	0.32	0.32	0.62	0.62	0.62	0.62	0.62	0.62
Volume/Cap:	0.70	0.61	0.61	0.27	0.27	0.27	0.17	0.29	0.37	0.53	0.70	0.70
Delay/Veh:	34.4	30.3	30.3	25.3	25.3	25.3	9.0	9.1	9.7	12.3	14.0	14.0
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	30.3	30.3	25.3	25.3	25.3	9.0	9.1	9.7	12.3	14.0	14.0
LOS by Move:	C	C	C	C	C	C	A	A	A	B	B	B
HCM2kAvgQ:	10	9	9	3	3	3	0	4	6	5	17	17

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:	Clarke Avenue NB			Clarke Avenue SB			Bay Road EB			Bay Road WB		
Base Vol:	279	50	486	103	212	19	90	917	223	39	520	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	50	486	103	212	19	90	917	223	39	520	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	50	486	103	212	19	90	917	223	39	520	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	50	486	103	212	19	90	917	223	39	520	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	50	486	103	212	19	90	917	223	39	520	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	279	50	486	103	212	19	90	917	223	39	520	30

Saturation Flow Module:	Clarke Avenue NB			Clarke Avenue SB			Bay Road EB			Bay Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.86	0.86	0.53	0.53	0.53	0.37	0.92	0.92	0.12	0.94	0.94
Lanes:	1.00	0.09	0.91	0.31	0.63	0.06	1.00	1.61	0.39	1.00	1.89	0.11
Final Sat.:	1245	153	1488	312	642	58	711	2820	686	234	3386	195

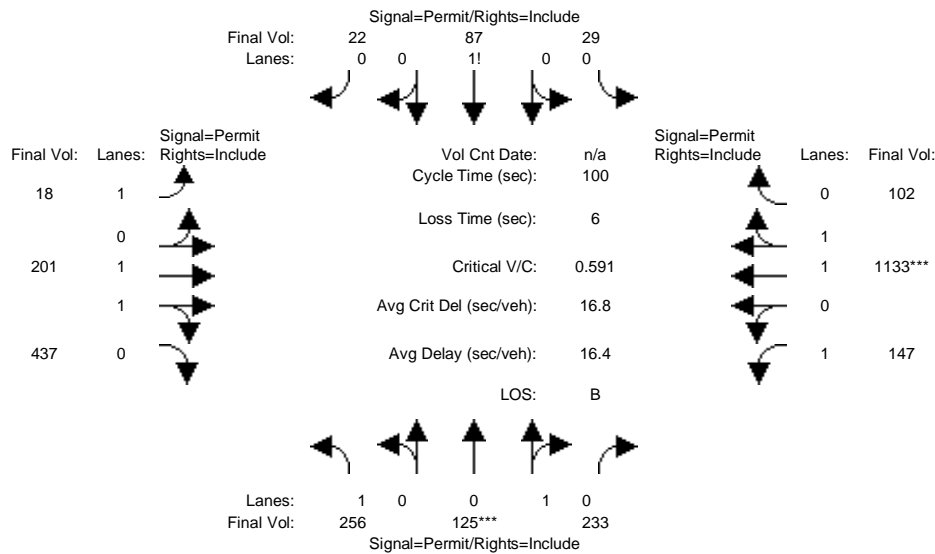
Capacity Analysis Module:	Clarke Avenue NB			Clarke Avenue SB			Bay Road EB			Bay Road WB		
Vol/Sat:	0.22	0.33	0.33	0.33	0.33	0.33	0.13	0.33	0.33	0.17	0.15	0.15
Crit Moves:				****			****					
Green/Cycle:	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47	0.47
Volume/Cap:	0.47	0.69	0.69	0.70	0.70	0.70	0.27	0.70	0.70	0.36	0.33	0.33
Delay/Veh:	18.5	23.2	23.2	25.2	25.2	25.2	16.7	22.4	22.4	19.1	16.9	16.9
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:	18.5	23.2	23.2	25.2	25.2	25.2	16.7	22.4	22.4	19.1	16.9	16.9
LOS by Move:	B	C	C	C	C	C	B	C	C	B	B	B
HCM2kAvgQ:	6	14	14	9	9	9	2	15	15	1	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	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:	256	125	233	29	87	22	18	201	437	147	1133	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	125	233	29	87	22	18	201	437	147	1133	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	125	233	29	87	22	18	201	437	147	1133	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	125	233	29	87	22	18	201	437	147	1133	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	125	233	29	87	22	18	201	437	147	1133	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	256	125	233	29	87	22	18	201	437	147	1133	102

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.90	0.90	0.87	0.87	0.87	0.15	0.85	0.85	0.36	0.94	0.94
Lanes:	1.00	0.35	0.65	0.21	0.63	0.16	1.00	1.00	1.00	1.00	1.83	0.17
Final Sat.:	1362	598	1115	348	1044	264	281	1619	1619	682	3272	295

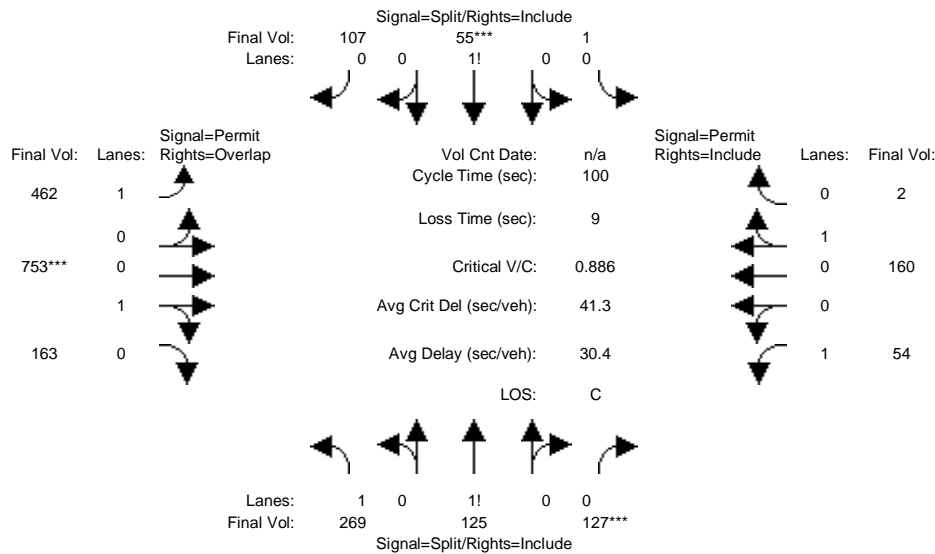
Capacity Analysis Module:												
Vol/Sat:	0.19	0.21	0.21	0.08	0.08	0.08	0.06	0.12	0.27	0.22	0.35	0.35
Crit Moves:	****						****					
Green/Cycle:	0.35	0.35	0.35	0.35	0.35	0.35	0.59	0.59	0.59	0.59	0.59	0.59
Volume/Cap:	0.53	0.59	0.59	0.24	0.24	0.24	0.11	0.21	0.46	0.37	0.59	0.59
Delay/Veh:	26.9	27.9	27.9	23.0	23.0	23.0	9.4	9.8	12.0	11.5	13.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	27.9	27.9	23.0	23.0	23.0	9.4	9.8	12.0	11.5	13.5	13.5
LOS by Move:	C	C	C	C	C	C	A	A	B	B	B	B
HCM2kAvgQ:	7	10	10	3	3	3	0	3	8	3	13	13

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
	North Bound			South Bound			East Bound			West Bound		
Base Vol:	269	125	127	1	55	107	462	753	163	54	160	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	125	127	1	55	107	462	753	163	54	160	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	125	127	1	55	107	462	753	163	54	160	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	125	127	1	55	107	462	753	163	54	160	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	125	127	1	55	107	462	753	163	54	160	2
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:	269	125	127	1	55	107	462	753	163	54	160	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.91	0.91	0.91	0.63	0.97	0.97	0.08	1.00	1.00
Lanes:	1.35	0.32	0.33	0.01	0.34	0.65	1.00	0.82	0.18	1.00	0.99	0.01
Final Sat.:	2405	577	586	11	584	1136	1201	1520	329	146	1873	23

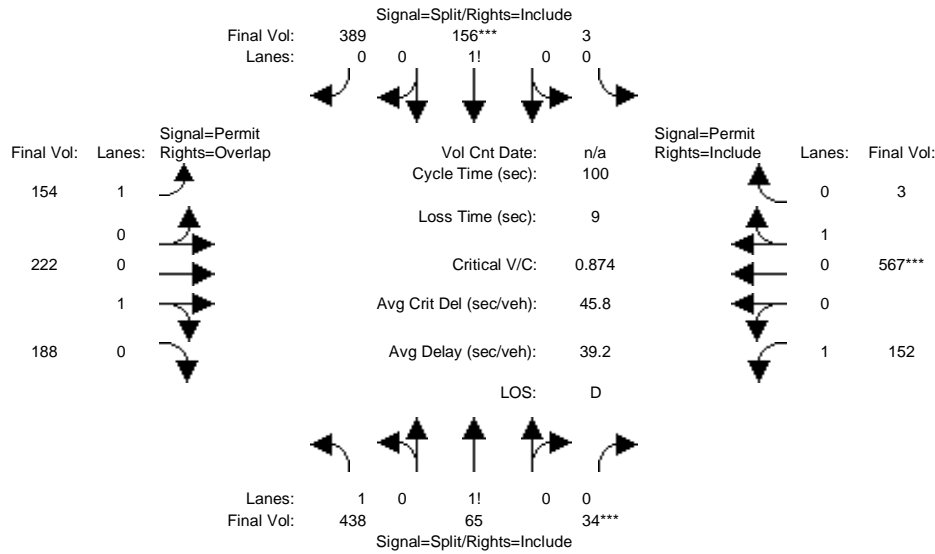
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.09	0.09	0.09	0.38	0.50	0.50	0.37	0.09	0.09
Crit Moves:			****		****			****				
Green/Cycle:	0.24	0.24	0.24	0.11	0.11	0.11	0.56	0.56	0.80	0.56	0.56	0.56
Volume/Cap:	0.46	0.89	0.89	0.89	0.89	0.89	0.69	0.89	0.62	0.66	0.15	0.15
Delay/Veh:	32.4	51.5	51.5	80.5	80.5	80.5	18.8	28.6	4.6	33.6	10.7	10.7
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:	32.4	51.5	51.5	80.5	80.5	80.5	18.8	28.6	4.6	33.6	10.7	10.7
LOS by Move:	C	D	D	F	F	F	B	C	A	C	B	B
HCM2kAvgQ:	6	15	15	8	8	8	11	28	11	2	2	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	438	65	34	3	156	389	154	222	188	152	567	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	65	34	3	156	389	154	222	188	152	567	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	438	65	34	3	156	389	154	222	188	152	567	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	438	65	34	3	156	389	154	222	188	152	567	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	65	34	3	156	389	154	222	188	152	567	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	438	65	34	3	156	389	154	222	188	152	567	3

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.90	0.90	0.90	0.29	0.93	0.93	0.42	1.00	1.00
Lanes:	1.69	0.20	0.11	0.01	0.28	0.71	1.00	0.54	0.46	1.00	0.99	0.01
Final Sat.:	3056	370	193	9	489	1219	551	958	811	789	1888	10

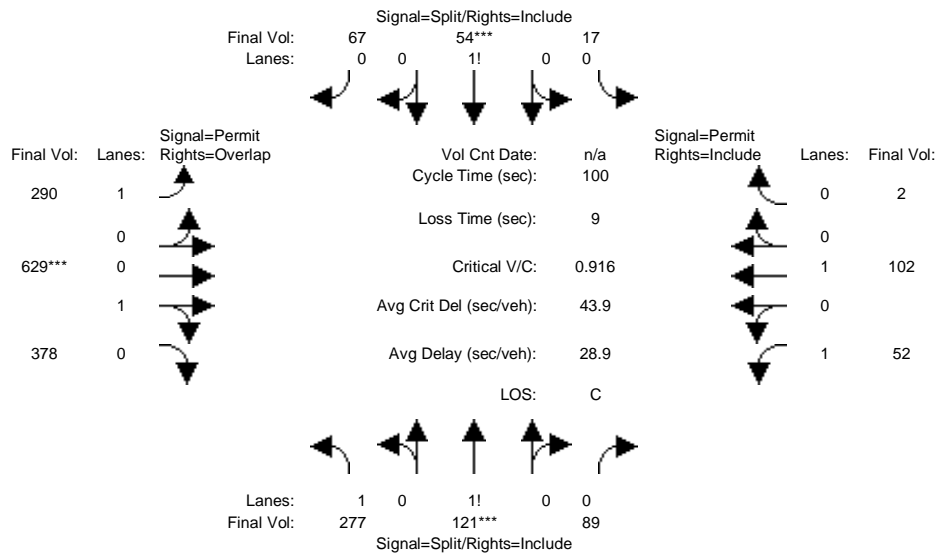
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.18	0.18	0.32	0.32	0.32	0.28	0.23	0.23	0.19	0.30	0.30
Crit Moves:			****			****						****
Green/Cycle:	0.20	0.20	0.20	0.37	0.37	0.37	0.34	0.34	0.54	0.34	0.34	0.34
Volume/Cap:	0.71	0.87	0.87	0.87	0.87	0.87	0.81	0.67	0.43	0.56	0.87	0.87
Delay/Veh:	40.5	51.8	51.8	42.5	42.5	42.5	52.7	31.0	13.8	29.3	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	51.8	51.8	42.5	42.5	42.5	52.7	31.0	13.8	29.3	43.3	43.3
LOS by Move:	D	D	D	D	D	D	D	C	B	C	D	D
HCM2kAvgQ:	9	13	13	19	19	19	7	12	7	5	20	20

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
Base Vol:	277	121	89	17	54	67	290	629	378	52	102	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	121	89	17	54	67	290	629	378	52	102	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	121	89	17	54	67	290	629	378	52	102	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	121	89	17	54	67	290	629	378	52	102	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	121	89	17	54	67	290	629	378	52	102	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	277	121	89	17	54	67	290	629	378	52	102	2

Saturation Flow Module:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.93	0.93	0.93	0.69	0.94	0.94	0.07	1.00	1.00
Lanes:	1.40	0.35	0.25	0.12	0.39	0.49	1.00	0.62	0.38	1.00	0.98	0.02
Final Sat.:	2511	624	459	217	690	856	1305	1120	673	125	1858	36

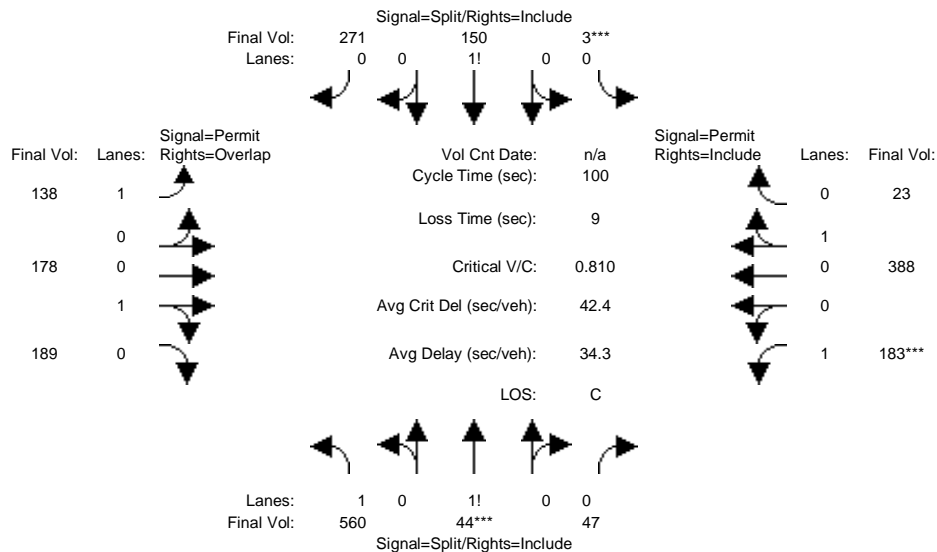
Capacity Analysis Module:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
Vol/Sat:	0.11	0.19	0.19	0.08	0.08	0.08	0.22	0.56	0.56	0.41	0.05	0.05
Crit Moves:	****			****			****					
Green/Cycle:	0.21	0.21	0.21	0.10	0.10	0.10	0.60	0.60	0.81	0.60	0.60	0.60
Volume/Cap:	0.53	0.93	0.93	0.78	0.78	0.78	0.37	0.93	0.69	0.69	0.09	0.09
Delay/Veh:	35.8	62.7	62.7	63.9	63.9	63.9	10.5	32.1	5.6	37.1	8.4	8.4
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:	35.8	62.7	62.7	63.9	63.9	63.9	10.5	32.1	5.6	37.1	8.4	8.4
LOS by Move:	D	E	E	E	E	E	B	C	A	D	A	A
HCM2kAvgQ:	6	15	15	6	6	6	5	33	14	2	1	1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	560	44	47	3	150	271	138	178	189	183	388	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	44	47	3	150	271	138	178	189	183	388	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	560	44	47	3	150	271	138	178	189	183	388	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	560	44	47	3	150	271	138	178	189	183	388	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	44	47	3	150	271	138	178	189	183	388	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	560	44	47	3	150	271	138	178	189	183	388	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.91	0.91	0.91	0.28	0.92	0.92	0.34	0.99	0.99
Lanes:	1.75	0.12	0.13	0.01	0.35	0.64	1.00	0.49	0.51	1.00	0.94	0.06
Final Sat.:	3162	214	228	12	614	1110	540	851	903	637	1779	105

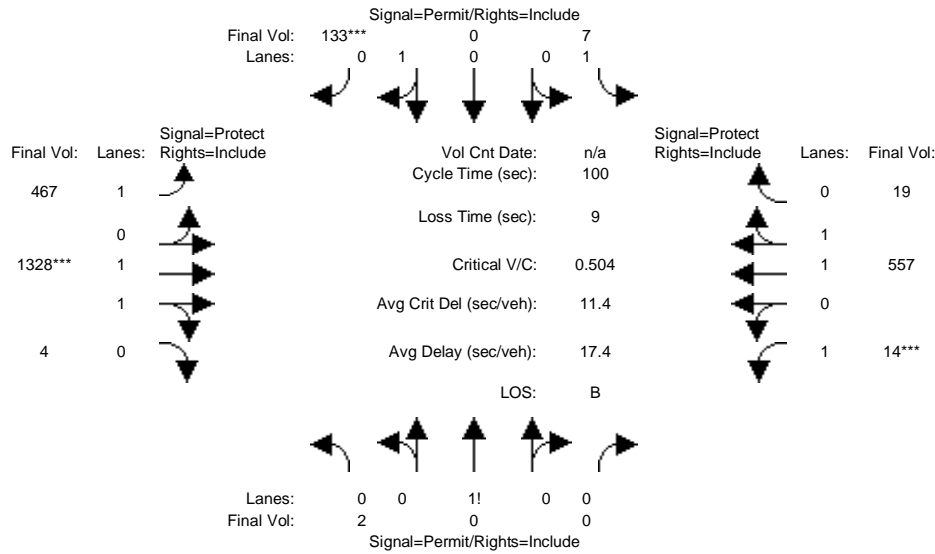
Capacity Analysis Module:												
Vol/Sat:	0.18	0.21	0.21	0.24	0.24	0.24	0.26	0.21	0.21	0.29	0.22	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.25	0.25	0.25	0.30	0.30	0.30	0.35	0.35	0.61	0.35	0.35	0.35
Volume/Cap:	0.70	0.81	0.81	0.81	0.81	0.81	0.72	0.59	0.34	0.81	0.61	0.61
Delay/Veh:	36.1	41.3	41.3	41.5	41.5	41.5	40.5	27.8	9.9	48.6	28.3	28.3
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:	36.1	41.3	41.3	41.5	41.5	41.5	40.5	27.8	9.9	48.6	28.3	28.3
LOS by Move:	D	D	D	D	D	D	D	C	A	D	C	C
HCM2kAvgQ:	10	13	13	14	14	14	5	10	6	7	11	11

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd (Improvements)

Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	2	0	0	7	0	133	467	1328	4	14	557	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	7	0	133	467	1328	4	14	557	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	7	0	133	467	1328	4	14	557	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	7	0	133	467	1328	4	14	557	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	7	0	133	467	1328	4	14	557	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	0	0	7	0	133	467	1328	4	14	557	19

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	1.00	0.89	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.93	0.07
Final Sat.:	1657	0	0	1687	0	1615	1805	3599	11	1805	3473	118

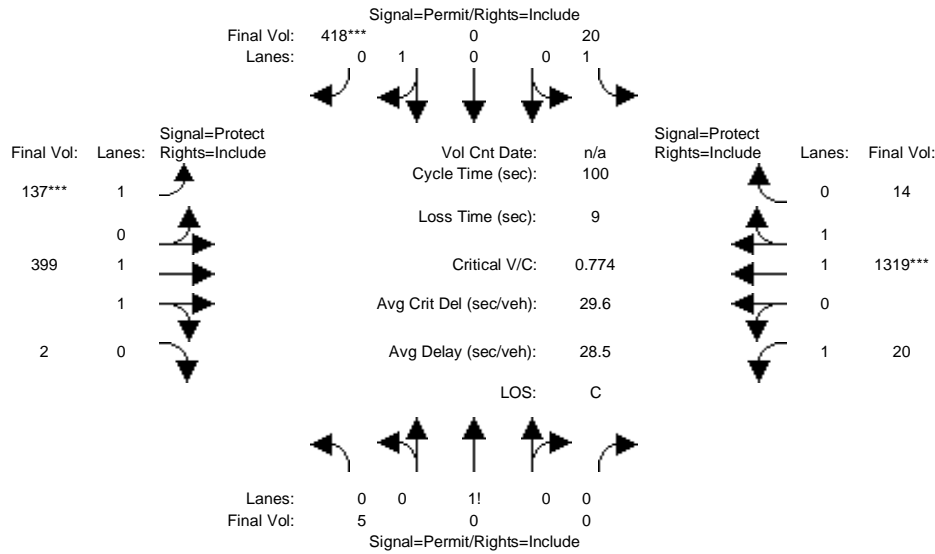
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.08	0.26	0.37	0.37	0.01	0.16	0.16
Crit Moves:						****		****		****		
Green/Cycle:	0.15	0.00	0.00	0.15	0.00	0.15	0.47	0.69	0.69	0.07	0.29	0.29
Volume/Cap:	0.01	0.00	0.00	0.03	0.00	0.54	0.55	0.54	0.54	0.11	0.55	0.55
Delay/Veh:	35.9	0.0	0.0	36.0	0.0	41.4	20.0	8.0	8.0	44.0	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	0.0	0.0	36.0	0.0	41.4	20.0	8.0	8.0	44.0	30.7	30.7
LOS by Move:	D	A	A	D	A	D	B	A	A	D	C	C
HCM2kAvgQ:	0	0	0	0	0	4	11	11	11	0	8	8

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd (Improvements)

Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	10	0	10	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	5	0	0	20	0	418	137	399	2	20	1319	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	20	0	418	137	399	2	20	1319	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	20	0	418	137	399	2	20	1319	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	20	0	418	137	399	2	20	1319	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	20	0	418	137	399	2	20	1319	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	0	0	20	0	418	137	399	2	20	1319	14

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.84	1.00	1.00	0.87	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1594	0	0	1661	0	1615	1805	3588	18	1805	3565	38

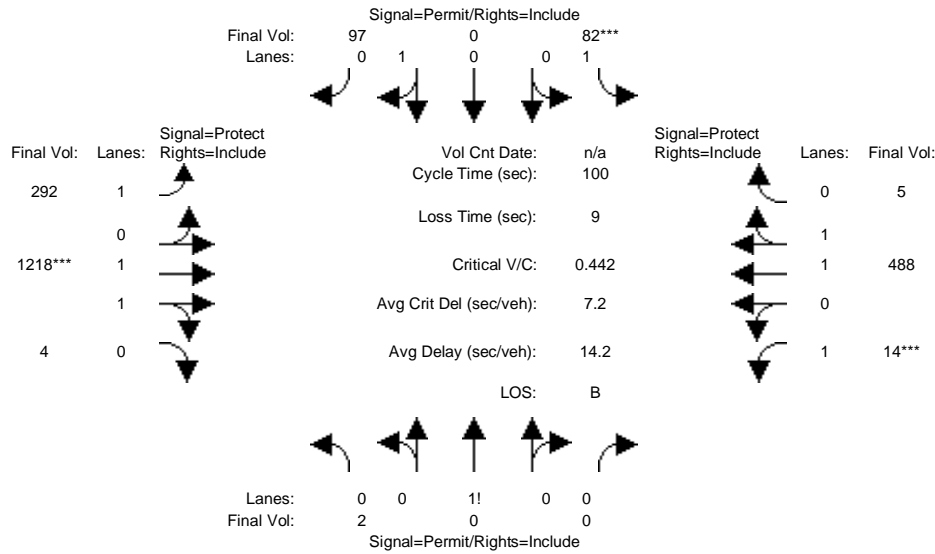
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.26	0.08	0.11	0.11	0.01	0.37	0.37
Crit Moves:						****	****				****	
Green/Cycle:	0.33	0.00	0.00	0.33	0.00	0.33	0.10	0.35	0.35	0.22	0.48	0.48
Volume/Cap:	0.01	0.00	0.00	0.04	0.00	0.77	0.77	0.31	0.31	0.05	0.77	0.77
Delay/Veh:	22.2	0.0	0.0	22.5	0.0	36.8	63.0	23.7	23.7	30.6	23.9	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:	22.2	0.0	0.0	22.5	0.0	36.8	63.0	23.7	23.7	30.6	23.9	23.9
LOS by Move:	C	A	A	C	A	D	E	C	C	C	C	C
HCM2kAvgQ:	0	0	0	0	0	13	6	5	5	0	19	19

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd (Improvements)

Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	2	0	0	82	0	97	292	1218	4	14	488	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:	2	0	0	82	0	97	292	1218	4	14	488	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:	2	0	0	82	0	97	292	1218	4	14	488	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:	2	0	0	82	0	97	292	1218	4	14	488	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	82	0	97	292	1218	4	14	488	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
Final Volume:	2	0	0	82	0	97	292	1218	4	14	488	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	1.00	0.77	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1645	0	0	1461	0	1615	1805	3598	12	1805	3570	37

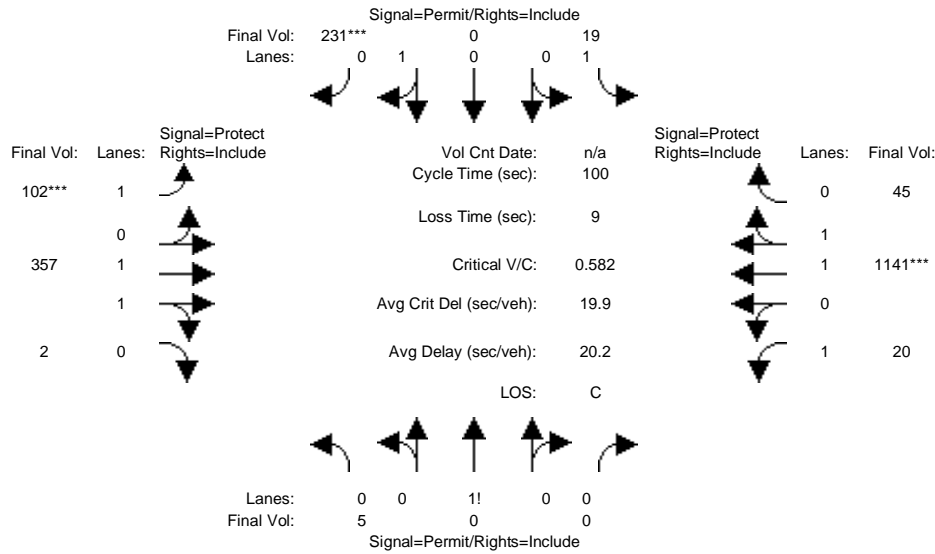
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.16	0.34	0.34	0.01	0.14	0.14
Crit Moves:				****			****			****		
Green/Cycle:	0.13	0.00	0.00	0.13	0.00	0.13	0.42	0.77	0.77	0.02	0.36	0.36
Volume/Cap:	0.01	0.00	0.00	0.44	0.00	0.47	0.38	0.44	0.44	0.44	0.38	0.38
Delay/Veh:	38.2	0.0	0.0	42.1	0.0	42.3	20.1	4.3	4.3	58.2	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:	38.2	0.0	0.0	42.1	0.0	42.3	20.1	4.3	4.3	58.2	24.0	24.0
LOS by Move:	D	A	A	D	A	D	C	A	A	E	C	C
HCM2kAvgQ:	0	0	0	3	0	3	6	7	7	1	6	6

Note: Queue reported is the number of cars per lane.

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Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	5	0	0	19	0	231	102	357	2	20	1141	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:	5	0	0	19	0	231	102	357	2	20	1141	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:	5	0	0	19	0	231	102	357	2	20	1141	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:	5	0	0	19	0	231	102	357	2	20	1141	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	19	0	231	102	357	2	20	1141	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	0	0	19	0	231	102	357	2	20	1141	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	0.87	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.92	0.08
Final Sat.:	1621	0	0	1649	0	1615	1805	3586	20	1805	3452	136

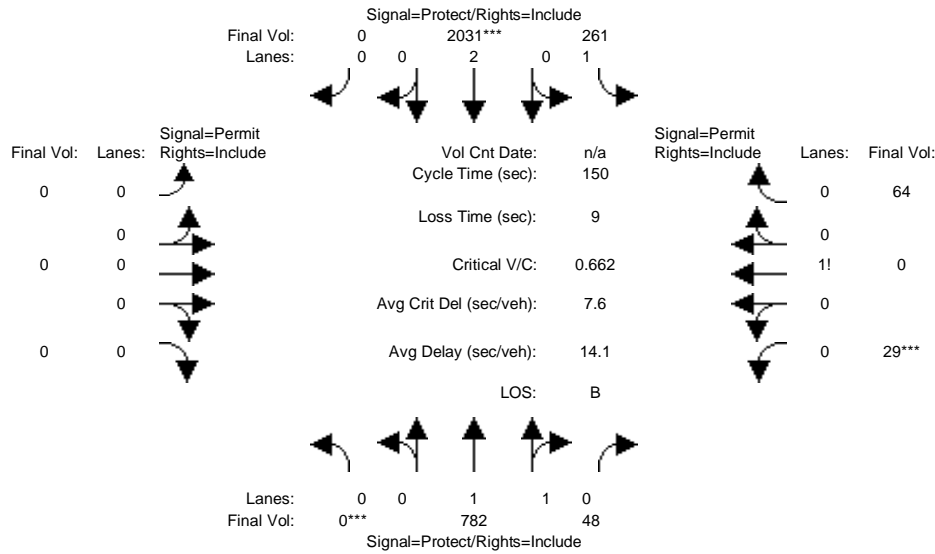
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.14	0.06	0.10	0.10	0.01	0.33	0.33
Crit Moves:						****	****				****	
Green/Cycle:	0.25	0.00	0.00	0.25	0.00	0.25	0.10	0.39	0.39	0.27	0.57	0.57
Volume/Cap:	0.01	0.00	0.00	0.05	0.00	0.58	0.58	0.25	0.25	0.04	0.58	0.58
Delay/Veh:	28.6	0.0	0.0	28.8	0.0	35.4	48.1	20.7	20.7	26.7	14.4	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:	28.6	0.0	0.0	28.8	0.0	35.4	48.1	20.7	20.7	26.7	14.4	14.4
LOS by Move:	C	A	A	C	A	D	D	C	C	C	B	B
HCM2kAvgQ:	0	0	0	0	0	7	4	4	4	0	13	13

Note: Queue reported is the number of cars per lane.

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Intersection #1111: University/Purdue (new signal)



Street Name:	University Avenue						Purdue Avenue					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	10	0	0	0	10	0	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	782	48	261	2031	0	0	0	0	29	0	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:	0	782	48	261	2031	0	0	0	0	29	0	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:	0	782	48	261	2031	0	0	0	0	29	0	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:	0	782	48	261	2031	0	0	0	0	29	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	782	48	261	2031	0	0	0	0	29	0	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	782	48	261	2031	0	0	0	0	29	0	64

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	1.00	1.00	1.00	0.82	1.00	0.82
Lanes:	0.00	1.88	0.12	1.00	2.00	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Final Sat.:	0	3371	207	1805	3610	0	0	0	0	485	0	1071

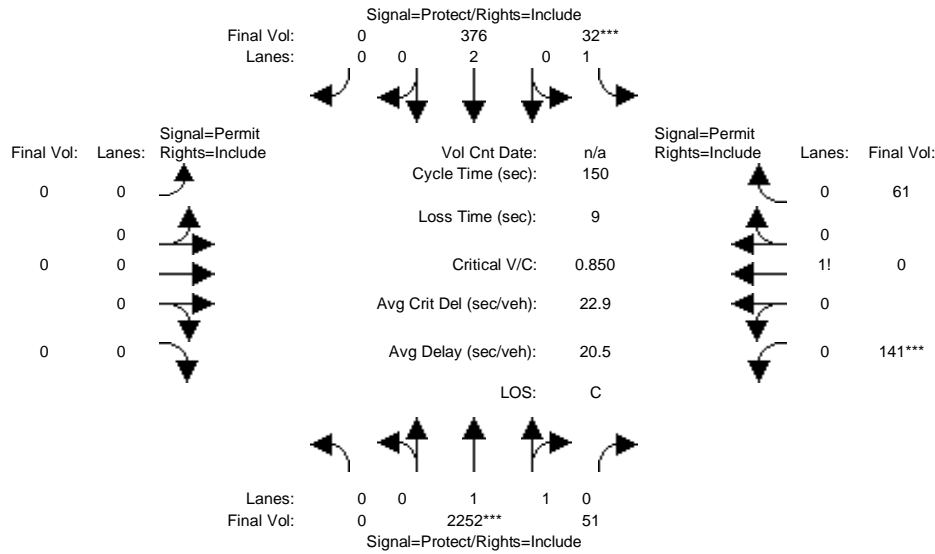
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.14	0.56	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.52	0.52	0.33	0.85	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.44	0.44	0.44	0.66	0.00	0.00	0.00	0.00	0.66	0.00	0.66
Delay/Veh:	0.0	22.3	22.3	40.3	4.4	0.0	0.0	0.0	0.0	77.2	0.0	77.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	22.3	22.3	40.3	4.4	0.0	0.0	0.0	0.0	77.2	0.0	77.2
LOS by Move:	A	C	C	D	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	12	12	9	17	0	0	0	0	5	0	5

Note: Queue reported is the number of cars per lane.

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Intersection #1111: University/Purdue (new signal)



Street Name:	University Avenue						Purdue 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2252	51	32	376	0	0	0	0	141	0	61
Growth Adj:	1.00	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	2252	51	32	376	0	0	0	0	141	0	61
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	2252	51	32	376	0	0	0	0	141	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2252	51	32	376	0	0	0	0	141	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2252	51	32	376	0	0	0	0	141	0	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2252	51	32	376	0	0	0	0	141	0	61

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.75	1.00	0.75
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.70	0.00	0.30
Final Sat.:	0	3519	80	1805	3610	0	0	0	0	995	0	430

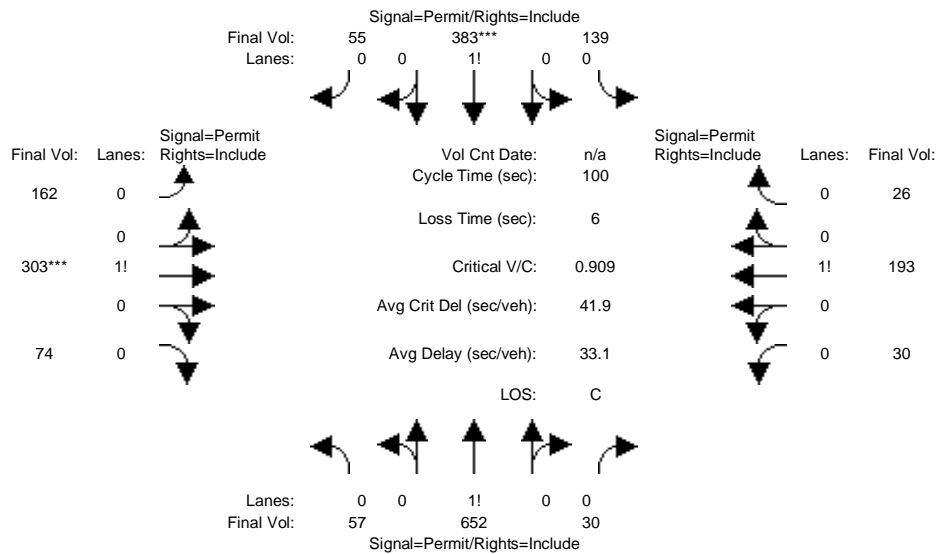
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.64	0.64	0.02	0.10	0.00	0.00	0.00	0.00	0.14	0.00	0.14
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.75	0.75	0.02	0.77	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Volume/Cap:	0.00	0.85	0.85	0.85	0.13	0.00	0.00	0.00	0.00	0.85	0.00	0.85
Delay/Veh:	0.0	15.5	15.5	162.2	4.3	0.0	0.0	0.0	0.0	84.8	0.0	84.8
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	15.5	15.5	162.2	4.3	0.0	0.0	0.0	0.0	84.8	0.0	84.8
LOS by Move:	A	B	B	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	40	40	3	2	0	0	0	0	11	0	11

Note: Queue reported is the number of cars per lane.

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Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	57	652	30	139	383	55	162	303	74	30	193	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	652	30	139	383	55	162	303	74	30	193	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	652	30	139	383	55	162	303	74	30	193	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	652	30	139	383	55	162	303	74	30	193	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	652	30	139	383	55	162	303	74	30	193	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	652	30	139	383	55	162	303	74	30	193	26

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.63	0.63	0.63	0.76	0.76	0.76	0.91	0.91	0.91
Lanes:	0.08	0.88	0.04	0.24	0.66	0.10	0.30	0.56	0.14	0.12	0.78	0.10
Final Sat.:	135	1548	71	290	798	115	433	810	198	207	1334	180

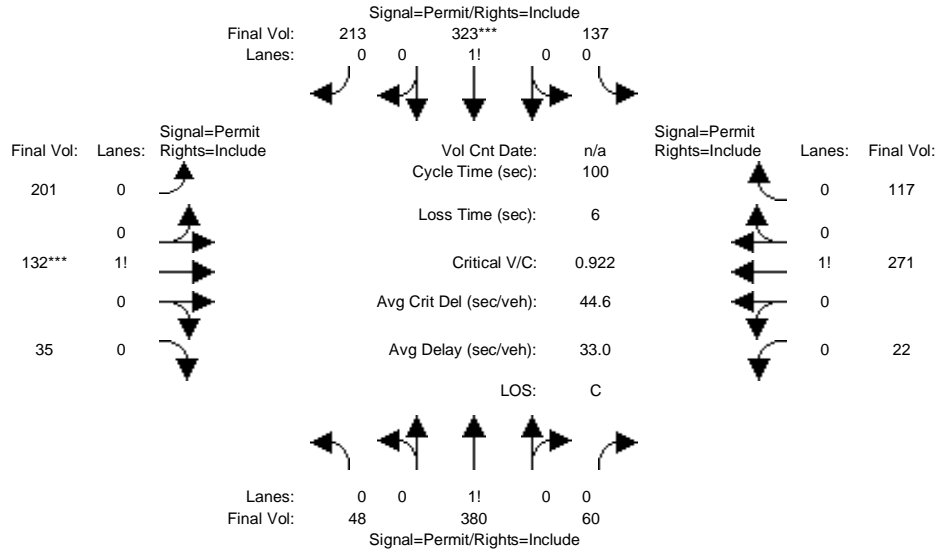
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.48	0.48	0.48	0.37	0.37	0.37	0.14	0.14	0.14
Crit Moves:				****			****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.80	0.80	0.80	0.91	0.91	0.91	0.91	0.91	0.91	0.35	0.35	0.35
Delay/Veh:	24.1	24.1	24.1	38.4	38.4	38.4	45.6	45.6	45.6	20.5	20.5	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	24.1	24.1	38.4	38.4	38.4	45.6	45.6	45.6	20.5	20.5	20.5
LOS by Move:	C	C	C	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	20	20	20	20	20	20	20	20	20	5	5	5

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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Cumul+2.8 Proj PM No Loop Rd (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



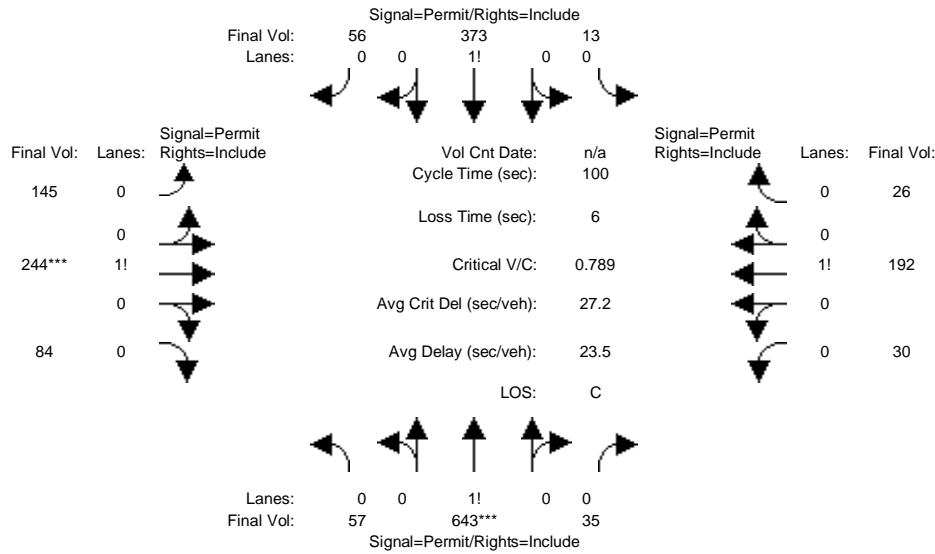
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	48	380	60	137	323	213	201	132	35	22	271	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	380	60	137	323	213	201	132	35	22	271	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	380	60	137	323	213	201	132	35	22	271	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	380	60	137	323	213	201	132	35	22	271	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	380	60	137	323	213	201	132	35	22	271	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	380	60	137	323	213	201	132	35	22	271	117
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.74	0.74	0.74	0.50	0.50	0.50	0.93	0.93	0.93
Lanes:	0.10	0.78	0.12	0.20	0.48	0.32	0.55	0.36	0.09	0.05	0.66	0.29
Final Sat.:	166	1315	208	287	677	447	515	338	90	95	1173	506
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.48	0.48	0.48	0.39	0.39	0.39	0.23	0.23	0.23
Crit Moves:				****	****	****	****	****	****			
Green/Cycle:	0.52	0.52	0.52	0.52	0.52	0.52	0.42	0.42	0.42	0.42	0.42	0.42
Volume/Cap:	0.56	0.56	0.56	0.92	0.92	0.92	0.92	0.92	0.92	0.55	0.55	0.55
Delay/Veh:	17.2	17.2	17.2	39.5	39.5	39.5	54.0	54.0	54.0	22.5	22.5	22.5
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:	17.2	17.2	17.2	39.5	39.5	39.5	54.0	54.0	54.0	22.5	22.5	22.5
LOS by Move:	B	B	B	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	10	10	10	24	24	24	15	15	15	10	10	10

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	57	643	35	13	373	56	145	244	84	30	192	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	643	35	13	373	56	145	244	84	30	192	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	643	35	13	373	56	145	244	84	30	192	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	643	35	13	373	56	145	244	84	30	192	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	643	35	13	373	56	145	244	84	30	192	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	643	35	13	373	56	145	244	84	30	192	26

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.96	0.96	0.96	0.76	0.76	0.76	0.91	0.91	0.91
Lanes:	0.08	0.87	0.05	0.03	0.84	0.13	0.31	0.51	0.18	0.12	0.78	0.10
Final Sat.:	137	1548	84	54	1540	231	444	747	257	209	1339	181

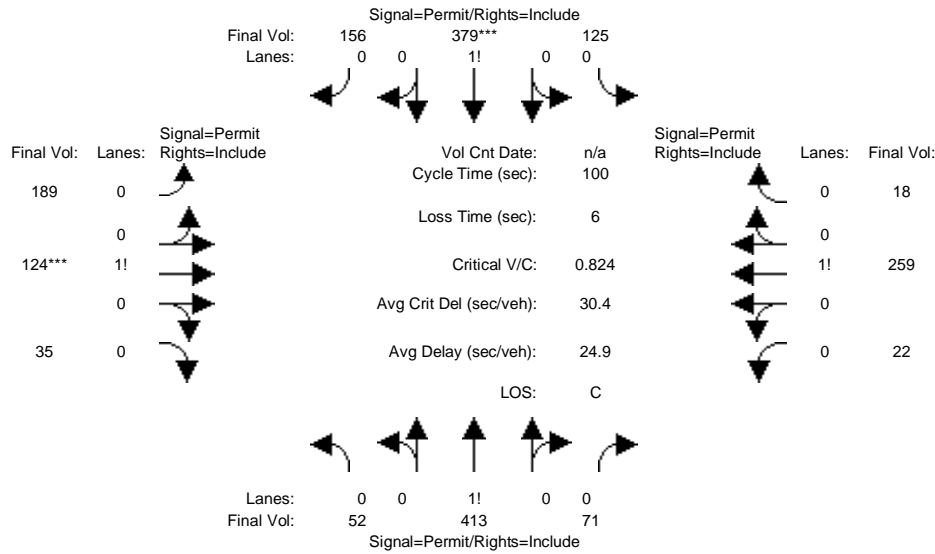
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.24	0.24	0.24	0.33	0.33	0.33	0.14	0.14	0.14
Crit Moves:	****						****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.79	0.79	0.79	0.46	0.46	0.46	0.79	0.79	0.79	0.35	0.35	0.35
Delay/Veh:	23.8	23.8	23.8	15.2	15.2	15.2	32.5	32.5	32.5	20.4	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	23.8	23.8	15.2	15.2	15.2	32.5	32.5	32.5	20.4	20.4	20.4
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	20	20	20	9	9	9	15	15	15	5	5	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	52	413	71	125	379	156	189	124	35	22	259	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:	52	413	71	125	379	156	189	124	35	22	259	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:	52	413	71	125	379	156	189	124	35	22	259	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:	52	413	71	125	379	156	189	124	35	22	259	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	413	71	125	379	156	189	124	35	22	259	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:	52	413	71	125	379	156	189	124	35	22	259	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.77	0.77	0.77	0.57	0.57	0.57	0.95	0.95	0.95
Lanes:	0.10	0.77	0.13	0.19	0.57	0.24	0.54	0.36	0.10	0.07	0.87	0.06
Final Sat.:	163	1297	223	277	839	345	586	384	109	133	1571	109

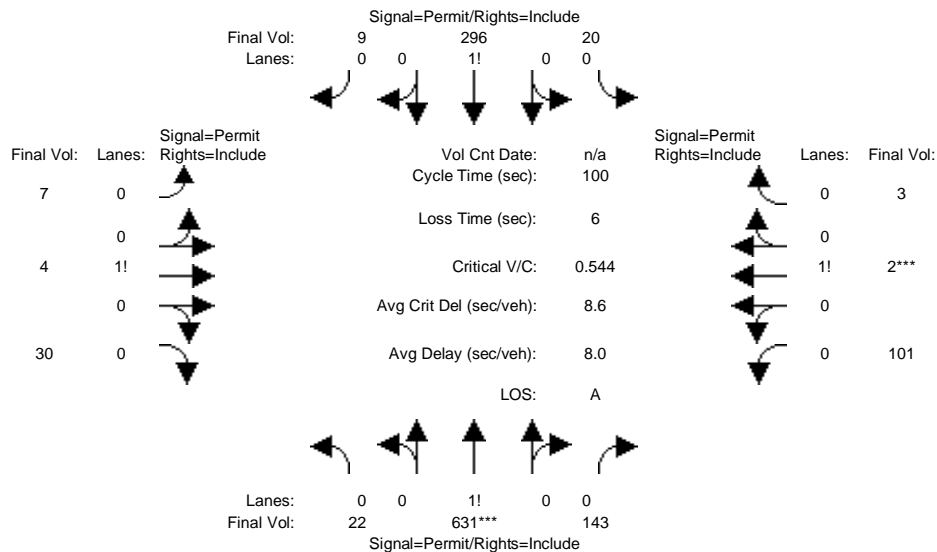
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.45	0.45	0.45	0.32	0.32	0.32	0.16	0.16	0.16
Crit Moves:				****	****	****	****	****	****			
Green/Cycle:	0.55	0.55	0.55	0.55	0.55	0.55	0.39	0.39	0.39	0.39	0.39	0.39
Volume/Cap:	0.58	0.58	0.58	0.82	0.82	0.82	0.82	0.82	0.82	0.42	0.42	0.42
Delay/Veh:	15.9	15.9	15.9	25.5	25.5	25.5	39.7	39.7	39.7	22.6	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.9	15.9	15.9	25.5	25.5	25.5	39.7	39.7	39.7	22.6	22.6	22.6
LOS by Move:	B	B	B	C	C	C	D	D	D	C	C	C
HCM2kAvgQ:	11	11	11	19	19	19	12	12	12	7	7	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd (Improvements)

Intersection #1153: Pulgas Avenue and Weeks Street (new signal)



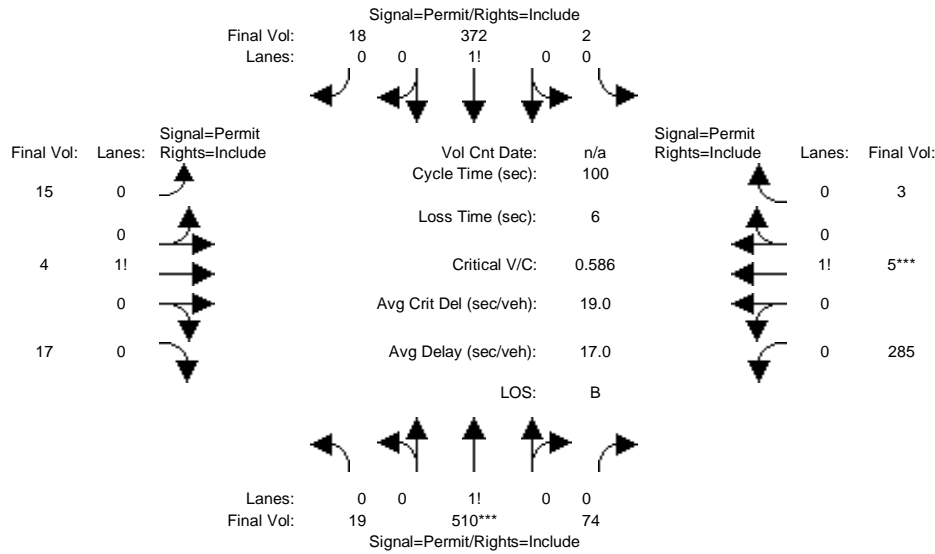
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	631	143	20	296	9	7	4	30	101	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	631	143	20	296	9	7	4	30	101	2	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	631	143	20	296	9	7	4	30	101	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	631	143	20	296	9	7	4	30	101	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	631	143	20	296	9	7	4	30	101	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	631	143	20	296	9	7	4	30	101	2	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.94	0.94	0.94	0.86	0.86	0.86	0.73	0.73	0.73
Lanes:	0.03	0.79	0.18	0.06	0.91	0.03	0.17	0.10	0.73	0.95	0.02	0.03
Final Sat.:	51	1451	329	110	1627	49	279	159	1195	1316	26	39
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.18	0.18	0.18	0.03	0.03	0.03	0.08	0.08	0.08
Crit Moves:	****									****		
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.54	0.54	0.54	0.23	0.23	0.23	0.18	0.18	0.18	0.54	0.54	0.54
Delay/Veh:	4.0	4.0	4.0	2.6	2.6	2.6	38.2	38.2	38.2	43.1	43.1	43.1
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:	4.0	4.0	4.0	2.6	2.6	2.6	38.2	38.2	38.2	43.1	43.1	43.1
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	9	9	9	3	3	3	1	1	1	4	4	4

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd (Improvements)

Intersection #1153: Pulgas Avenue and Weeks Street (new signal)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	19	510	74	2	372	18	15	4	17	285	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	510	74	2	372	18	15	4	17	285	5	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	510	74	2	372	18	15	4	17	285	5	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	510	74	2	372	18	15	4	17	285	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	510	74	2	372	18	15	4	17	285	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	510	74	2	372	18	15	4	17	285	5	3

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.99	0.99	0.99	0.81	0.81	0.81	0.69	0.69	0.69
Lanes:	0.03	0.85	0.12	0.01	0.95	0.04	0.42	0.11	0.47	0.97	0.02	0.01
Final Sat.:	58	1553	225	10	1790	87	644	172	730	1281	22	13

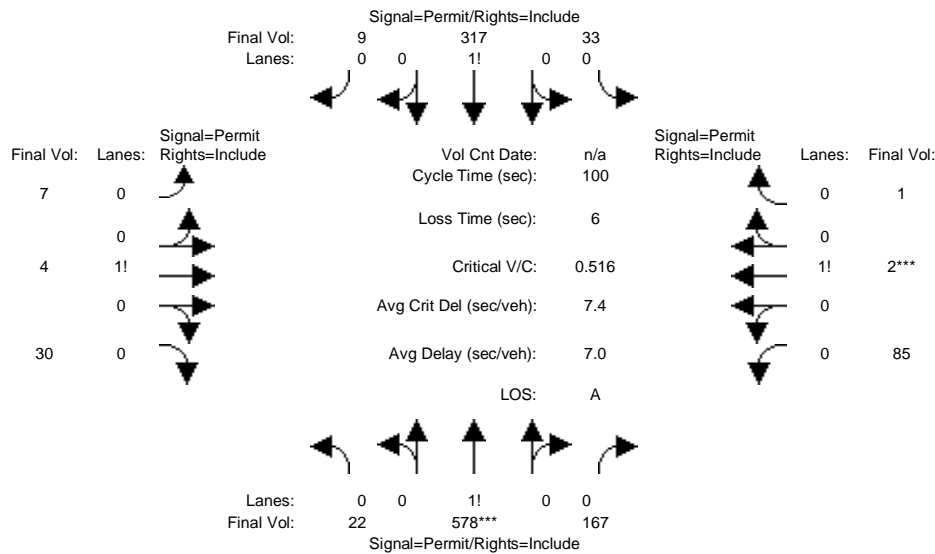
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.21	0.21	0.21	0.02	0.02	0.02	0.22	0.22	0.22
Crit Moves:	****									****		
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.59	0.59	0.59	0.37	0.37	0.37	0.06	0.06	0.06	0.59	0.59	0.59
Delay/Veh:	15.3	15.3	15.3	12.4	12.4	12.4	19.8	19.8	19.8	26.6	26.6	26.6
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:	15.3	15.3	15.3	12.4	12.4	12.4	19.8	19.8	19.8	26.6	26.6	26.6
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	12	12	12	7	7	7	1	1	1	8	8	8

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd (Improvements)

Intersection #1153: Pulgas Avenue and Weeks Street (new signal)



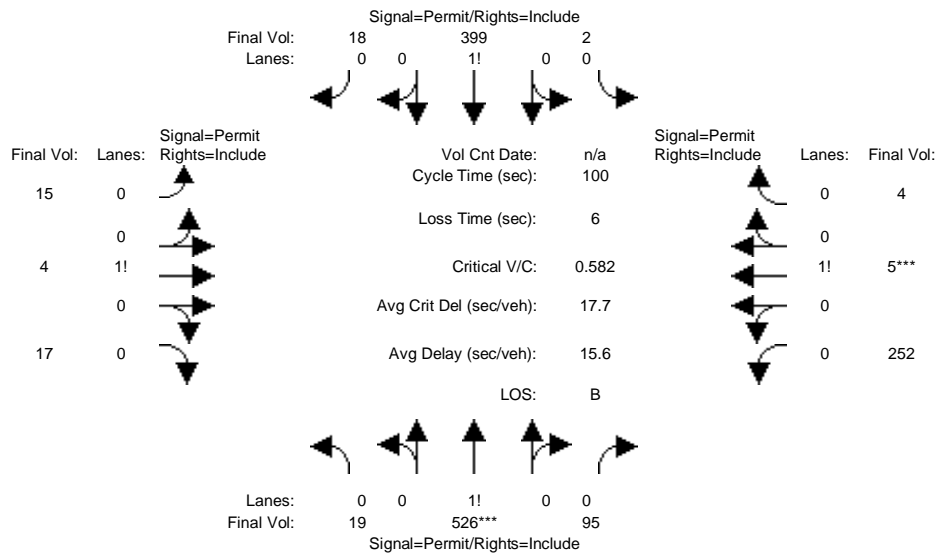
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	578	167	33	317	9	7	4	30	85	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	578	167	33	317	9	7	4	30	85	2	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	578	167	33	317	9	7	4	30	85	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	578	167	33	317	9	7	4	30	85	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	578	167	33	317	9	7	4	30	85	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	578	167	33	317	9	7	4	30	85	2	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.90	0.90	0.90	0.86	0.86	0.86	0.74	0.74	0.74
Lanes:	0.03	0.75	0.22	0.09	0.88	0.03	0.17	0.10	0.73	0.97	0.02	0.01
Final Sat.:	52	1369	396	158	1517	43	279	159	1195	1349	32	16
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.21	0.21	0.21	0.03	0.03	0.03	0.06	0.06	0.06
Crit Moves:	****									****		
Green/Cycle:	0.82	0.82	0.82	0.82	0.82	0.82	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.52	0.52	0.52	0.26	0.26	0.26	0.21	0.21	0.21	0.52	0.52	0.52
Delay/Veh:	3.2	3.2	3.2	2.2	2.2	2.2	40.0	40.0	40.0	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:	3.2	3.2	3.2	2.2	2.2	2.2	40.0	40.0	40.0	43.9	43.9	43.9
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	8	8	8	3	3	3	1	1	1	3	3	3

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd (Improvements)

Intersection #1153: Pulgas Avenue and Weeks Street (new signal)



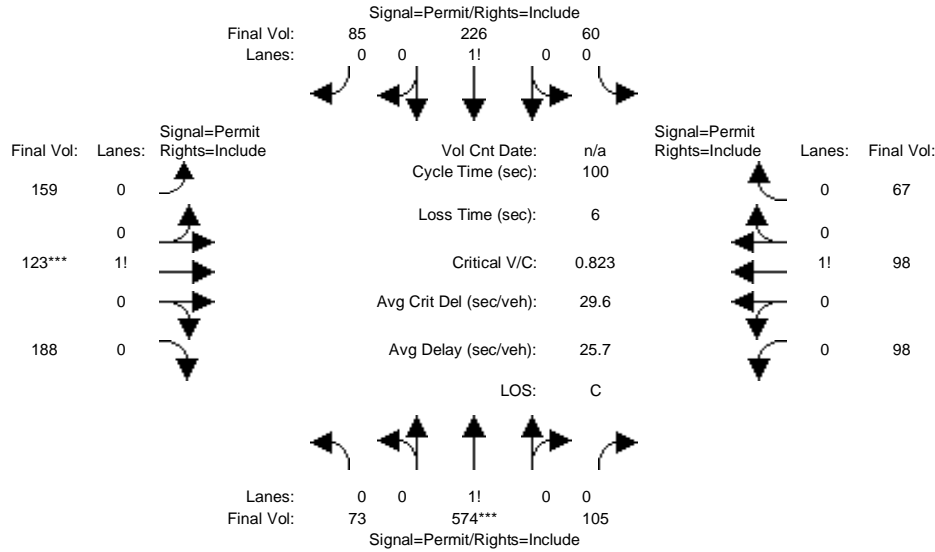
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	526	95	2	399	18	15	4	17	252	5	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	526	95	2	399	18	15	4	17	252	5	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	526	95	2	399	18	15	4	17	252	5	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	526	95	2	399	18	15	4	17	252	5	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	526	95	2	399	18	15	4	17	252	5	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	526	95	2	399	18	15	4	17	252	5	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.99	0.99	0.99	0.82	0.82	0.82	0.70	0.70	0.70
Lanes:	0.03	0.82	0.15	0.01	0.95	0.04	0.42	0.11	0.47	0.97	0.02	0.01
Final Sat.:	54	1506	272	9	1795	81	647	173	733	1276	25	20
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.22	0.22	0.22	0.02	0.02	0.02	0.20	0.20	0.20
Crit Moves:	****									****		
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.58	0.58	0.58	0.37	0.37	0.37	0.07	0.07	0.07	0.58	0.58	0.58
Delay/Veh:	13.1	13.1	13.1	10.5	10.5	10.5	22.4	22.4	22.4	29.1	29.1	29.1
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:	13.1	13.1	13.1	10.5	10.5	10.5	22.4	22.4	22.4	29.1	29.1	29.1
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	12	12	12	7	7	7	1	1	1	7	7	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	73	574	105	60	226	85	159	123	188	98	98	67
Growth Adj:	1.00	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	574	105	60	226	85	159	123	188	98	98	67
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	574	105	60	226	85	159	123	188	98	98	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	574	105	60	226	85	159	123	188	98	98	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	574	105	60	226	85	159	123	188	98	98	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	574	105	60	226	85	159	123	188	98	98	67

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.79	0.79	0.79	0.73	0.73	0.73	0.68	0.68	0.68
Lanes:	0.10	0.76	0.14	0.16	0.61	0.23	0.34	0.26	0.40	0.38	0.37	0.25
Final Sat.:	168	1319	241	244	917	345	469	363	555	479	479	328

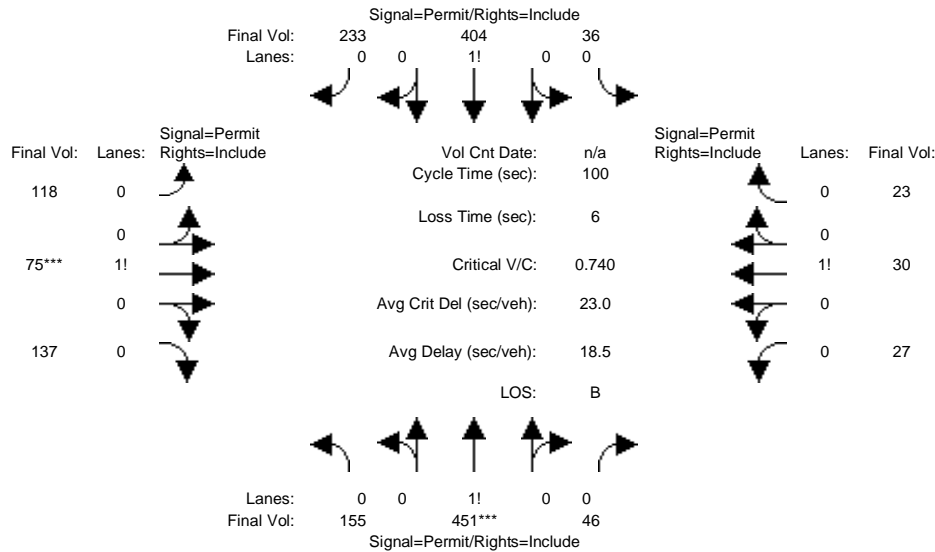
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.25	0.25	0.25	0.34	0.34	0.34	0.20	0.20	0.20
Crit Moves:	****						****					
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.82	0.82	0.82	0.47	0.47	0.47	0.82	0.82	0.82	0.50	0.50	0.50
Delay/Veh:	25.8	25.8	25.8	15.2	15.2	15.2	35.6	35.6	35.6	22.5	22.5	22.5
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:	25.8	25.8	25.8	15.2	15.2	15.2	35.6	35.6	35.6	22.5	22.5	22.5
LOS by Move:	C	C	C	B	B	B	D	D	D	C	C	C
HCM2kAvgQ:	21	21	21	7	7	7	15	15	15	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	155	451	46	36	404	233	118	75	137	27	30	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	451	46	36	404	233	118	75	137	27	30	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	451	46	36	404	233	118	75	137	27	30	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	451	46	36	404	233	118	75	137	27	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	451	46	36	404	233	118	75	137	27	30	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	451	46	36	404	233	118	75	137	27	30	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.71	0.71	0.90	0.90	0.90	0.81	0.81	0.81	0.81	0.81	0.81
Lanes:	0.24	0.69	0.07	0.05	0.60	0.35	0.36	0.23	0.41	0.34	0.37	0.29
Final Sat.:	322	936	95	92	1032	595	552	351	641	523	581	445

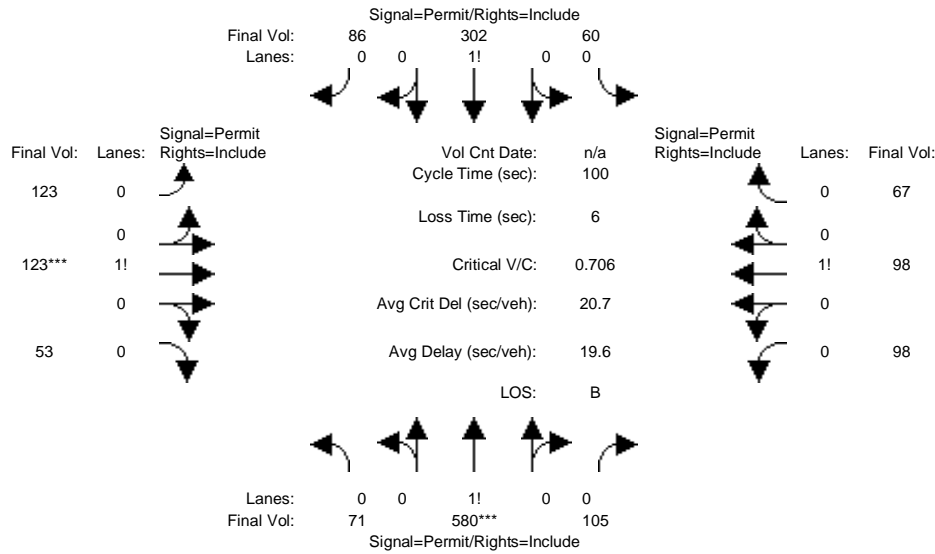
Capacity Analysis Module:												
Vol/Sat:	0.48	0.48	0.48	0.39	0.39	0.39	0.21	0.21	0.21	0.05	0.05	0.05
Crit Moves:	****						****					
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.74	0.74	0.74	0.60	0.60	0.60	0.74	0.74	0.74	0.18	0.18	0.18
Delay/Veh:	15.1	15.1	15.1	10.9	10.9	10.9	38.7	38.7	38.7	26.9	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.1	15.1	15.1	10.9	10.9	10.9	38.7	38.7	38.7	26.9	26.9	26.9
LOS by Move:	B	B	B	B	B	B	D	D	D	C	C	C
HCM2kAvgQ:	15	15	15	12	12	12	11	11	11	2	2	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



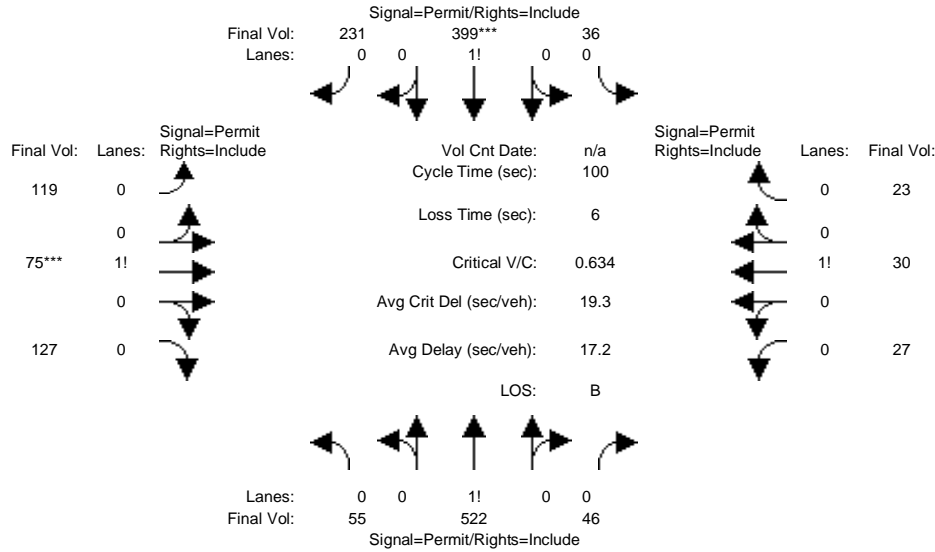
Street Name:	Pulgas Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	71	580	105	60	302	86	123	123	53	98	98	67
Growth Adj:	1.00	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	580	105	60	302	86	123	123	53	98	98	67
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	580	105	60	302	86	123	123	53	98	98	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	580	105	60	302	86	123	123	53	98	98	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	580	105	60	302	86	123	123	53	98	98	67
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	580	105	60	302	86	123	123	53	98	98	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.82	0.82	0.82	0.70	0.70	0.70	0.72	0.72	0.72
Lanes:	0.09	0.77	0.14	0.13	0.68	0.19	0.41	0.41	0.18	0.38	0.37	0.25
Final Sat.:	161	1317	238	209	1053	300	551	551	237	513	513	351
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.29	0.29	0.29	0.22	0.22	0.22	0.19	0.19	0.19
Crit Moves:	****						****					
Green/Cycle:	0.62	0.62	0.62	0.62	0.62	0.62	0.32	0.32	0.32	0.32	0.32	0.32
Volume/Cap:	0.71	0.71	0.71	0.46	0.46	0.46	0.71	0.71	0.71	0.60	0.60	0.60
Delay/Veh:	14.8	14.8	14.8	10.3	10.3	10.3	35.5	35.5	35.5	31.3	31.3	31.3
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:	14.8	14.8	14.8	10.3	10.3	10.3	35.5	35.5	35.5	31.3	31.3	31.3
LOS by Move:	B	B	B	B	B	B	D	D	D	C	C	C
HCM2kAvgQ:	16	16	16	7	7	7	9	9	9	8	8	8

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	55	522	46	36	399	231	119	75	127	27	30	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	522	46	36	399	231	119	75	127	27	30	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	522	46	36	399	231	119	75	127	27	30	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	522	46	36	399	231	119	75	127	27	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	522	46	36	399	231	119	75	127	27	30	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	55	522	46	36	399	231	119	75	127	27	30	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.91	0.91	0.91	0.81	0.81	0.81	0.83	0.83	0.83
Lanes:	0.09	0.84	0.07	0.05	0.60	0.35	0.37	0.23	0.40	0.34	0.37	0.29
Final Sat.:	150	1426	126	93	1032	597	569	359	607	531	590	453

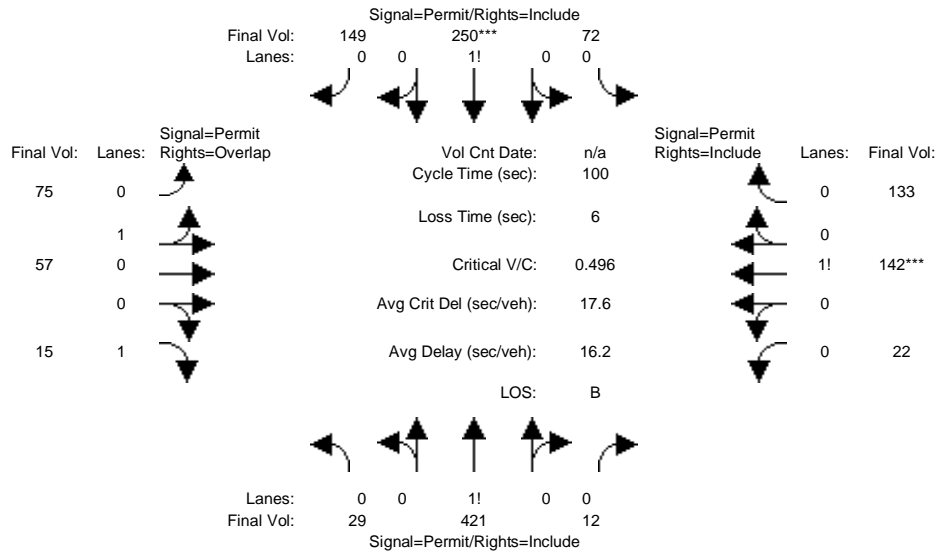
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.39	0.39	0.39	0.21	0.21	0.21	0.05	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.61	0.61	0.61	0.61	0.61	0.61	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.60	0.60	0.60	0.63	0.63	0.63	0.63	0.63	0.63	0.15	0.15	0.15
Delay/Veh:	13.0	13.0	13.0	13.7	13.7	13.7	31.0	31.0	31.0	23.8	23.8	23.8
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:	13.0	13.0	13.0	13.7	13.7	13.7	31.0	31.0	31.0	23.8	23.8	23.8
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	12	12	12	13	13	13	9	9	9	2	2	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd (Improvements)

Intersection #1155: Pulgas Avenue and O'Connor Street (new Signal)



Street Name:	Pulgas Avenue						O'Connor Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	29	421	12	72	250	149	75	57	15	22	142	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	421	12	72	250	149	75	57	15	22	142	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	421	12	72	250	149	75	57	15	22	142	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	421	12	72	250	149	75	57	15	22	142	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	421	12	72	250	149	75	57	15	22	142	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	421	12	72	250	149	75	57	15	22	142	133

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.84	0.84	0.84	0.64	0.64	0.85	0.92	0.92	0.92
Lanes:	0.06	0.91	0.03	0.15	0.53	0.32	0.57	0.43	1.00	0.07	0.48	0.45
Final Sat.:	114	1650	47	243	844	503	693	527	1615	129	834	781

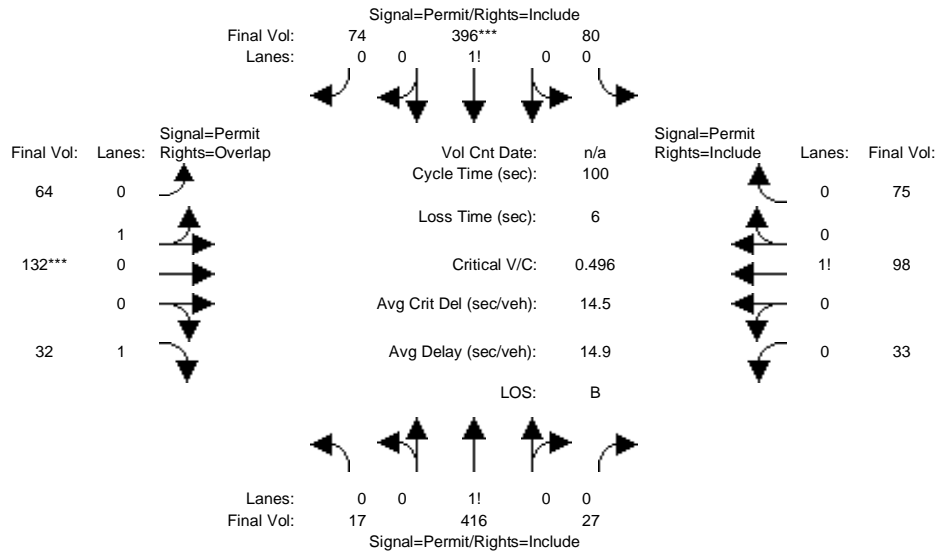
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.30	0.30	0.30	0.11	0.11	0.01	0.17	0.17	0.17
Crit Moves:					****						****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.43	0.43	0.43	0.50	0.50	0.50	0.32	0.32	0.03	0.50	0.50	0.50
Delay/Veh:	11.2	11.2	11.2	12.0	12.0	12.0	24.6	24.6	21.8	26.6	26.6	26.6
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:	11.2	11.2	11.2	12.0	12.0	12.0	24.6	24.6	21.8	26.6	26.6	26.6
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	8	8	8	8	8	8	3	3	0	7	7	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd (Improvements)

Intersection #1155: Pulgas Avenue and O'Connor Street (new Signal)



Street Name:	Pulgas Avenue						O'Connor Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	17	416	27	80	396	74	64	132	32	33	98	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:	17	416	27	80	396	74	64	132	32	33	98	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:	17	416	27	80	396	74	64	132	32	33	98	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:	17	416	27	80	396	74	64	132	32	33	98	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	416	27	80	396	74	64	132	32	33	98	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
Final Volume:	17	416	27	80	396	74	64	132	32	33	98	75

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.86	0.86	0.86	0.79	0.79	0.85	0.89	0.89	0.89
Lanes:	0.04	0.90	0.06	0.15	0.72	0.13	0.33	0.67	1.00	0.16	0.48	0.36
Final Sat.:	68	1665	108	239	1181	221	490	1010	1615	269	800	612

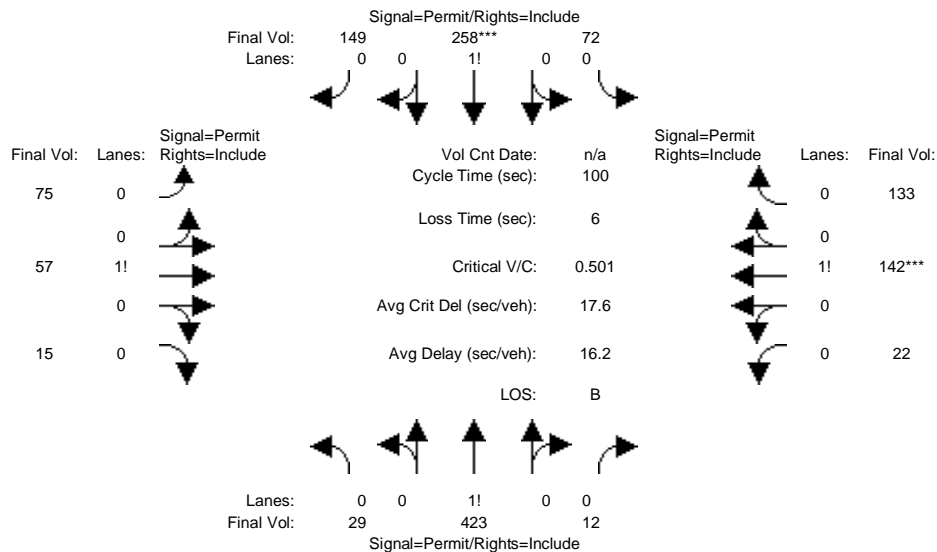
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.34	0.34	0.34	0.13	0.13	0.02	0.12	0.12	0.12
Crit Moves:					****			****				
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.37	0.37	0.37	0.50	0.50	0.50	0.50	0.50	0.08	0.46	0.46	0.46
Delay/Veh:	7.2	7.2	7.2	8.2	8.2	8.2	32.2	32.2	27.7	31.7	31.7	31.7
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:	7.2	7.2	7.2	8.2	8.2	8.2	32.2	32.2	27.7	31.7	31.7	31.7
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	6	6	6	8	8	8	6	6	1	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd (Improvements)

Intersection #1155: Pulgas Avenue and O'Connor Street (new Signal)



Street Name:	Pulgas Avenue						O'Connor Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	29	423	12	72	258	149	75	57	15	22	142	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	423	12	72	258	149	75	57	15	22	142	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	423	12	72	258	149	75	57	15	22	142	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	423	12	72	258	149	75	57	15	22	142	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	423	12	72	258	149	75	57	15	22	142	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	423	12	72	258	149	75	57	15	22	142	133

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.84	0.84	0.84	0.68	0.68	0.68	0.92	0.92	0.92
Lanes:	0.06	0.91	0.03	0.15	0.54	0.31	0.51	0.39	0.10	0.07	0.48	0.45
Final Sat.:	113	1651	47	240	860	497	656	498	131	129	833	780

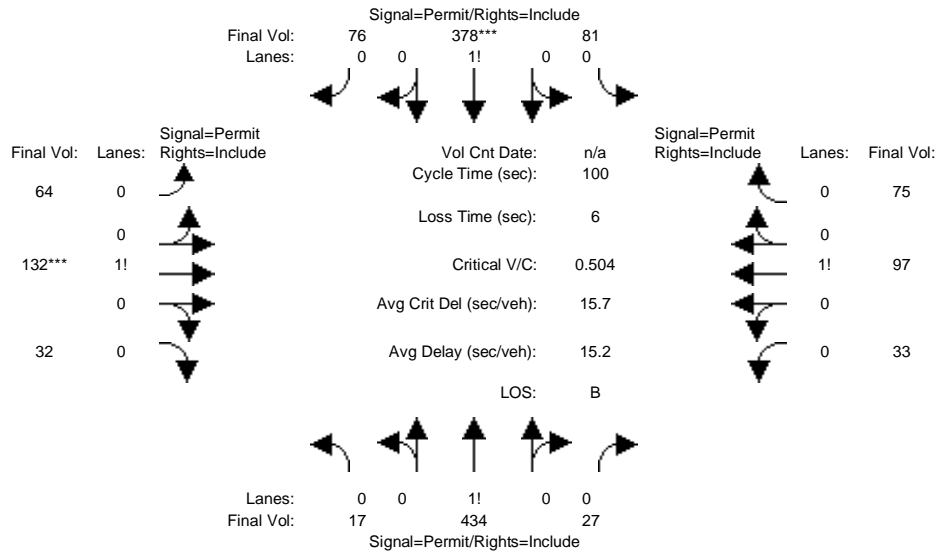
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.30	0.30	0.30	0.11	0.11	0.11	0.17	0.17	0.17
Crit Moves:					****						****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.43	0.43	0.43	0.50	0.50	0.50	0.34	0.34	0.34	0.50	0.50	0.50
Delay/Veh:	11.1	11.1	11.1	11.9	11.9	11.9	25.0	25.0	25.0	26.9	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.1	11.1	11.1	11.9	11.9	11.9	25.0	25.0	25.0	26.9	26.9	26.9
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	8	8	8	9	9	9	4	4	4	8	8	8

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd (Improvements)

Intersection #1155: Pulgas Avenue and O'Connor Street (new Signal)



Street Name:	Pulgas Avenue						O'Connor Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	17	434	27	81	378	76	64	132	32	33	97	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:	17	434	27	81	378	76	64	132	32	33	97	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:	17	434	27	81	378	76	64	132	32	33	97	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:	17	434	27	81	378	76	64	132	32	33	97	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	434	27	81	378	76	64	132	32	33	97	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
Final Volume:	17	434	27	81	378	76	64	132	32	33	97	75

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.85	0.85	0.85	0.83	0.83	0.83	0.89	0.89	0.89
Lanes:	0.03	0.91	0.06	0.15	0.71	0.14	0.28	0.58	0.14	0.16	0.47	0.37
Final Sat.:	66	1674	104	246	1147	231	444	915	222	272	799	617

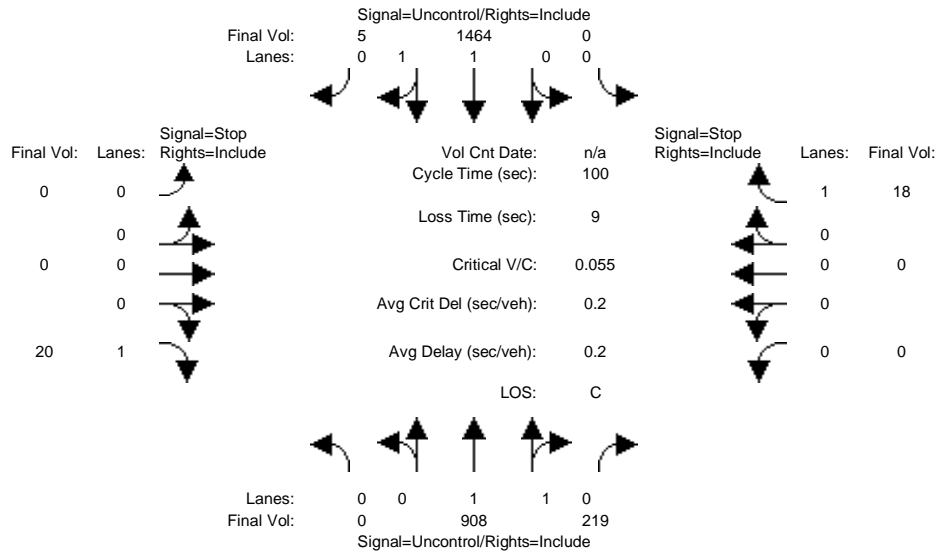
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.33	0.33	0.33	0.14	0.14	0.14	0.12	0.12	0.12
Crit Moves:					****			****				
Green/Cycle:	0.65	0.65	0.65	0.65	0.65	0.65	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.40	0.40	0.40	0.50	0.50	0.50	0.50	0.50	0.50	0.42	0.42	0.42
Delay/Veh:	8.3	8.3	8.3	9.3	9.3	9.3	30.7	30.7	30.7	29.6	29.6	29.6
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:	8.3	8.3	8.3	9.3	9.3	9.3	30.7	30.7	30.7	29.6	29.6	29.6
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	7	7	7	9	9	9	6	6	6	5	5	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	908	219	0	1464	5	0	0	20	0	0	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:	0	908	219	0	1464	5	0	0	20	0	0	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:	0	908	219	0	1464	5	0	0	20	0	0	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:	0	908	219	0	1464	5	0	0	20	0	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	908	219	0	1464	5	0	0	20	0	0	18

Critical Gap Module:	L	T	R	L	T	R	L	T	R	L	T	R
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3

Capacity Module:	L	T	R	L	T	R	L	T	R	L	T	R
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	735	xxxx	xxxx	564
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	367	xxxx	xxxx	474
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	367	xxxx	xxxx	474
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.04

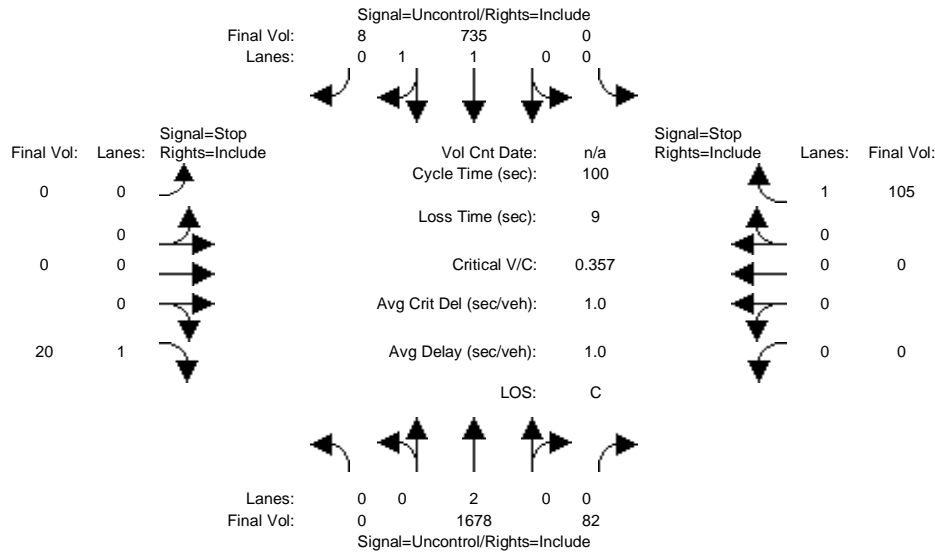
Level Of Service Module:	L	T	R	L	T	R	L	T	R	L	T	R
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.4	xxxxx	xxxx	12.9
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			15.4			12.9		
ApproachLOS:	*			*			C			B		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	1678	82	0	735	8	0	0	20	0	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	1678	82	0	735	8	0	0	20	0	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	1678	82	0	735	8	0	0	20	0	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	1678	82	0	735	8	0	0	20	0	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1678	82	0	735	8	0	0	20	0	0	105

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	372	xxxx	xxxx	880
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	632	xxxx	xxxx	294
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	632	xxxx	xxxx	294
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.36

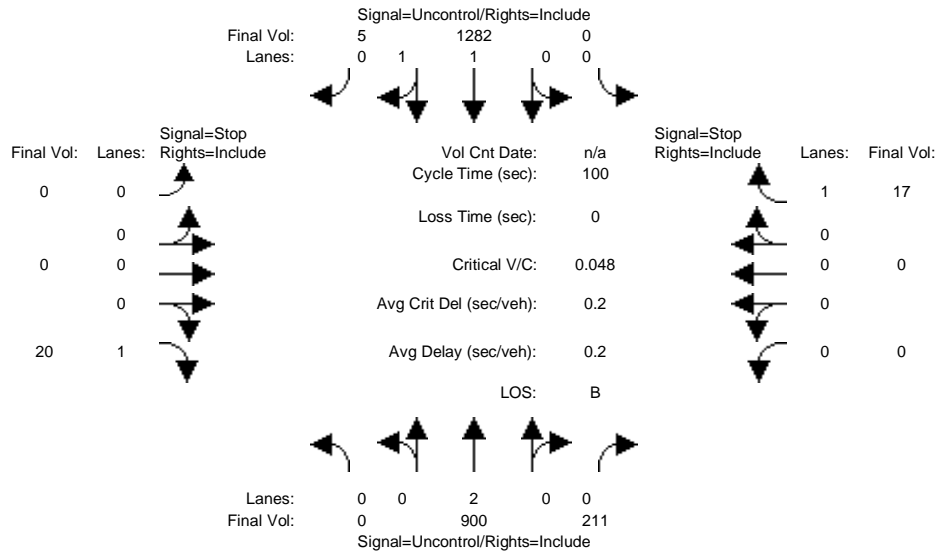
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	1.6
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.9	xxxxx	xxxx	23.9
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	C
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					10.9			23.9
ApproachLOS:	*			*					B			C

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	900	211	0	1282	5	0	0	20	0	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	900	211	0	1282	5	0	0	20	0	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	900	211	0	1282	5	0	0	20	0	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	900	211	0	1282	5	0	0	20	0	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	900	211	0	1282	5	0	0	20	0	0	17

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	644	xxxx	xxxx	556
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	421	xxxx	xxxx	480
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	421	xxxx	xxxx	480
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.04

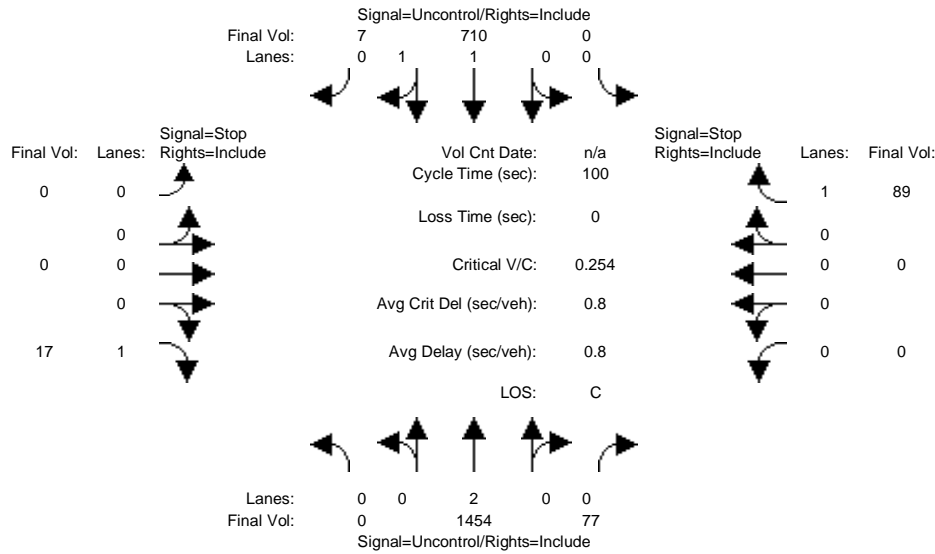
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.0	xxxxx	xxxx	12.8
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					14.0			12.8
ApproachLOS:	*			*					B			B

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	1454	77	0	710	7	0	0	17	0	0	89
Growth Adj:	1.00	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	1454	77	0	710	7	0	0	17	0	0	89
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	1454	77	0	710	7	0	0	17	0	0	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1454	77	0	710	7	0	0	17	0	0	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1454	77	0	710	7	0	0	17	0	0	89

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	359	xxxx	xxxx	766
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	644	xxxx	xxxx	350
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	644	xxxx	xxxx	350
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.25

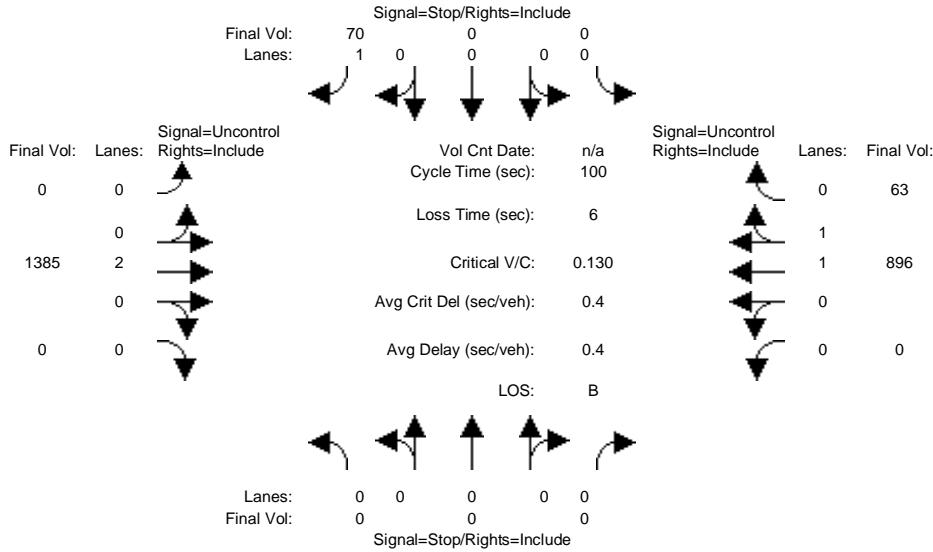
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	1.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.7	xxxxx	xxxx	18.8
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	C
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					10.7			18.8
ApproachLOS:	*			*					B			C

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	0	0	70	0	1385	0	0	896	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	70	0	1385	0	0	896	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	70	0	1385	0	0	896	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	70	0	1385	0	0	896	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	0	0	70	0	1385	0	0	896	63

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	480	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	538	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	538	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

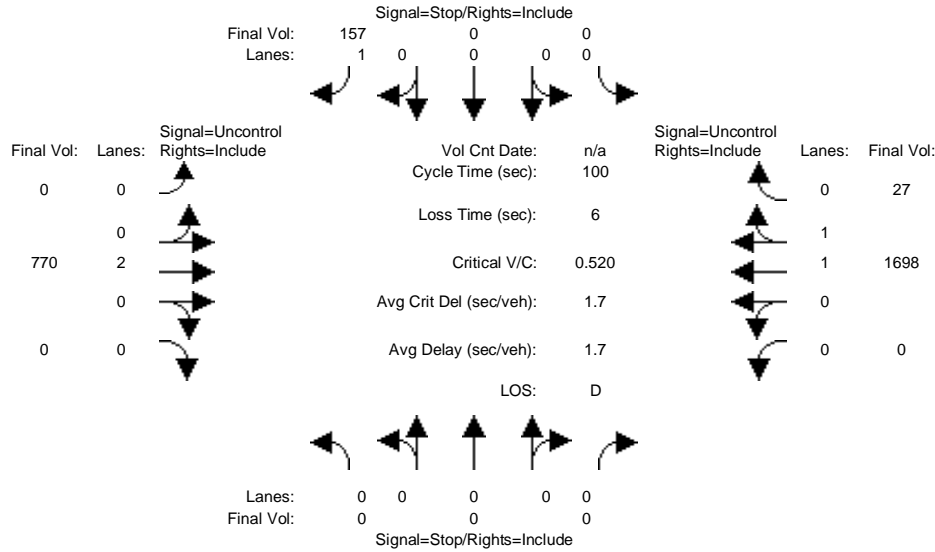
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	0	0	157	0	770	0	0	1698	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	157	0	770	0	0	1698	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	157	0	770	0	0	1698	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	157	0	770	0	0	1698	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	157	0	770	0	0	1698	27

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	863	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	302	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	302	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.52	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

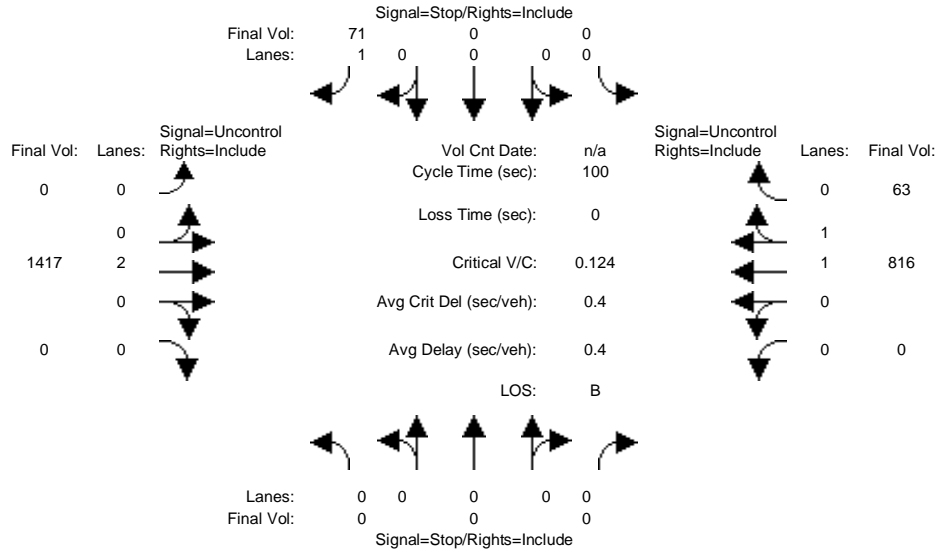
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	29.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	D	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			29.1			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	71	0	1417	0	0	816	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	71	0	1417	0	0	816	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	71	0	1417	0	0	816	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	71	0	1417	0	0	816	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	71	0	1417	0	0	816	63

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	440	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	571	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	571	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

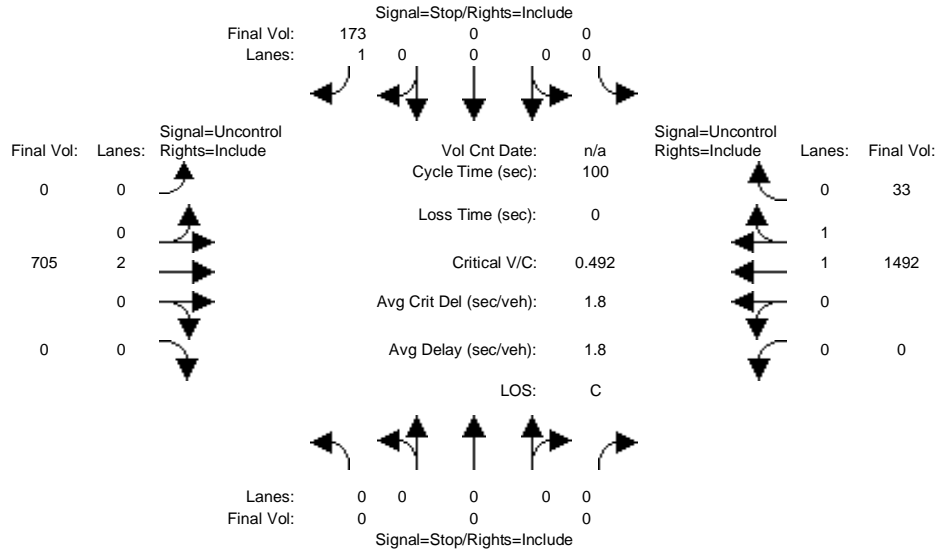
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					12.2	xxxxxx					xxxxxx
ApproachLOS:	*					B	*					*

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	173	0	705	0	0	1492	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	173	0	705	0	0	1492	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	173	0	705	0	0	1492	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	173	0	705	0	0	1492	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	173	0	705	0	0	1492	33

Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	6.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	763	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	352	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	352	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.49	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

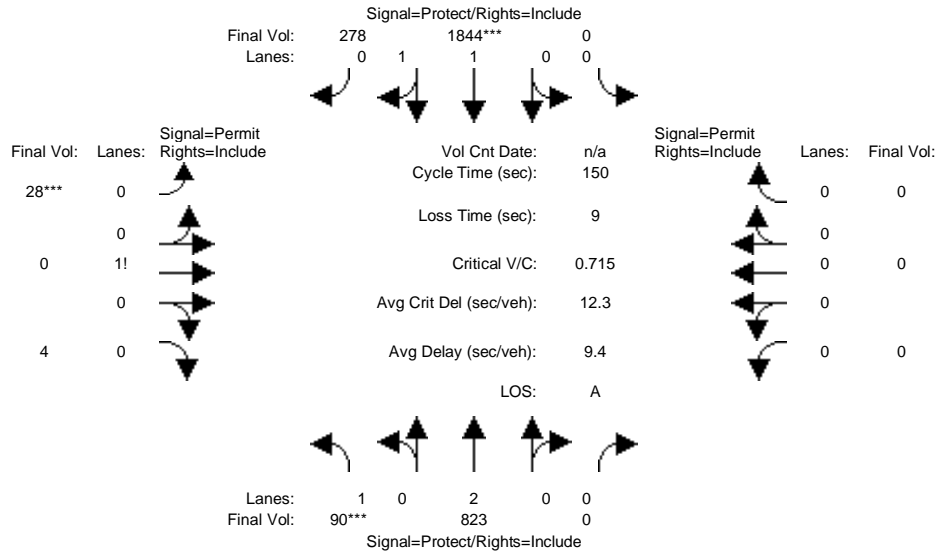
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	2.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	24.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			24.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj AM No Loop Rd (Improvements)

Intersection #3002: University Ave & Adams Dr



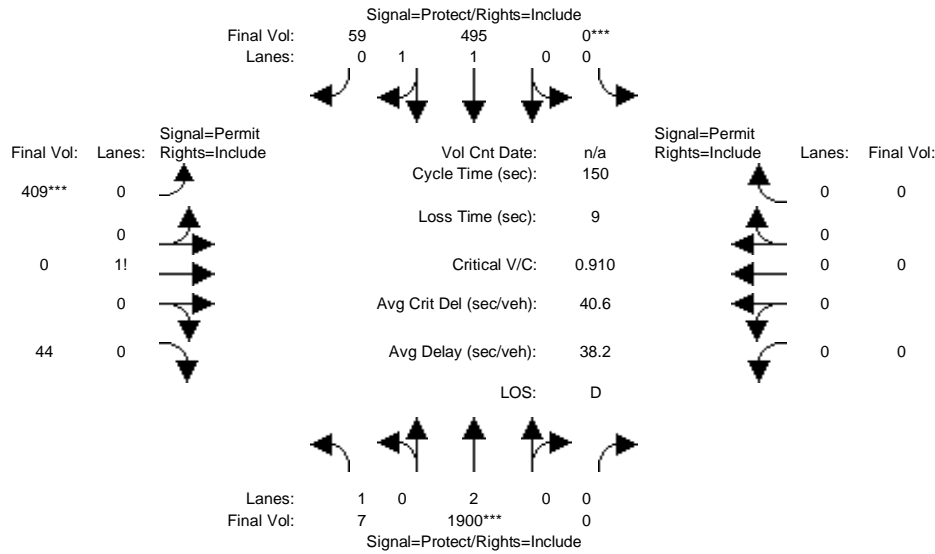
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	823	0	0	1844	278	28	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	823	0	0	1844	278	28	0	4	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:	90	823	0	0	1844	278	28	0	4	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:	90	823	0	0	1844	278	28	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	823	0	0	1844	278	28	0	4	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
Final Volume:	90	823	0	0	1844	278	28	0	4	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.74	1.00	0.74	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.74	0.26	0.88	0.00	0.12	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3074	463	1231	0	176	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.00	0.00	0.60	0.60	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.87	0.00	0.00	0.81	0.81	0.07	0.00	0.07	0.00	0.00	0.00
Volume/Cap:	0.74	0.26	0.00	0.00	0.74	0.74	0.34	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	90.6	1.6	0.0	0.0	8.1	8.1	69.0	0.0	69.0	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:	90.6	1.6	0.0	0.0	8.1	8.1	69.0	0.0	69.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	6	3	0	0	25	25	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+2.8 Proj PM No Loop Rd (Improvements)

Intersection #3002: University Ave & Adams Dr



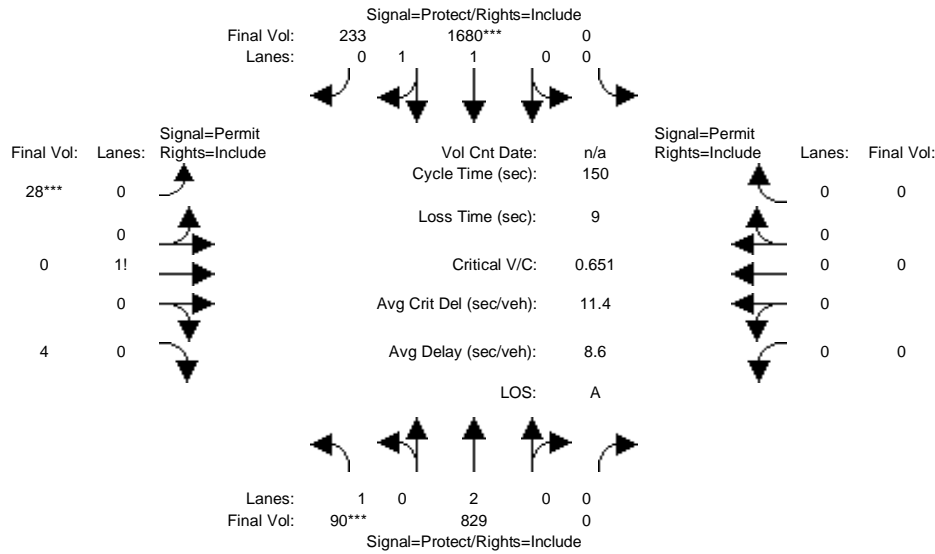
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	1900	0	0	495	59	409	0	44	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1900	0	0	495	59	409	0	44	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:	7	1900	0	0	495	59	409	0	44	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:	7	1900	0	0	495	59	409	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1900	0	0	495	59	409	0	44	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
Final Volume:	7	1900	0	0	495	59	409	0	44	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.73	1.00	0.73	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.79	0.21	0.90	0.00	0.10	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3174	378	1244	0	134	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.00	0.16	0.16	0.33	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green/Cycle:	0.13	0.58	0.00	0.00	0.45	0.45	0.36	0.00	0.36	0.00	0.00	0.00
Volume/Cap:	0.03	0.91	0.00	0.00	0.35	0.35	0.91	0.00	0.91	0.00	0.00	0.00
Delay/Veh:	56.6	34.5	0.0	0.0	27.5	27.5	66.2	0.0	66.2	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:	56.6	34.5	0.0	0.0	27.5	27.5	66.2	0.0	66.2	0.0	0.0	0.0
LOS by Move:	E	C	A	A	C	C	E	A	E	A	A	A
HCM2kAvgQ:	0	44	0	0	9	9	23	0	23	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj AM with Loop Rd (Improvements)

Intersection #3002: University Ave & Adams Dr



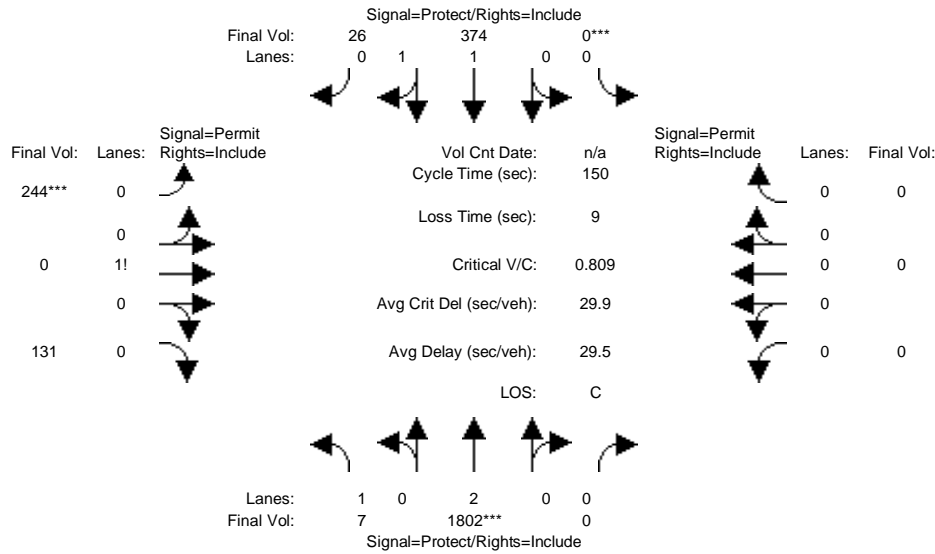
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	90	829	0	0	1680	233	28	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	829	0	0	1680	233	28	0	4	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:	90	829	0	0	1680	233	28	0	4	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:	90	829	0	0	1680	233	28	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	829	0	0	1680	233	28	0	4	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
Final Volume:	90	829	0	0	1680	233	28	0	4	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.74	1.00	0.74	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.76	0.24	0.88	0.00	0.12	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3113	432	1231	0	176	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.00	0.00	0.54	0.54	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.87	0.00	0.00	0.80	0.80	0.07	0.00	0.07	0.00	0.00	0.00
Volume/Cap:	0.67	0.26	0.00	0.00	0.67	0.67	0.34	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	80.6	1.6	0.0	0.0	7.2	7.2	69.0	0.0	69.0	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:	80.6	1.6	0.0	0.0	7.2	7.2	69.0	0.0	69.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	5	3	0	0	20	20	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+2.8 proj PM with Loop Rd (Improvements)

Intersection #3002: University Ave & Adams Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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:	7	1802	0	0	374	26	244	0	131	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:	7	1802	0	0	374	26	244	0	131	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:	7	1802	0	0	374	26	244	0	131	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:	7	1802	0	0	374	26	244	0	131	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1802	0	0	374	26	244	0	131	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
Final Volume:	7	1802	0	0	374	26	244	0	131	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.00	0.94	0.94	0.76	1.00	0.76	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.87	0.13	0.65	0.00	0.35	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3342	232	934	0	502	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.11	0.11	0.26	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.18	0.62	0.00	0.00	0.44	0.44	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.02	0.81	0.00	0.00	0.26	0.26	0.81	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	50.5	24.3	0.0	0.0	27.0	27.0	56.7	0.0	56.7	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:	50.5	24.3	0.0	0.0	27.0	27.0	56.7	0.0	56.7	0.0	0.0	0.0
LOS by Move:	D	C	A	A	C	C	E	A	E	A	A	A
HCM2kAvgQ:	0	34	0	0	6	6	18	0	18	0	0	0

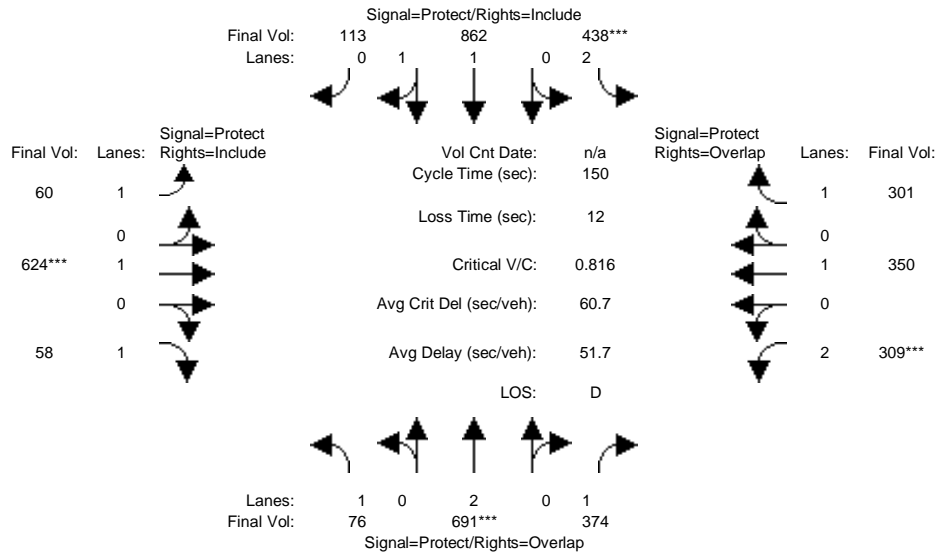
Note: Queue reported is the number of cars per lane.

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Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	76	691	374	438	862	113	60	624	58	309	350	301
Growth Adj:	1.00	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	691	374	438	862	113	60	624	58	309	350	301
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	691	374	438	862	113	60	624	58	309	350	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	691	374	438	862	113	60	624	58	309	350	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	691	374	438	862	113	60	624	58	309	350	301
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	691	374	438	862	113	60	624	58	309	350	301

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.83	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	2.00	1.00	2.00	1.77	0.23	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	3505	1568	3400	3046	399	1769	1862	1583	3432	1862	1583

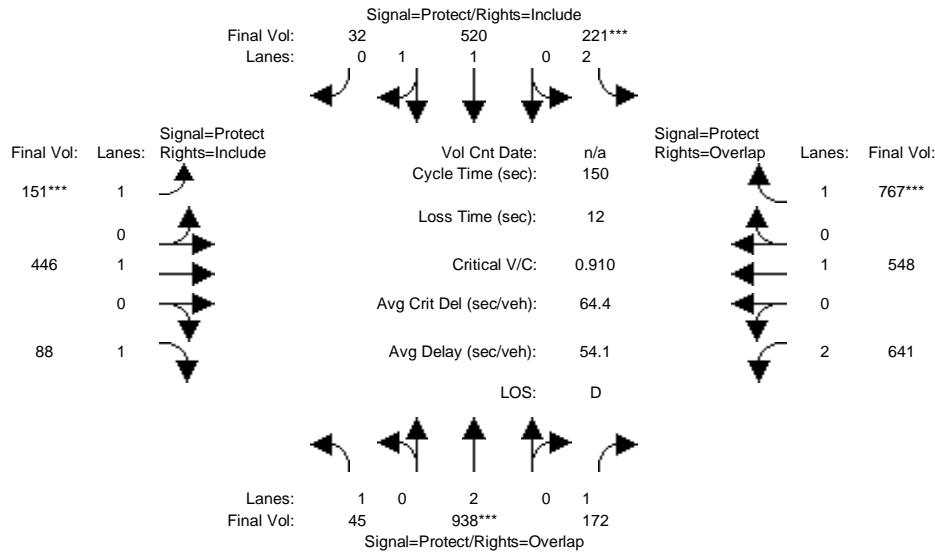
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.24	0.13	0.28	0.28	0.03	0.34	0.04	0.09	0.19	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.06	0.24	0.35	0.16	0.34	0.34	0.10	0.41	0.41	0.11	0.42	0.57
Volume/Cap:	0.77	0.82	0.68	0.82	0.83	0.83	0.33	0.82	0.09	0.82	0.45	0.33
Delay/Veh:	99.4	60.0	44.8	70.5	50.1	50.1	63.4	46.0	27.1	78.2	31.8	16.9
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:	99.4	60.0	44.8	70.5	50.1	50.1	63.4	46.0	27.1	78.2	31.8	16.9
LOS by Move:	F	E	D	E	D	D	E	D	C	E	C	B
HCM2kAvgQ:	5	18	15	12	23	23	3	27	2	9	11	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	45	938	172	221	520	32	151	446	88	641	548	767
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	938	172	221	520	32	151	446	88	641	548	767
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:	45	938	172	221	520	32	151	446	88	641	548	767
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	938	172	221	520	32	151	446	88	641	548	767
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	938	172	221	520	32	151	446	88	641	548	767
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	938	172	221	520	32	151	446	88	641	548	767

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.83	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	2.00	1.00	2.00	1.88	0.12	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	3505	1568	3400	3272	201	1769	1862	1583	3432	1862	1583

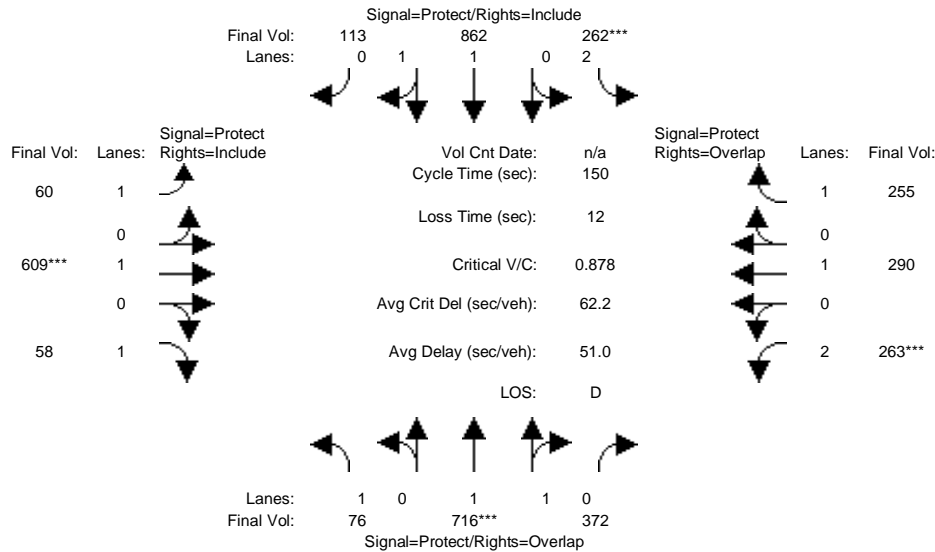
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.27	0.11	0.06	0.16	0.16	0.09	0.24	0.06	0.19	0.29	0.48
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.29	0.54	0.07	0.28	0.28	0.09	0.31	0.31	0.24	0.46	0.53
Volume/Cap:	0.31	0.91	0.20	0.91	0.56	0.56	0.91	0.77	0.18	0.77	0.64	0.91
Delay/Veh:	66.0	62.8	18.2	103.9	46.7	46.7	112.1	52.9	37.8	57.2	32.5	45.7
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:	66.0	62.8	18.2	103.9	46.7	46.7	112.1	52.9	37.8	57.2	32.5	45.7
LOS by Move:	E	E	B	F	D	D	F	D	D	E	C	D
HCM2kAvgQ:	2	25	4	8	12	12	10	20	3	16	19	35

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	76	716	372	262	862	113	60	609	58	263	290	255
Growth Adj:	1.00	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	716	372	262	862	113	60	609	58	263	290	255
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	716	372	262	862	113	60	609	58	263	290	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	716	372	262	862	113	60	609	58	263	290	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	716	372	262	862	113	60	609	58	263	290	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	716	372	262	862	113	60	609	58	263	290	255

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.88	0.88	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	1.32	0.68	2.00	1.77	0.23	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	2189	1137	3400	3046	399	1769	1862	1583	3432	1862	1583

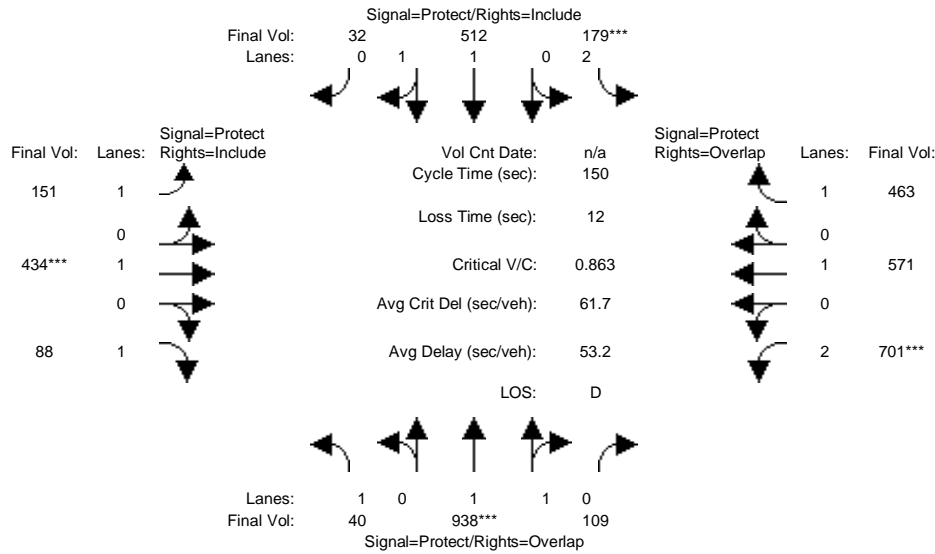
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.08	0.28	0.28	0.03	0.33	0.04	0.08	0.16	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.37	0.46	0.09	0.40	0.40	0.11	0.37	0.37	0.09	0.35	0.44
Volume/Cap:	0.67	0.88	0.71	0.88	0.72	0.72	0.32	0.88	0.10	0.88	0.44	0.36
Delay/Veh:	82.4	51.3	34.1	91.9	40.1	40.1	63.0	56.2	30.7	91.8	37.6	28.2
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:	82.4	51.3	34.1	91.9	40.1	40.1	63.0	56.2	30.7	91.8	37.6	28.2
LOS by Move:	F	D	C	F	D	D	E	E	C	F	D	C
HCM2kAvgQ:	5	27	21	9	20	20	3	29	2	9	10	8

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd (Improvements)

Intersection #11: University Avenue and Bay Road



Street Name:	University Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	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:	40	938	109	179	512	32	151	434	88	701	571	463
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	938	109	179	512	32	151	434	88	701	571	463
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	938	109	179	512	32	151	434	88	701	571	463
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	938	109	179	512	32	151	434	88	701	571	463
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	938	109	179	512	32	151	434	88	701	571	463
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	938	109	179	512	32	151	434	88	701	571	463

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.89	0.91	0.91	0.93	0.98	0.83	0.90	0.98	0.83
Lanes:	1.00	1.79	0.21	2.00	1.88	0.12	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1753	3090	359	3400	3269	204	1769	1862	1583	3432	1862	1583

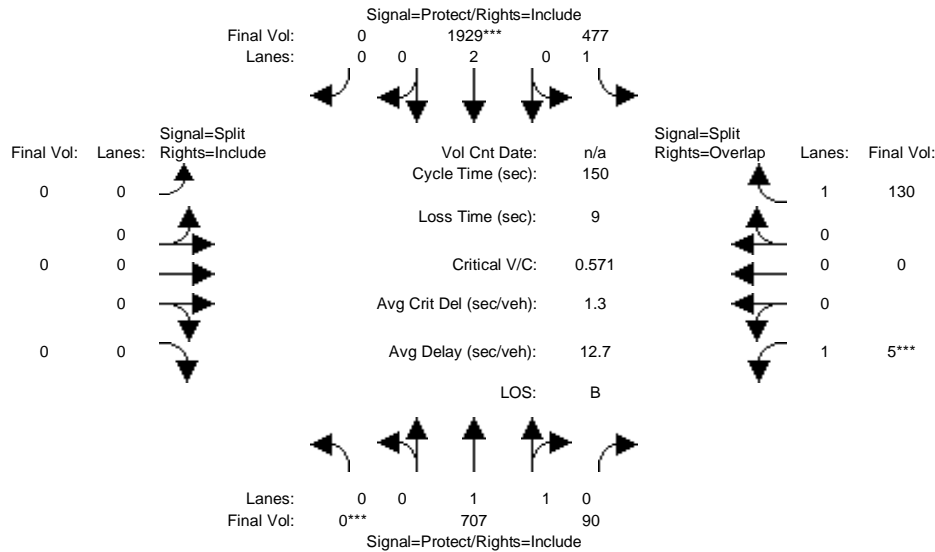
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.05	0.16	0.16	0.09	0.23	0.06	0.20	0.31	0.29
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.35	0.59	0.06	0.32	0.32	0.11	0.27	0.27	0.24	0.40	0.46
Volume/Cap:	0.24	0.86	0.52	0.86	0.49	0.49	0.77	0.86	0.21	0.86	0.77	0.64
Delay/Veh:	63.6	51.8	18.4	98.7	41.7	41.7	82.2	66.3	42.5	64.3	44.5	33.1
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:	63.6	51.8	18.4	98.7	41.7	41.7	82.2	66.3	42.5	64.3	44.5	33.1
LOS by Move:	E	D	B	F	D	D	F	E	D	E	D	C
HCM2kAvgQ:	2	26	15	6	11	11	9	21	3	18	24	16

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd (Improvements)

Intersection #700: University Avenue and Loop Road [Future]



Street Name:	University Avenue						Loop Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	0	10	10	7	10	0	0	0	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	707	90	477	1929	0	0	0	0	5	0	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	707	90	477	1929	0	0	0	0	5	0	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	707	90	477	1929	0	0	0	0	5	0	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	707	90	477	1929	0	0	0	0	5	0	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	707	90	477	1929	0	0	0	0	5	0	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	707	90	477	1929	0	0	0	0	5	0	130

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.93	0.93	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.77	0.23	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3148	401	1805	3610	0	0	0	0	1805	0	1615

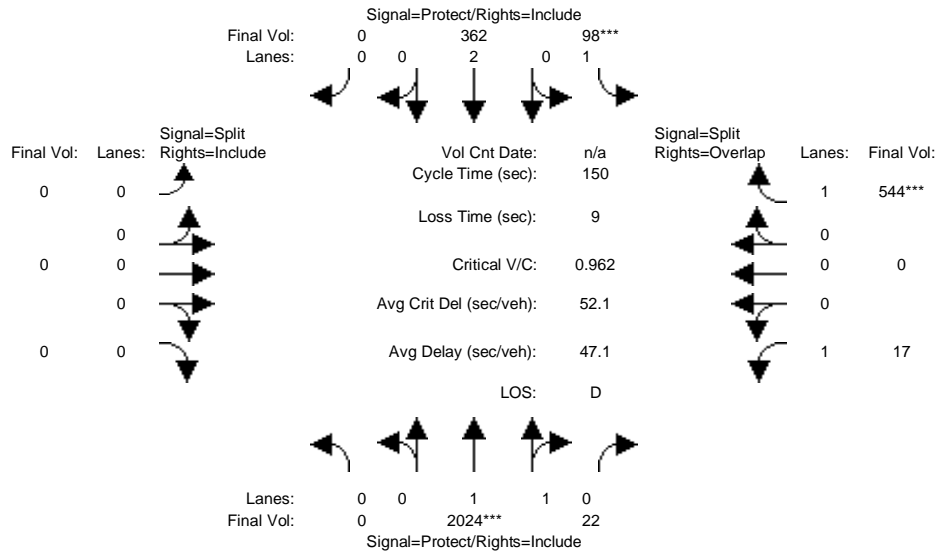
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.22	0.22	0.26	0.53	0.00	0.00	0.00	0.00	0.00	0.00	0.08
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.43	0.43	0.51	0.94	0.00	0.00	0.00	0.00	0.00	0.00	0.51
Volume/Cap:	0.00	0.52	0.52	0.52	0.57	0.00	0.00	0.00	0.00	0.57	0.00	0.16
Delay/Veh:	0.0	31.8	31.8	25.5	0.9	0.0	0.0	0.0	0.0	142.3	0.0	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.8	31.8	25.5	0.9	0.0	0.0	0.0	0.0	142.3	0.0	19.6
LOS by Move:	A	C	C	C	A	A	A	A	A	F	A	B
HCM2kAvgQ:	0	14	14	14	7	0	0	0	0	1	0	3

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd (Improvements)

Intersection #700: University Avenue and Loop Road [Future]



Street Name:	University Avenue						Loop Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	2024			2024			2024			2024		
Base Vol:	0	2024	22	98	362	0	0	0	0	17	0	544
Growth Adj:	1.00	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	2024	22	98	362	0	0	0	0	17	0	544
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	2024	22	98	362	0	0	0	0	17	0	544
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2024	22	98	362	0	0	0	0	17	0	544
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2024	22	98	362	0	0	0	0	17	0	544
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2024	22	98	362	0	0	0	0	17	0	544

Saturation Flow Module:	2024			2024			2024			2024		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	1.00	0.85
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3564	39	1805	3610	0	0	0	0	1805	0	1615

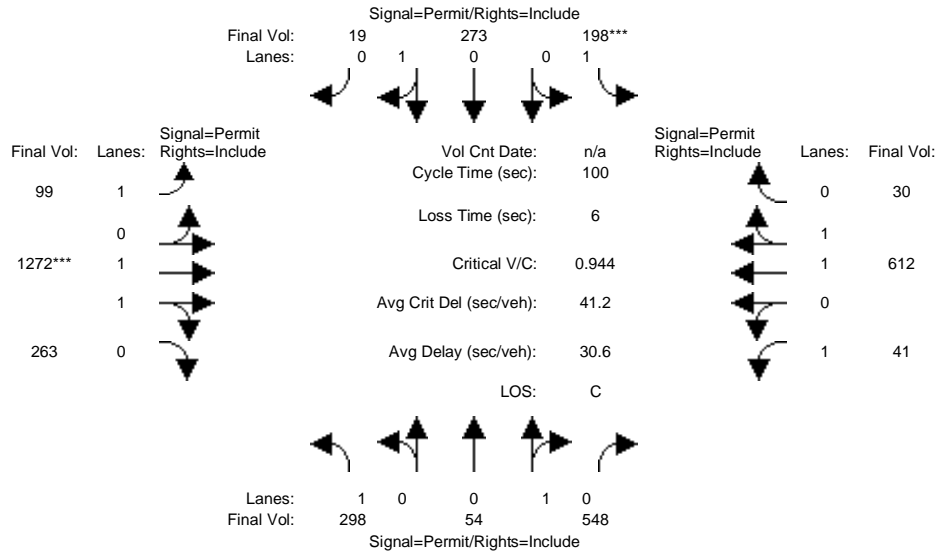
Capacity Analysis Module:	2024			2024			2024			2024		
Vol/Sat:	0.00	0.57	0.57	0.05	0.10	0.00	0.00	0.00	0.00	0.01	0.00	0.34
Crit Moves:	****			****								****
Green/Cycle:	0.00	0.59	0.59	0.06	0.65	0.00	0.00	0.00	0.00	0.29	0.00	0.35
Volume/Cap:	0.00	0.96	0.96	0.96	0.16	0.00	0.00	0.00	0.00	0.03	0.00	0.96
Delay/Veh:	0.0	41.1	41.1	147.4	10.5	0.0	0.0	0.0	0.0	37.8	0.0	76.3
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	41.1	41.1	147.4	10.5	0.0	0.0	0.0	0.0	37.8	0.0	76.3
LOS by Move:	A	D	D	F	B	A	A	A	A	D	A	E
HCM2kAvgQ:	0	52	52	7	3	0	0	0	0	1	0	29

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	298	54	548	198	273	19	99	1272	263	41	612	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	54	548	198	273	19	99	1272	263	41	612	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	298	54	548	198	273	19	99	1272	263	41	612	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	54	548	198	273	19	99	1272	263	41	612	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	54	548	198	273	19	99	1272	263	41	612	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	298	54	548	198	273	19	99	1272	263	41	612	30

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.49	0.86	0.86	0.23	0.99	0.99	0.32	0.93	0.93	0.09	0.94	0.94
Lanes:	1.00	0.09	0.91	1.00	0.93	0.07	1.00	1.66	0.34	1.00	1.91	0.09
Final Sat.:	937	147	1493	439	1759	122	600	2914	602	167	3417	168

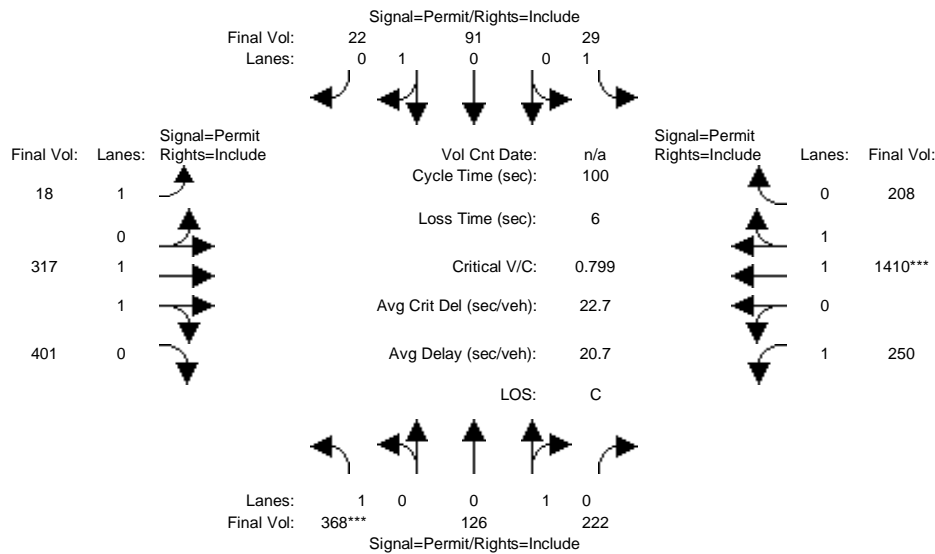
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.32	0.37	0.37	0.45	0.16	0.16	0.16	0.44	0.44	0.25	0.18	0.18
Crit Moves:				****				****				
Green/Cycle:	0.48	0.48	0.48	0.48	0.48	0.48	0.46	0.46	0.46	0.46	0.46	0.46
Volume/Cap:	0.67	0.77	0.77	0.94	0.32	0.32	0.36	0.94	0.94	0.53	0.39	0.39
Delay/Veh:	23.8	26.2	26.2	71.3	16.4	16.4	18.1	37.3	37.3	26.0	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	26.2	26.2	71.3	16.4	16.4	18.1	37.3	37.3	26.0	17.8	17.8
LOS by Move:	C	C	C	E	B	B	B	D	D	C	B	B
HCM2kAvgQ:	8	17	17	10	5	5	2	29	29	2	7	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	368	126	222	29	91	22	18	317	401	250	1410	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	368	126	222	29	91	22	18	317	401	250	1410	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	368	126	222	29	91	22	18	317	401	250	1410	208
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	368	126	222	29	91	22	18	317	401	250	1410	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	368	126	222	29	91	22	18	317	401	250	1410	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	368	126	222	29	91	22	18	317	401	250	1410	208

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.66	0.90	0.90	0.37	0.97	0.97	0.07	0.87	0.87	0.32	0.93	0.93
Lanes:	1.00	0.36	0.64	1.00	0.81	0.19	1.00	1.00	1.00	1.00	1.74	0.26
Final Sat.:	1250	622	1096	699	1486	359	133	1653	1653	602	3086	455

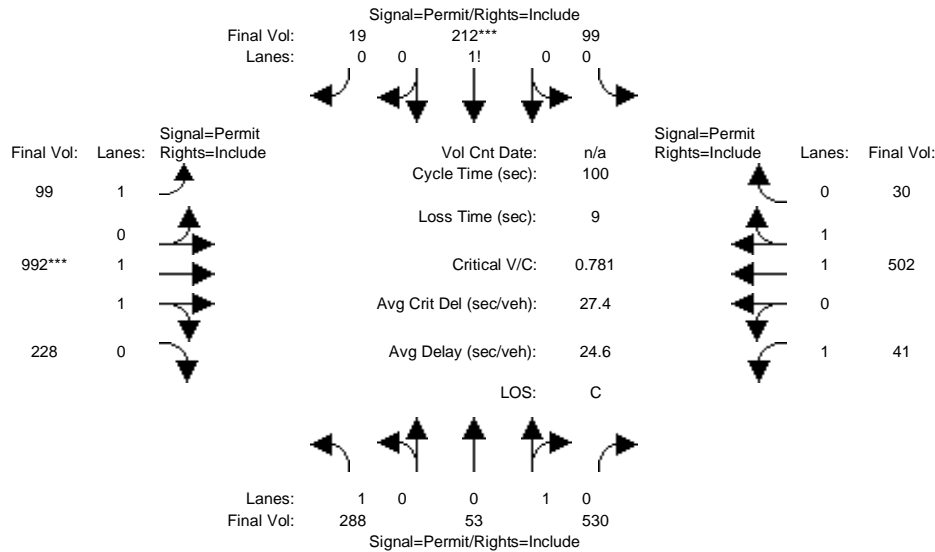
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.29	0.20	0.20	0.04	0.06	0.06	0.14	0.19	0.24	0.42	0.46	0.46
Crit Moves:	****									****		
Green/Cycle:	0.37	0.37	0.37	0.37	0.37	0.37	0.57	0.57	0.57	0.57	0.57	0.57
Volume/Cap:	0.80	0.55	0.55	0.11	0.17	0.17	0.24	0.34	0.42	0.73	0.80	0.80
Delay/Veh:	37.8	26.1	26.1	21.0	21.4	21.4	12.2	11.4	12.3	23.2	19.2	19.2
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:	37.8	26.1	26.1	21.0	21.4	21.4	12.2	11.4	12.3	23.2	19.2	19.2
LOS by Move:	D	C	C	C	C	C	B	B	B	C	B	B
HCM2kAvgQ:	12	9	9	1	2	2	1	5	7	7	22	22

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	288	53	530	99	212	19	99	992	228	41	502	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	53	530	99	212	19	99	992	228	41	502	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	53	530	99	212	19	99	992	228	41	502	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	53	530	99	212	19	99	992	228	41	502	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	53	530	99	212	19	99	992	228	41	502	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	288	53	530	99	212	19	99	992	228	41	502	30

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.86	0.86	0.48	0.48	0.48	0.39	0.92	0.92	0.09	0.94	0.94
Lanes:	1.00	0.09	0.91	0.30	0.64	0.06	1.00	1.63	0.37	1.00	1.89	0.11
Final Sat.:	1226	149	1492	273	584	52	745	2853	656	179	3379	202

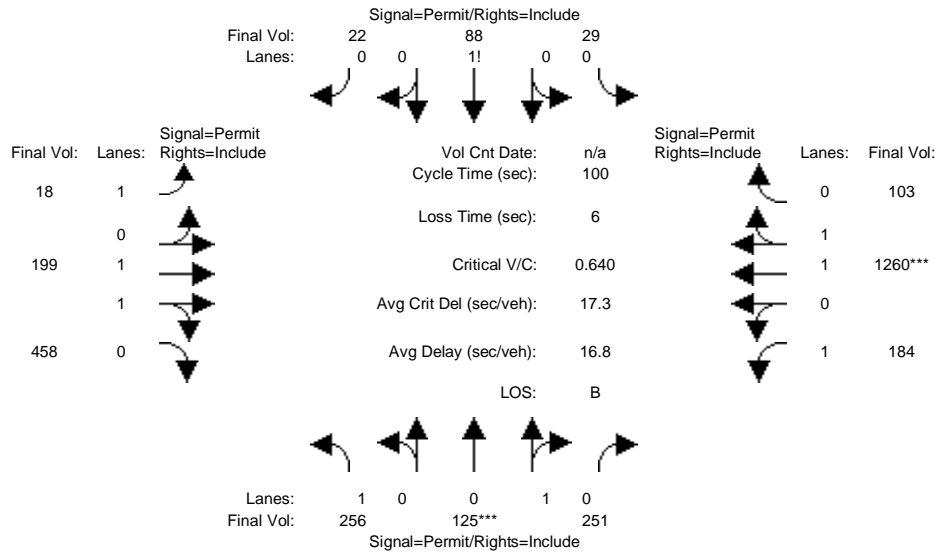
Capacity Analysis Module:												
Vol/Sat:	0.24	0.36	0.36	0.36	0.36	0.36	0.13	0.35	0.35	0.23	0.15	0.15
Crit Moves:					****			****				
Green/Cycle:	0.46	0.46	0.46	0.46	0.46	0.46	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.51	0.76	0.76	0.78	0.78	0.78	0.30	0.78	0.78	0.52	0.33	0.33
Delay/Veh:	19.4	26.8	26.8	31.6	31.6	31.6	18.3	26.2	26.2	25.8	18.2	18.2
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:	19.4	26.8	26.8	31.6	31.6	31.6	18.3	26.2	26.2	25.8	18.2	18.2
LOS by Move:	B	C	C	C	C	C	B	C	C	C	B	B
HCM2kAvgQ:	7	16	16	11	11	11	2	18	18	2	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd (Improvements)

Intersection #1108: Clarke Ave/Bay Rd (new signal)



Street Name:	Clarke Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	256	125	251	29	88	22	18	199	458	184	1260	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	125	251	29	88	22	18	199	458	184	1260	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	125	251	29	88	22	18	199	458	184	1260	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	256	125	251	29	88	22	18	199	458	184	1260	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	125	251	29	88	22	18	199	458	184	1260	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	256	125	251	29	88	22	18	199	458	184	1260	103

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.90	0.90	0.83	0.83	0.83	0.12	0.85	0.85	0.35	0.94	0.94
Lanes:	1.00	0.33	0.67	0.21	0.63	0.16	1.00	1.00	1.00	1.00	1.85	0.15
Final Sat.:	1368	568	1142	329	1000	250	228	1615	1615	669	3300	270

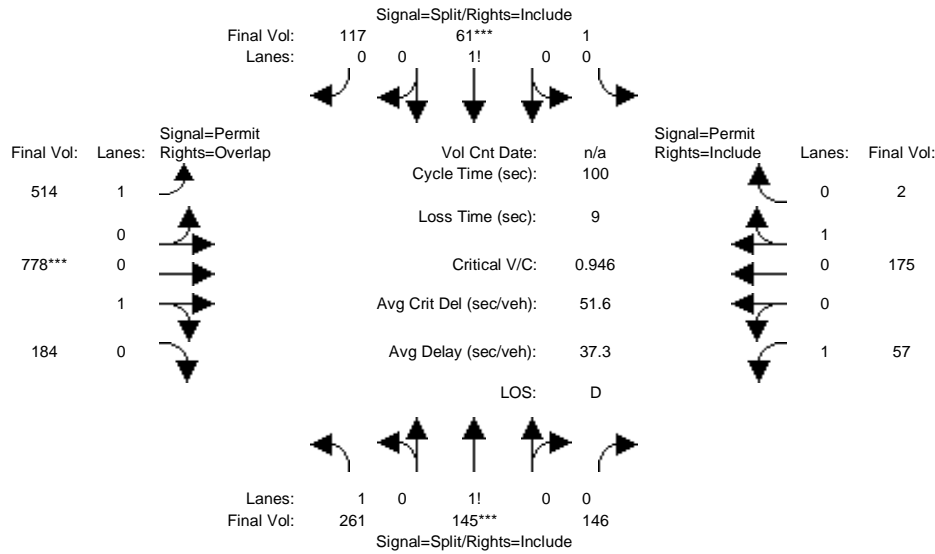
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.19	0.22	0.22	0.09	0.09	0.09	0.08	0.12	0.28	0.28	0.38	0.38
Crit Moves:	****									****		
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.54	0.64	0.64	0.26	0.26	0.26	0.13	0.21	0.48	0.46	0.64	0.64
Delay/Veh:	27.8	30.0	30.0	23.9	23.9	23.9	9.3	9.3	11.6	12.1	13.8	13.8
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:	27.8	30.0	30.0	23.9	23.9	23.9	9.3	9.3	11.6	12.1	13.8	13.8
LOS by Move:	C	C	C	C	C	C	A	A	B	B	B	B
HCM2kAvgQ:	7	10	10	3	3	3	0	3	8	4	15	15

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	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:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
Base Vol:	261	145	146	1	61	117	514	778	184	57	175	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	145	146	1	61	117	514	778	184	57	175	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	145	146	1	61	117	514	778	184	57	175	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	145	146	1	61	117	514	778	184	57	175	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	145	146	1	61	117	514	778	184	57	175	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	261	145	146	1	61	117	514	778	184	57	175	2

Saturation Flow Module:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.94	0.91	0.91	0.91	0.62	0.97	0.97	0.07	1.00	1.00
Lanes:	1.31	0.34	0.35	0.01	0.34	0.65	1.00	0.81	0.19	1.00	0.99	0.01
Final Sat.:	2334	613	617	10	591	1133	1172	1492	353	139	1875	21

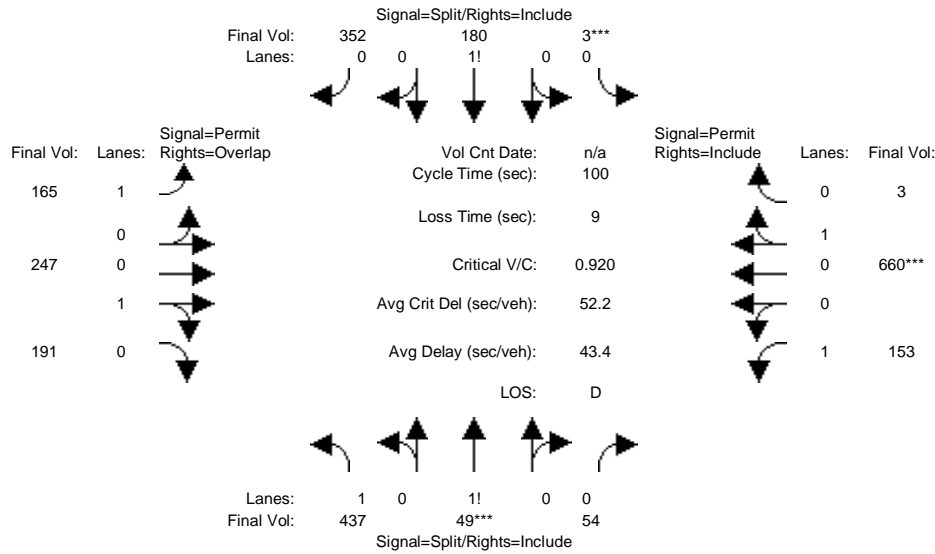
Capacity Analysis Module:	Pulgas Avenue NB			Pulgas Avenue SB			Bay Road EB			Bay Road WB		
Vol/Sat:	0.11	0.24	0.24	0.10	0.10	0.10	0.44	0.52	0.52	0.41	0.09	0.09
Crit Moves:	****			****			****					
Green/Cycle:	0.25	0.25	0.25	0.11	0.11	0.11	0.55	0.55	0.80	0.55	0.55	0.55
Volume/Cap:	0.45	0.95	0.95	0.95	0.95	0.95	0.80	0.95	0.65	0.75	0.17	0.17
Delay/Veh:	31.9	61.5	61.5	94.3	94.3	94.3	24.8	37.9	5.2	49.6	11.2	11.2
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:	31.9	61.5	61.5	94.3	94.3	94.3	24.8	37.9	5.2	49.6	11.2	11.2
LOS by Move:	C	E	E	F	F	F	C	D	A	D	B	B
HCM2kAvgQ:	5	17	17	9	9	9	15	33	13	3	3	3

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	437	49	54	3	180	352	165	247	191	153	660	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	49	54	3	180	352	165	247	191	153	660	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	437	49	54	3	180	352	165	247	191	153	660	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	437	49	54	3	180	352	165	247	191	153	660	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	49	54	3	180	352	165	247	191	153	660	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	49	54	3	180	352	165	247	191	153	660	3

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.91	0.91	0.91	0.25	0.94	0.94	0.41	1.00	1.00
Lanes:	1.68	0.15	0.17	0.01	0.33	0.66	1.00	0.56	0.44	1.00	0.99	0.01
Final Sat.:	3021	274	302	10	582	1139	475	1002	775	781	1890	9

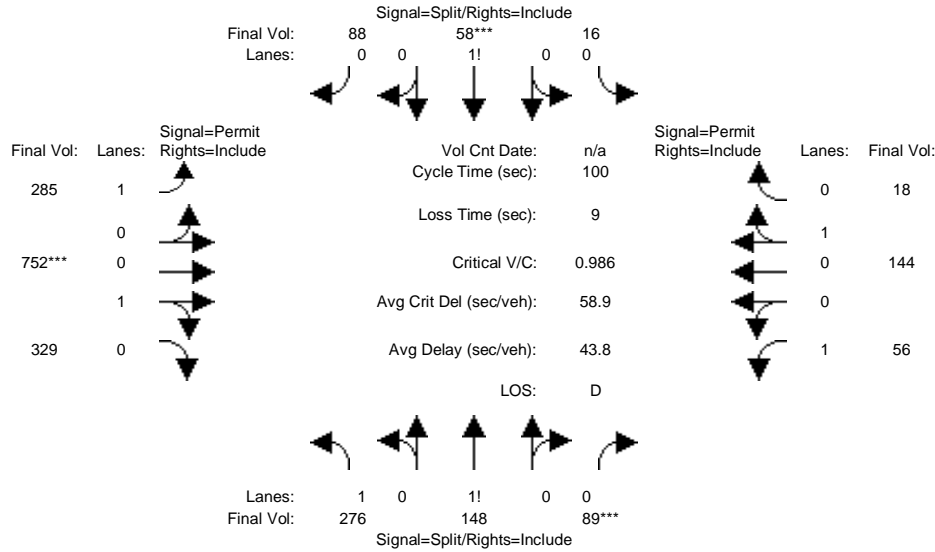
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.14	0.18	0.18	0.31	0.31	0.31	0.35	0.25	0.25	0.20	0.35	0.35
Crit Moves:	****			****						****		
Green/Cycle:	0.19	0.19	0.19	0.34	0.34	0.34	0.38	0.38	0.57	0.38	0.38	0.38
Volume/Cap:	0.74	0.92	0.92	0.92	0.92	0.92	0.91	0.65	0.43	0.52	0.92	0.92
Delay/Veh:	42.1	59.3	59.3	51.9	51.9	51.9	72.9	27.8	12.3	25.5	46.6	46.6
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:	42.1	59.3	59.3	51.9	51.9	51.9	72.9	27.8	12.3	25.5	46.6	46.6
LOS by Move:	D	E	E	D	D	D	E	C	B	C	D	D
HCM2kAvgQ:	9	14	14	20	20	20	8	12	8	4	24	24

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	276	148	89	16	58	88	285	752	329	56	144	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:	276	148	89	16	58	88	285	752	329	56	144	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:	276	148	89	16	58	88	285	752	329	56	144	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:	276	148	89	16	58	88	285	752	329	56	144	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	148	89	16	58	88	285	752	329	56	144	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	276	148	89	16	58	88	285	752	329	56	144	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.64	0.95	0.95	0.07	0.98	0.98
Lanes:	1.37	0.39	0.24	0.10	0.36	0.54	1.00	0.70	0.30	1.00	0.89	0.11
Final Sat.:	2466	711	428	173	627	952	1212	1261	552	127	1660	208

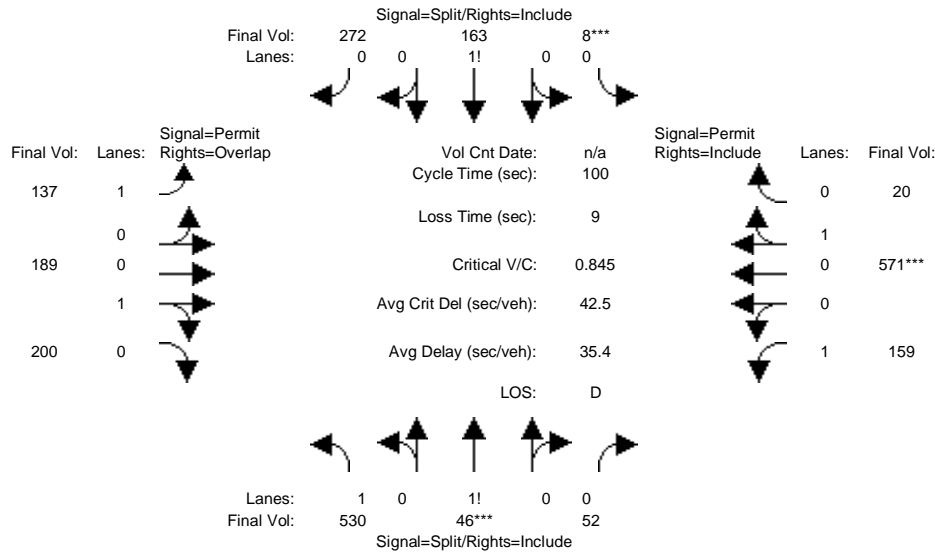
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.21	0.09	0.09	0.09	0.24	0.60	0.60	0.44	0.09	0.09
Crit Moves:			****		****			****				
Green/Cycle:	0.21	0.21	0.21	0.10	0.10	0.10	0.60	0.60	0.60	0.60	0.60	0.60
Volume/Cap:	0.53	0.99	0.99	0.92	0.92	0.92	0.39	0.99	0.99	0.73	0.14	0.14
Delay/Veh:	35.8	77.2	77.2	91.2	91.2	91.2	10.8	45.3	45.3	44.4	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	77.2	77.2	91.2	91.2	91.2	10.8	45.3	45.3	44.4	8.8	8.8
LOS by Move:	D	E	E	F	F	F	B	D	D	D	A	A
HCM2kAvgQ:	6	17	17	8	8	8	5	41	41	3	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd (Improvements)

Intersection #1109: Pulgas Av/Bay Rd (new signal)



Street Name:	Pulgas Avenue						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	10	10	10	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	530	46	52	8	163	272	137	189	200	159	571	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	46	52	8	163	272	137	189	200	159	571	20
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:	530	46	52	8	163	272	137	189	200	159	571	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	46	52	8	163	272	137	189	200	159	571	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	46	52	8	163	272	137	189	200	159	571	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	530	46	52	8	163	272	137	189	200	159	571	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.92	0.92	0.92	0.28	0.92	0.92	0.44	1.00	1.00
Lanes:	1.73	0.13	0.14	0.02	0.37	0.61	1.00	0.49	0.51	1.00	0.97	0.03
Final Sat.:	3118	228	258	31	640	1069	530	852	902	827	1827	64

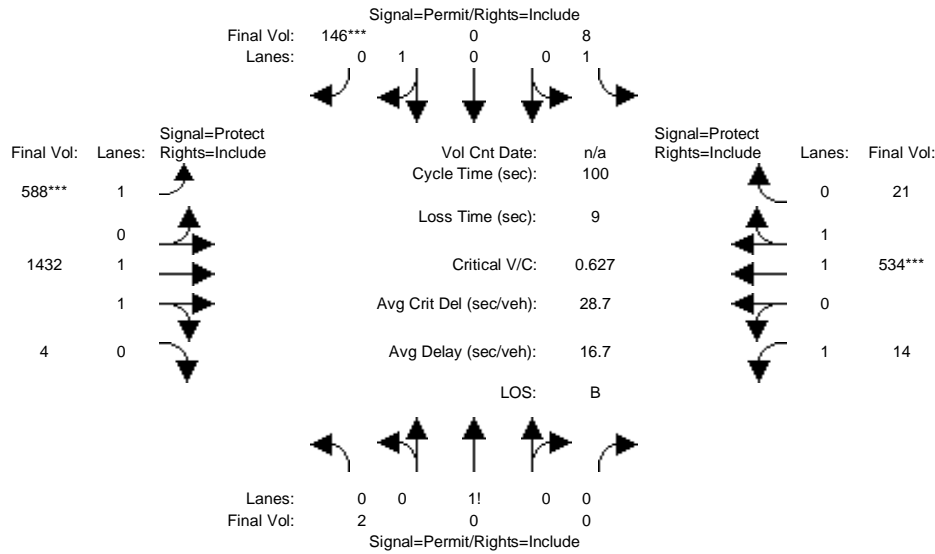
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.20	0.25	0.25	0.25	0.26	0.22	0.22	0.19	0.31	0.31
Crit Moves:	****			****						****		
Green/Cycle:	0.24	0.24	0.24	0.30	0.30	0.30	0.37	0.37	0.61	0.37	0.37	0.37
Volume/Cap:	0.71	0.84	0.84	0.84	0.84	0.84	0.70	0.60	0.36	0.52	0.84	0.84
Delay/Veh:	37.7	45.1	45.1	44.7	44.7	44.7	37.3	27.0	10.1	26.2	38.1	38.1
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:	37.7	45.1	45.1	44.7	44.7	44.7	37.3	27.0	10.1	26.2	38.1	38.1
LOS by Move:	D	D	D	D	D	D	D	C	B	C	D	D
HCM2kAvgQ:	10	13	13	15	15	15	5	10	6	4	19	19

Note: Queue reported is the number of cars per lane.

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Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	2	0	0	8	0	146	588	1432	4	14	534	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	8	0	146	588	1432	4	14	534	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	8	0	146	588	1432	4	14	534	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	8	0	146	588	1432	4	14	534	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	8	0	146	588	1432	4	14	534	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	0	0	8	0	146	588	1432	4	14	534	21

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	1.00	1.00	0.88	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.92	0.08
Final Sat.:	1642	0	0	1672	0	1615	1805	3600	10	1805	3453	136

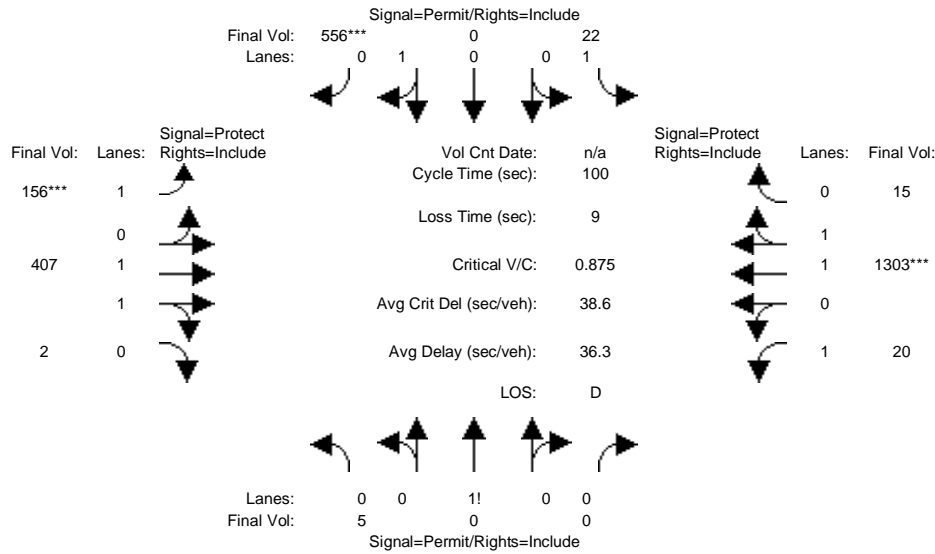
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.09	0.33	0.40	0.40	0.01	0.15	0.15
Crit Moves:						****	****				****	
Green/Cycle:	0.14	0.00	0.00	0.14	0.00	0.14	0.52	0.75	0.75	0.01	0.25	0.25
Volume/Cap:	0.01	0.00	0.00	0.03	0.00	0.63	0.63	0.53	0.53	0.53	0.63	0.63
Delay/Veh:	36.7	0.0	0.0	36.9	0.0	45.6	18.5	5.3	5.3	67.7	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	0.0	0.0	36.9	0.0	45.6	18.5	5.3	5.3	67.7	35.0	35.0
LOS by Move:	D	A	A	D	A	D	B	A	A	E	D	D
HCM2kAvgQ:	0	0	0	0	0	5	13	10	10	1	9	9

Note: Queue reported is the number of cars per lane.

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Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	5	0	0	22	0	556	156	407	2	20	1303	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	0	22	0	556	156	407	2	20	1303	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	0	22	0	556	156	407	2	20	1303	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	22	0	556	156	407	2	20	1303	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	22	0	556	156	407	2	20	1303	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	5	0	0	22	0	556	156	407	2	20	1303	15

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	1.00	0.87	1.00	0.85	0.95	0.95	0.95	0.95	0.95	0.95
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	1571	0	0	1659	0	1615	1805	3589	18	1805	3562	41

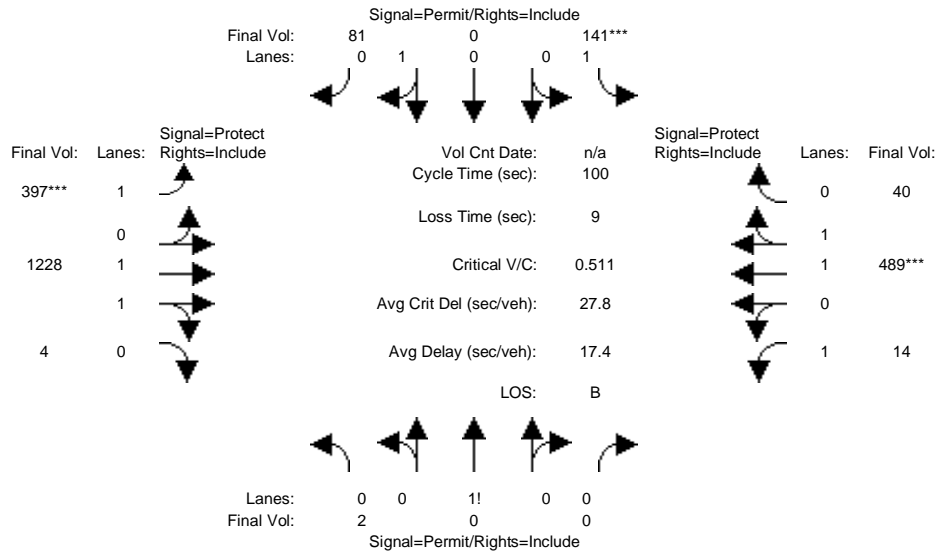
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.34	0.09	0.11	0.11	0.01	0.37	0.37
Crit Moves:						****	****				****	
Green/Cycle:	0.39	0.00	0.00	0.39	0.00	0.39	0.10	0.32	0.32	0.20	0.42	0.42
Volume/Cap:	0.01	0.00	0.00	0.03	0.00	0.88	0.88	0.35	0.35	0.06	0.88	0.88
Delay/Veh:	18.5	0.0	0.0	18.7	0.0	41.0	79.4	26.3	26.3	32.7	32.8	32.8
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:	18.5	0.0	0.0	18.7	0.0	41.0	79.4	26.3	26.3	32.7	32.8	32.8
LOS by Move:	B	A	A	B	A	D	E	C	C	C	C	C
HCM2kAvgQ:	0	0	0	0	0	19	8	5	5	1	23	23

Note: Queue reported is the number of cars per lane.

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Cum+3.35 proj AM with Loop Rd (Improvements)

Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	2	0	0	141	0	81	397	1228	4	14	489	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	141	0	81	397	1228	4	14	489	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	0	141	0	81	397	1228	4	14	489	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	141	0	81	397	1228	4	14	489	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	141	0	81	397	1228	4	14	489	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	2	0	0	141	0	81	397	1228	4	14	489	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	1.00	1.00	0.77	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.85	0.15
Final Sat.:	1712	0	0	1461	0	1615	1805	3598	12	1805	3300	270

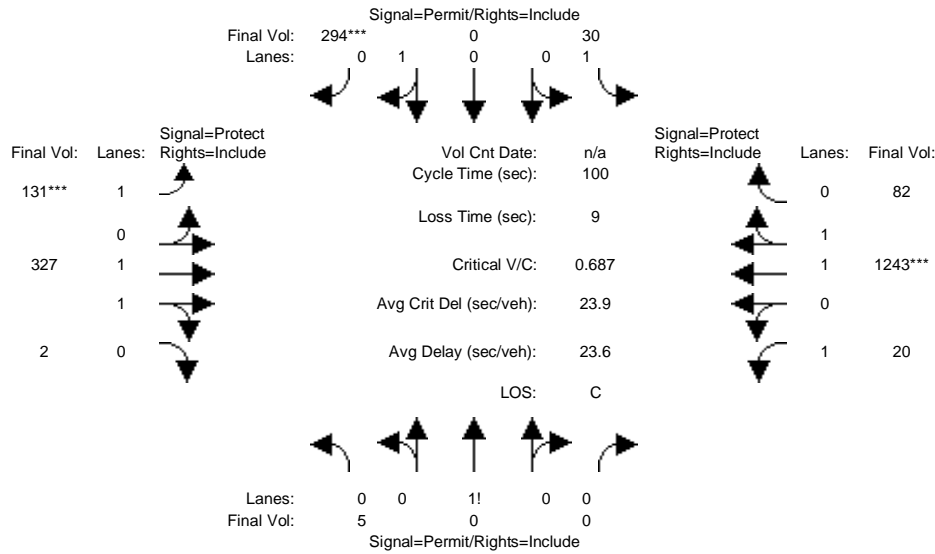
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.05	0.22	0.34	0.34	0.01	0.15	0.15
Crit Moves:				****			****			****		
Green/Cycle:	0.19	0.00	0.00	0.19	0.00	0.19	0.43	0.70	0.70	0.02	0.29	0.29
Volume/Cap:	0.01	0.00	0.00	0.51	0.00	0.27	0.51	0.48	0.48	0.48	0.51	0.51
Delay/Veh:	32.9	0.0	0.0	38.0	0.0	35.1	21.3	6.8	6.8	61.0	30.0	30.0
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:	32.9	0.0	0.0	38.0	0.0	35.1	21.3	6.8	6.8	61.0	30.0	30.0
LOS by Move:	C	A	A	D	A	D	C	A	A	E	C	C
HCM2kAvgQ:	0	0	0	5	0	2	9	9	9	1	7	7

Note: Queue reported is the number of cars per lane.

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Cum+3.35 proj PM with Loop Rd (Improvements)

Intersection #1110: Demeter St/Bay Rd (new signal)



Street Name:	Demeter Street						Bay Road					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	5	0	0	30	0	294	131	327	2	20	1243	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:	5	0	0	30	0	294	131	327	2	20	1243	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:	5	0	0	30	0	294	131	327	2	20	1243	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:	5	0	0	30	0	294	131	327	2	20	1243	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	30	0	294	131	327	2	20	1243	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
Final Volume:	5	0	0	30	0	294	131	327	2	20	1243	82

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.85	1.00	1.00	0.85	1.00	0.85	0.95	0.95	0.95	0.95	0.94	0.94
Lanes:	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.88	0.12
Final Sat.:	1607	0	0	1606	0	1615	1805	3584	22	1805	3356	221

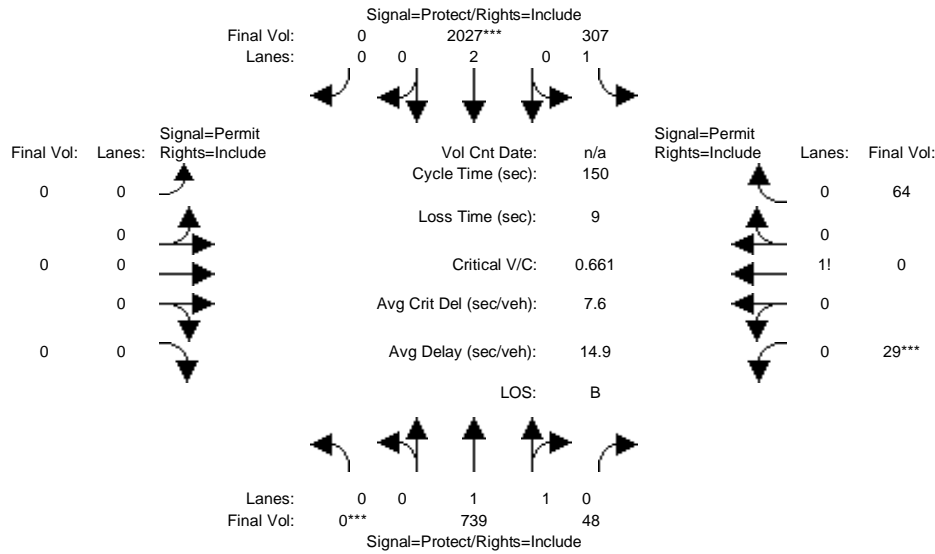
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.18	0.07	0.09	0.09	0.01	0.37	0.37
Crit Moves:						****	****				****	
Green/Cycle:	0.27	0.00	0.00	0.27	0.00	0.27	0.11	0.38	0.38	0.27	0.54	0.54
Volume/Cap:	0.01	0.00	0.00	0.07	0.00	0.69	0.69	0.24	0.24	0.04	0.69	0.69
Delay/Veh:	27.1	0.0	0.0	27.6	0.0	37.6	53.1	21.3	21.3	27.3	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	0.0	0.0	27.6	0.0	37.6	53.1	21.3	21.3	27.3	17.9	17.9
LOS by Move:	C	A	A	C	A	D	D	C	C	C	B	B
HCM2kAvgQ:	0	0	0	1	0	9	5	4	4	0	16	16

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd (Improvements)

Intersection #1111: University/Purdue (new signal)



Street Name:	University Avenue						Purdue 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	10	10	7	10	10	0	0	0	10	0	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	739	48	307	2027	0	0	0	0	29	0	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:	0	739	48	307	2027	0	0	0	0	29	0	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:	0	739	48	307	2027	0	0	0	0	29	0	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:	0	739	48	307	2027	0	0	0	0	29	0	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	739	48	307	2027	0	0	0	0	29	0	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	739	48	307	2027	0	0	0	0	29	0	64

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.94	0.94	0.95	0.95	1.00	1.00	1.00	1.00	0.82	1.00	0.82
Lanes:	0.00	1.88	0.12	1.00	2.00	0.00	0.00	0.00	0.00	0.31	0.00	0.69
Final Sat.:	0	3359	218	1805	3610	0	0	0	0	486	0	1072

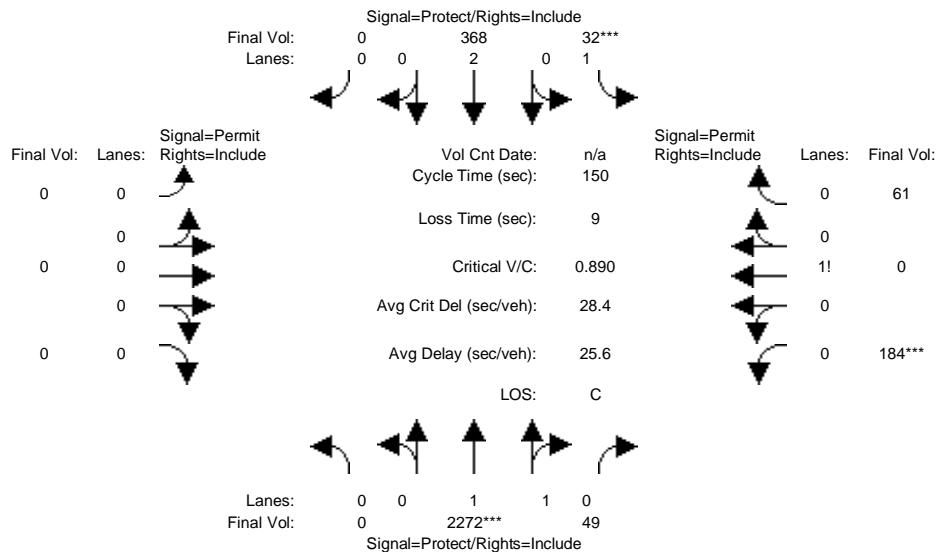
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.17	0.56	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	****				****					****		
Green/Cycle:	0.00	0.48	0.48	0.37	0.85	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Volume/Cap:	0.00	0.46	0.46	0.46	0.66	0.00	0.00	0.00	0.00	0.66	0.00	0.66
Delay/Veh:	0.0	26.3	26.3	36.3	4.4	0.0	0.0	0.0	0.0	77.1	0.0	77.1
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	26.3	26.3	36.3	4.4	0.0	0.0	0.0	0.0	77.1	0.0	77.1
LOS by Move:	A	C	C	D	A	A	A	A	A	E	A	E
HCM2kAvgQ:	0	12	12	11	17	0	0	0	0	5	0	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
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2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd (Improvements)

Intersection #1111: University/Purdue (new signal)



Street Name:	University Avenue						Purdue 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2272	49	32	368	0	0	0	0	184	0	61
Growth Adj:	1.00	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	2272	49	32	368	0	0	0	0	184	0	61
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	2272	49	32	368	0	0	0	0	184	0	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2272	49	32	368	0	0	0	0	184	0	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2272	49	32	368	0	0	0	0	184	0	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2272	49	32	368	0	0	0	0	184	0	61

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.74	1.00	0.74
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.75	0.00	0.25
Final Sat.:	0	3523	76	1805	3610	0	0	0	0	1060	0	351

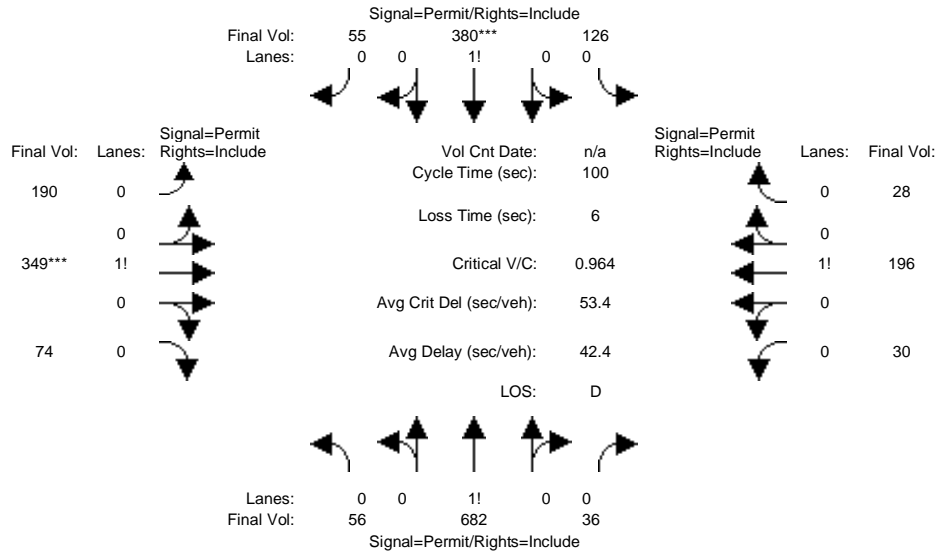
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.64	0.64	0.02	0.10	0.00	0.00	0.00	0.00	0.17	0.00	0.17
Crit Moves:	****			****						****		
Green/Cycle:	0.00	0.72	0.72	0.02	0.74	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Volume/Cap:	0.00	0.89	0.89	0.89	0.14	0.00	0.00	0.00	0.00	0.89	0.00	0.89
Delay/Veh:	0.0	20.2	20.2	179.3	5.5	0.0	0.0	0.0	0.0	86.6	0.0	86.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	20.2	20.2	179.3	5.5	0.0	0.0	0.0	0.0	86.6	0.0	86.6
LOS by Move:	A	C	C	F	A	A	A	A	A	F	A	F
HCM2kAvgQ:	0	46	46	3	2	0	0	0	0	14	0	14

Note: Queue reported is the number of cars per lane.

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Cumul+3.35 Proj AM No Loop Rd (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



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:	56	682	36	126	380	55	190	349	74	30	196	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	682	36	126	380	55	190	349	74	30	196	28
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	682	36	126	380	55	190	349	74	30	196	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	682	36	126	380	55	190	349	74	30	196	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	682	36	126	380	55	190	349	74	30	196	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	682	36	126	380	55	190	349	74	30	196	28

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.62	0.62	0.62	0.75	0.75	0.75	0.90	0.90	0.90
Lanes:	0.07	0.88	0.05	0.22	0.68	0.10	0.31	0.57	0.12	0.12	0.77	0.11
Final Sat.:	128	1554	82	264	796	115	443	813	172	202	1319	188

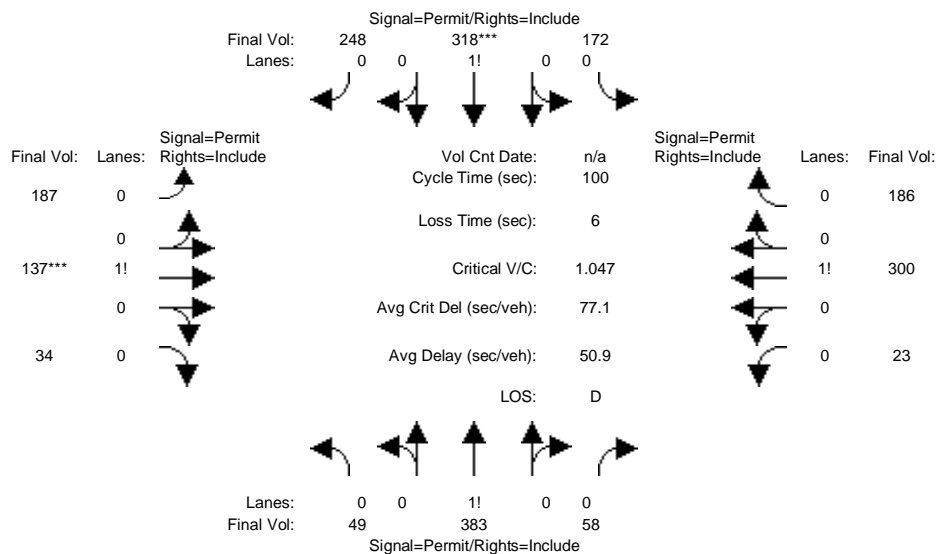
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.48	0.48	0.48	0.43	0.43	0.43	0.15	0.15	0.15
Crit Moves:				****			****					
Green/Cycle:	0.49	0.49	0.49	0.49	0.49	0.49	0.45	0.45	0.45	0.45	0.45	0.45
Volume/Cap:	0.89	0.89	0.89	0.96	0.96	0.96	0.96	0.96	0.96	0.33	0.33	0.33
Delay/Veh:	33.6	33.6	33.6	52.8	52.8	52.8	53.9	53.9	53.9	18.3	18.3	18.3
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:	33.6	33.6	33.6	52.8	52.8	52.8	53.9	53.9	53.9	18.3	18.3	18.3
LOS by Move:	C	C	C	D	D	D	D	D	D	B	B	B
HCM2kAvqQ:	25	25	25	22	22	22	24	24	24	5	5	5

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	49	383	58	172	318	248	187	137	34	23	300	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	383	58	172	318	248	187	137	34	23	300	186
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:	49	383	58	172	318	248	187	137	34	23	300	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	383	58	172	318	248	187	137	34	23	300	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	383	58	172	318	248	187	137	34	23	300	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	383	58	172	318	248	187	137	34	23	300	186

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.70	0.70	0.70	0.44	0.44	0.44	0.93	0.93	0.93
Lanes:	0.10	0.78	0.12	0.23	0.43	0.34	0.53	0.38	0.09	0.04	0.59	0.37
Final Sat.:	167	1304	197	311	575	448	434	318	79	80	1038	644

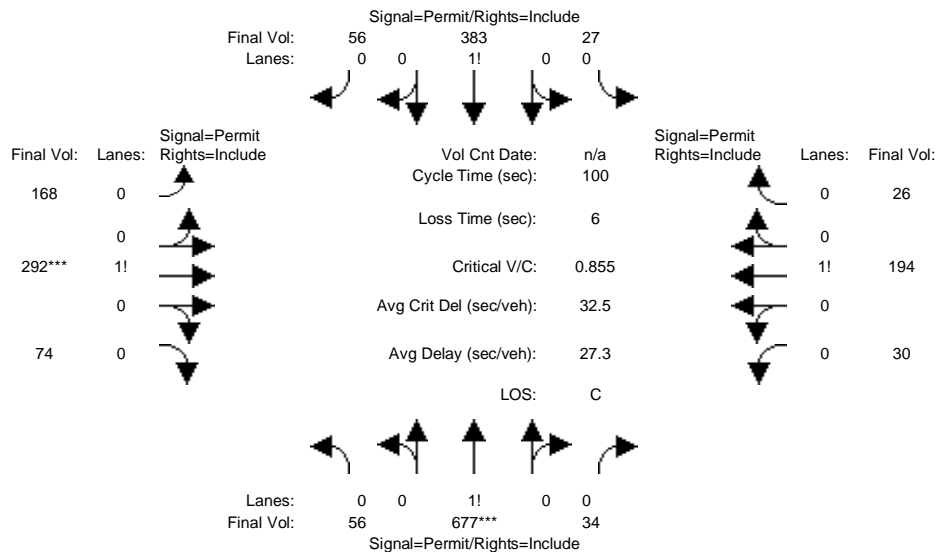
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.55	0.55	0.55	0.43	0.43	0.43	0.29	0.29	0.29
Crit Moves:				****	****	****	****	****	****			
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.56	0.56	0.56	1.05	1.05	1.05	1.05	1.05	1.05	0.70	0.70	0.70
Delay/Veh:	16.5	16.5	16.5	70.5	70.5	70.5	91.0	91.0	91.0	27.5	27.5	27.5
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:	16.5	16.5	16.5	70.5	70.5	70.5	91.0	91.0	91.0	27.5	27.5	27.5
LOS by Move:	B	B	B	E	E	E	F	F	F	C	C	C
HCM2kAvgQ:	10	10	10	32	32	32	18	18	18	14	14	14

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



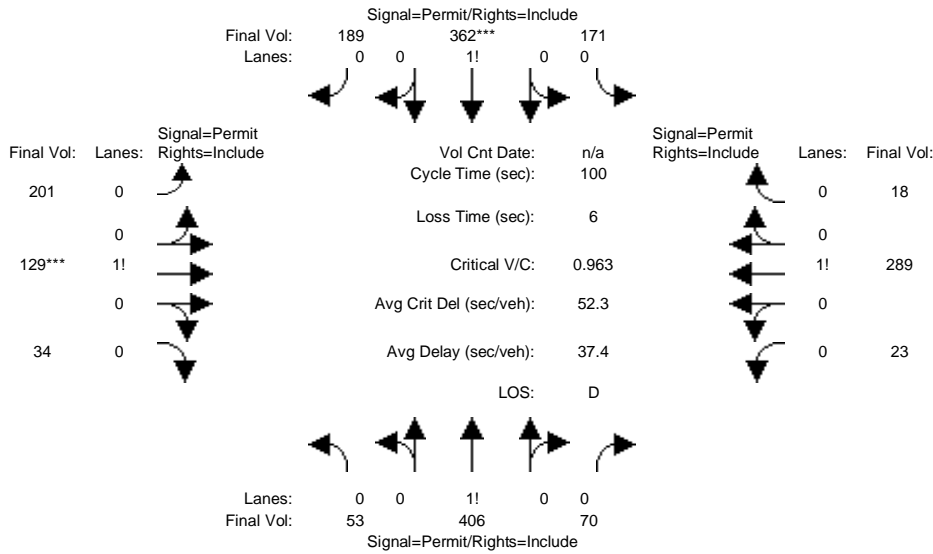
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	677	34	27	383	56	168	292	74	30	194	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	677	34	27	383	56	168	292	74	30	194	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	677	34	27	383	56	168	292	74	30	194	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	677	34	27	383	56	168	292	74	30	194	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	677	34	27	383	56	168	292	74	30	194	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	677	34	27	383	56	168	292	74	30	194	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.92	0.92	0.92	0.76	0.76	0.76	0.91	0.91	0.91
Lanes:	0.07	0.89	0.04	0.06	0.82	0.12	0.31	0.55	0.14	0.12	0.78	0.10
Final Sat.:	129	1565	79	102	1444	211	452	786	199	206	1335	179
Capacity Analysis Module:												
Vol/Sat:	0.43	0.43	0.43	0.27	0.27	0.27	0.37	0.37	0.37	0.15	0.15	0.15
Crit Moves:	****						****					
Green/Cycle:	0.51	0.51	0.51	0.51	0.51	0.51	0.43	0.43	0.43	0.43	0.43	0.43
Volume/Cap:	0.86	0.86	0.86	0.52	0.52	0.52	0.86	0.86	0.86	0.33	0.33	0.33
Delay/Veh:	29.7	29.7	29.7	17.2	17.2	17.2	36.6	36.6	36.6	19.0	19.0	19.0
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:	29.7	29.7	29.7	17.2	17.2	17.2	36.6	36.6	36.6	19.0	19.0	19.0
LOS by Move:	C	C	C	B	B	B	D	D	D	B	B	B
HCM2kAvgQ:	23	23	23	10	10	10	18	18	18	5	5	5

Note: Queue reported is the number of cars per lane.

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Cum+3.35 proj PM with Loop Rd (Improvements)

Intersection #1151: Clarke Avenue and Runnymede Street (new signal)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	53	406	70	171	362	189	201	129	34	23	289	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:	53	406	70	171	362	189	201	129	34	23	289	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:	53	406	70	171	362	189	201	129	34	23	289	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:	53	406	70	171	362	189	201	129	34	23	289	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	406	70	171	362	189	201	129	34	23	289	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:	53	406	70	171	362	189	201	129	34	23	289	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.71	0.71	0.71	0.52	0.52	0.52	0.96	0.96	0.96
Lanes:	0.10	0.77	0.13	0.24	0.50	0.26	0.56	0.35	0.09	0.07	0.88	0.05
Final Sat.:	167	1277	220	318	673	351	548	352	93	127	1590	99

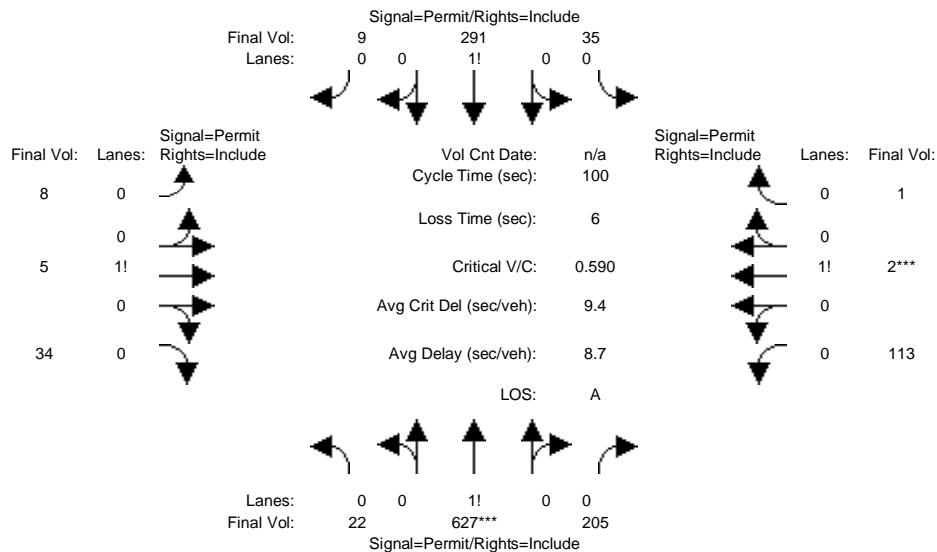
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.54	0.54	0.54	0.37	0.37	0.37	0.18	0.18	0.18
Crit Moves:				****	****	****	****	****	****			
Green/Cycle:	0.56	0.56	0.56	0.56	0.56	0.56	0.38	0.38	0.38	0.38	0.38	0.38
Volume/Cap:	0.57	0.57	0.57	0.96	0.96	0.96	0.96	0.96	0.96	0.48	0.48	0.48
Delay/Veh:	15.1	15.1	15.1	45.0	45.0	45.0	66.7	66.7	66.7	23.9	23.9	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:	15.1	15.1	15.1	45.0	45.0	45.0	66.7	66.7	66.7	23.9	23.9	23.9
LOS by Move:	B	B	B	D	D	D	E	E	E	C	C	C
HCM2kAvgQ:	11	11	11	27	27	27	16	16	16	8	8	8

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd (Improvements)

Intersection #1153: Pulgas Avenue and Weeks Street (new signal)



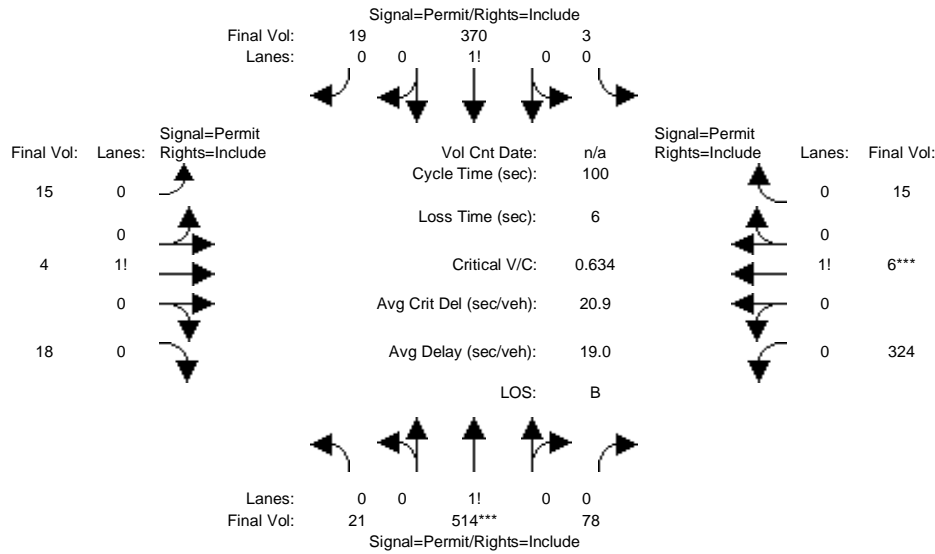
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	627	205	35	291	9	8	5	34	113	2	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	627	205	35	291	9	8	5	34	113	2	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	627	205	35	291	9	8	5	34	113	2	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	627	205	35	291	9	8	5	34	113	2	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	627	205	35	291	9	8	5	34	113	2	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	627	205	35	291	9	8	5	34	113	2	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.88	0.88	0.88	0.86	0.86	0.86	0.72	0.72	0.72
Lanes:	0.03	0.73	0.24	0.10	0.87	0.03	0.17	0.11	0.72	0.97	0.02	0.01
Final Sat.:	47	1333	436	175	1452	45	279	174	1185	1339	24	12
Capacity Analysis Module:												
Vol/Sat:	0.47	0.47	0.47	0.20	0.20	0.20	0.03	0.03	0.03	0.08	0.08	0.08
Crit Moves:	****									****		
Green/Cycle:	0.80	0.80	0.80	0.80	0.80	0.80	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.59	0.59	0.59	0.25	0.25	0.25	0.20	0.20	0.20	0.59	0.59	0.59
Delay/Veh:	4.5	4.5	4.5	2.7	2.7	2.7	38.2	38.2	38.2	44.8	44.8	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.5	4.5	4.5	2.7	2.7	2.7	38.2	38.2	38.2	44.8	44.8	44.8
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	11	11	11	3	3	3	1	1	1	4	4	4

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd (Improvements)

Intersection #1153: Pulgas Avenue and Weeks Street (new signal)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	21	514	78	3	370	19	15	4	18	324	6	15
Growth Adj:	1.00	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	514	78	3	370	19	15	4	18	324	6	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	514	78	3	370	19	15	4	18	324	6	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	514	78	3	370	19	15	4	18	324	6	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	514	78	3	370	19	15	4	18	324	6	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	514	78	3	370	19	15	4	18	324	6	15

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.99	0.99	0.99	0.81	0.81	0.81	0.70	0.70	0.70
Lanes:	0.03	0.84	0.13	0.01	0.94	0.05	0.40	0.11	0.49	0.94	0.02	0.04
Final Sat.:	63	1536	233	14	1777	91	621	166	745	1242	23	57

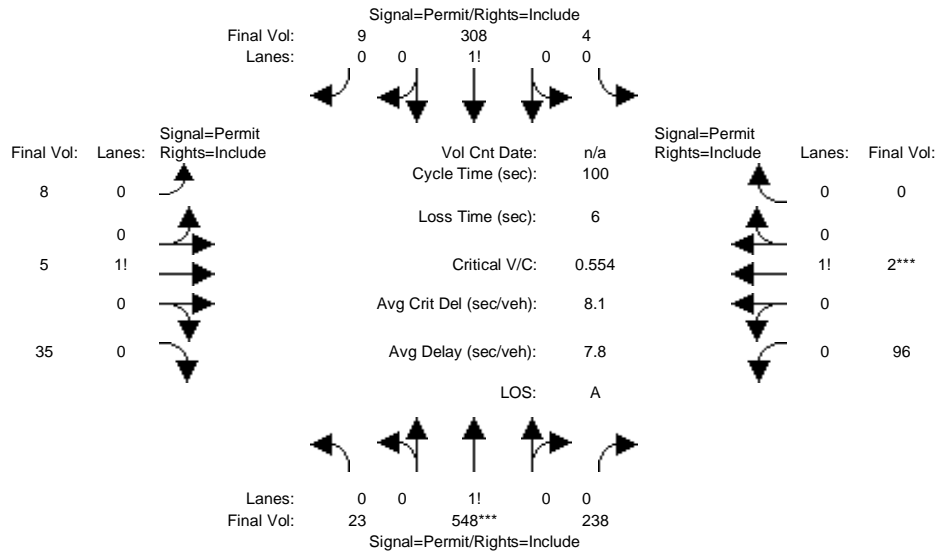
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.21	0.21	0.21	0.02	0.02	0.02	0.26	0.26	0.26
Crit Moves:	****									****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.63	0.63	0.63	0.39	0.39	0.39	0.06	0.06	0.06	0.63	0.63	0.63
Delay/Veh:	18.1	18.1	18.1	14.3	14.3	14.3	17.8	17.8	17.8	25.8	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.1	18.1	18.1	14.3	14.3	14.3	17.8	17.8	17.8	25.8	25.8	25.8
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	14	14	14	7	7	7	1	1	1	9	9	9

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd (Improvements)

Intersection #1153: Pulgas Avenue and Weeks Street (new signal)



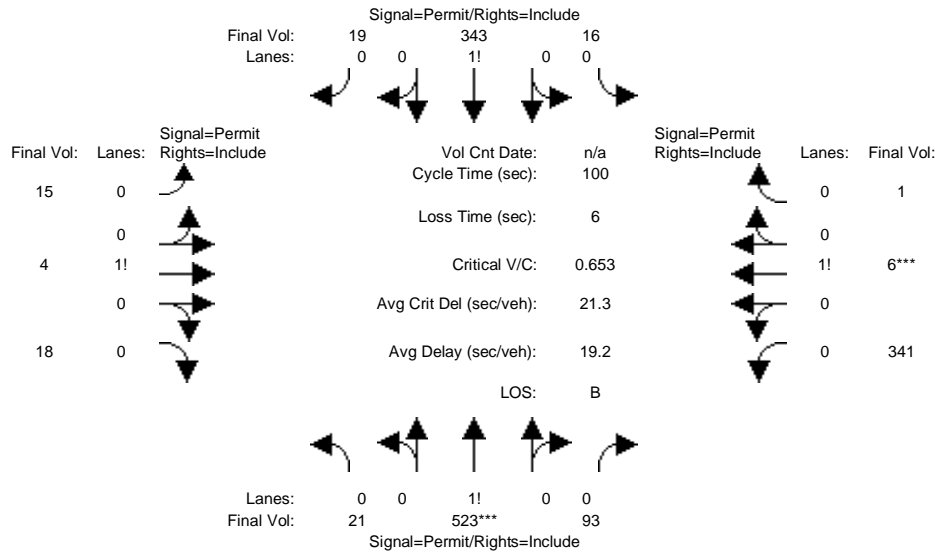
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	23	548	238	4	308	9	8	5	35	96	2	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	548	238	4	308	9	8	5	35	96	2	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:	23	548	238	4	308	9	8	5	35	96	2	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:	23	548	238	4	308	9	8	5	35	96	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	548	238	4	308	9	8	5	35	96	2	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:	23	548	238	4	308	9	8	5	35	96	2	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.99	0.99	0.99	0.86	0.86	0.86	0.72	0.72	1.00
Lanes:	0.03	0.68	0.29	0.01	0.96	0.03	0.17	0.10	0.73	0.98	0.02	0.00
Final Sat.:	51	1219	530	23	1805	53	273	171	1195	1338	28	0
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.17	0.17	0.17	0.03	0.03	0.03	0.07	0.07	0.00
Crit Moves:	****									****		
Green/Cycle:	0.81	0.81	0.81	0.81	0.81	0.81	0.13	0.13	0.13	0.13	0.13	0.00
Volume/Cap:	0.55	0.55	0.55	0.21	0.21	0.21	0.23	0.23	0.23	0.55	0.55	0.00
Delay/Veh:	3.7	3.7	3.7	2.2	2.2	2.2	39.6	39.6	39.6	44.6	44.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.7	3.7	3.7	2.2	2.2	2.2	39.6	39.6	39.6	44.6	44.6	0.0
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	A
HCM2kAvgQ:	9	9	9	2	2	2	1	1	1	4	4	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd (Improvements)

Intersection #1153: Pulgas Avenue and Weeks Street (new signal)



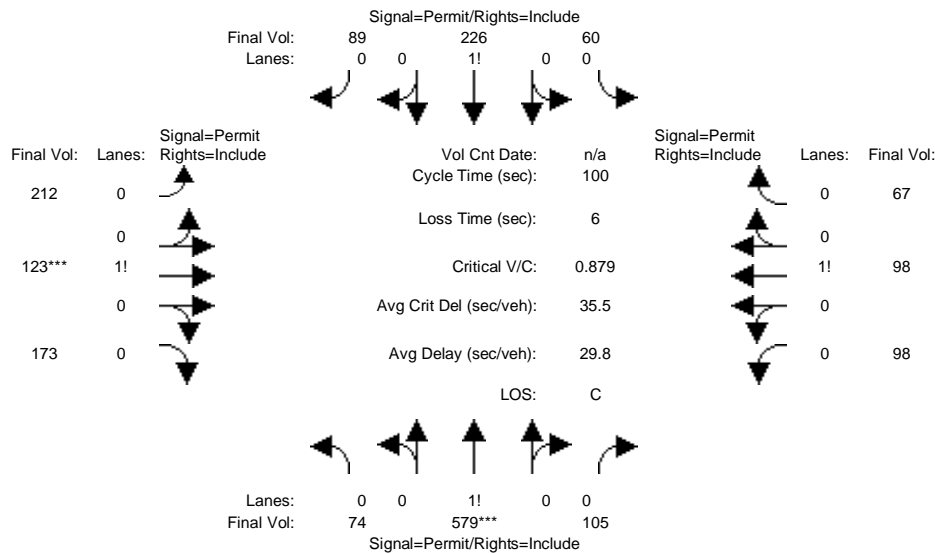
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	21	523	93	16	343	19	15	4	18	341	6	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	523	93	16	343	19	15	4	18	341	6	1
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	523	93	16	343	19	15	4	18	341	6	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	523	93	16	343	19	15	4	18	341	6	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	523	93	16	343	19	15	4	18	341	6	1
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	523	93	16	343	19	15	4	18	341	6	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.96	0.96	0.96	0.96	0.81	0.81	0.81	0.69	0.69	0.69
Lanes:	0.03	0.82	0.15	0.04	0.91	0.05	0.40	0.11	0.49	0.98	0.01	0.01
Final Sat.:	60	1501	267	77	1661	92	620	165	744	1286	23	4
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.21	0.21	0.21	0.02	0.02	0.02	0.27	0.27	0.27
Crit Moves:	****									****		
Green/Cycle:	0.53	0.53	0.53	0.53	0.53	0.53	0.41	0.41	0.41	0.41	0.41	0.41
Volume/Cap:	0.65	0.65	0.65	0.39	0.39	0.39	0.06	0.06	0.06	0.65	0.65	0.65
Delay/Veh:	18.3	18.3	18.3	13.9	13.9	13.9	18.1	18.1	18.1	26.9	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	18.3	18.3	13.9	13.9	13.9	18.1	18.1	18.1	26.9	26.9	26.9
LOS by Move:	B	B	B	B	B	B	B	B	B	C	C	C
HCM2kAvgQ:	14	14	14	7	7	7	1	1	1	10	10	10

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	74	579	105	60	226	89	212	123	173	98	98	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	579	105	60	226	89	212	123	173	98	98	67
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:	74	579	105	60	226	89	212	123	173	98	98	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	579	105	60	226	89	212	123	173	98	98	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	579	105	60	226	89	212	123	173	98	98	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	579	105	60	226	89	212	123	173	98	98	67

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.78	0.78	0.78	0.69	0.69	0.69	0.69	0.69	0.69
Lanes:	0.10	0.76	0.14	0.16	0.60	0.24	0.42	0.24	0.34	0.38	0.37	0.25
Final Sat.:	169	1321	240	236	890	351	547	317	446	488	488	334

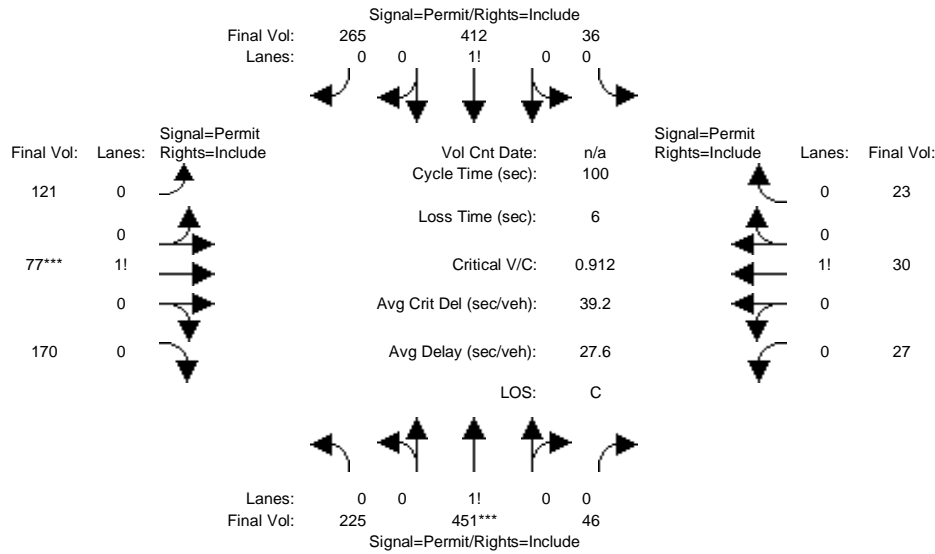
Capacity Analysis Module:												
Vol/Sat:	0.44	0.44	0.44	0.25	0.25	0.25	0.39	0.39	0.39	0.20	0.20	0.20
Crit Moves:	****						****					
Green/Cycle:	0.50	0.50	0.50	0.50	0.50	0.50	0.44	0.44	0.44	0.44	0.44	0.44
Volume/Cap:	0.88	0.88	0.88	0.51	0.51	0.51	0.88	0.88	0.88	0.45	0.45	0.45
Delay/Veh:	32.6	32.6	32.6	17.4	17.4	17.4	39.9	39.9	39.9	20.1	20.1	20.1
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:	32.6	32.6	32.6	17.4	17.4	17.4	39.9	39.9	39.9	20.1	20.1	20.1
LOS by Move:	C	C	C	B	B	B	D	D	D	C	C	C
HCM2kAvgQ:	24	24	24	8	8	8	18	18	18	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	225	451	46	36	412	265	121	77	170	27	30	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	451	46	36	412	265	121	77	170	27	30	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	451	46	36	412	265	121	77	170	27	30	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	451	46	36	412	265	121	77	170	27	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	451	46	36	412	265	121	77	170	27	30	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	225	451	46	36	412	265	121	77	170	27	30	23

Saturation Flow Module:	L	T	R	L	T	R	L	T	R	L	T	R
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.61	0.61	0.61	0.90	0.90	0.90	0.81	0.81	0.81	0.77	0.77	0.77
Lanes:	0.31	0.63	0.06	0.05	0.58	0.37	0.33	0.21	0.46	0.34	0.37	0.29
Final Sat.:	363	728	74	86	987	635	508	323	714	497	552	423

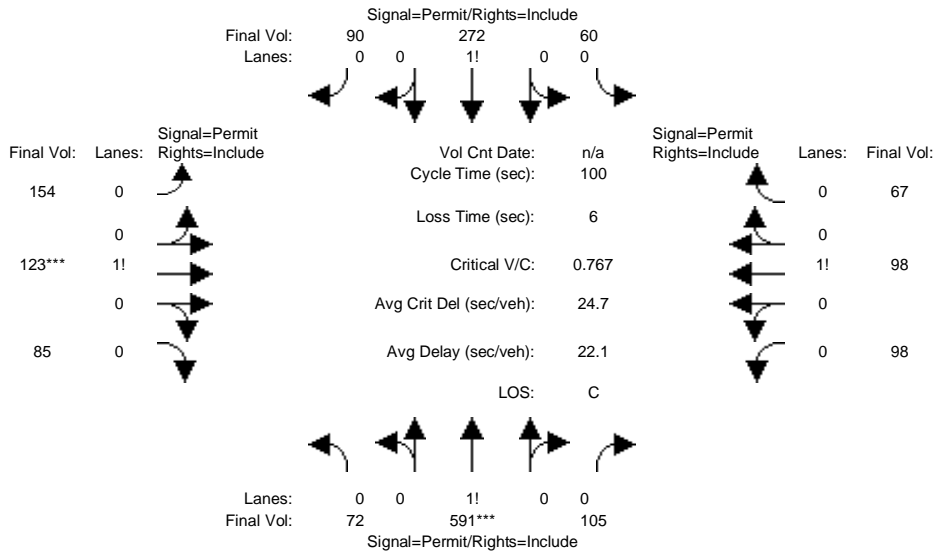
Capacity Analysis Module:	L	T	R	L	T	R	L	T	R	L	T	R
Vol/Sat:	0.62	0.62	0.62	0.42	0.42	0.42	0.24	0.24	0.24	0.05	0.05	0.05
Crit Moves:	****						****					
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.91	0.91	0.91	0.61	0.61	0.61	0.91	0.91	0.91	0.21	0.21	0.21
Delay/Veh:	28.3	28.3	28.3	9.8	9.8	9.8	60.4	60.4	60.4	29.1	29.1	29.1
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:	28.3	28.3	28.3	9.8	9.8	9.8	60.4	60.4	60.4	29.1	29.1	29.1
LOS by Move:	C	C	C	A	A	A	E	E	E	C	C	C
HCM2kAvgQ:	23	23	23	12	12	12	15	15	15	2	2	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	Pulgas Avenue NB			Pulgas Avenue SB			Runnymede Street EB			Runnymede Street WB		
Base Vol:	72	591	105	60	272	90	154	123	85	98	98	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	591	105	60	272	90	154	123	85	98	98	67
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:	72	591	105	60	272	90	154	123	85	98	98	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	591	105	60	272	90	154	123	85	98	98	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	591	105	60	272	90	154	123	85	98	98	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	72	591	105	60	272	90	154	123	85	98	98	67

Saturation Flow Module:	Pulgas Avenue NB			Pulgas Avenue SB			Runnymede Street EB			Runnymede Street WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.91	0.82	0.82	0.82	0.69	0.69	0.69	0.72	0.72	0.72
Lanes:	0.09	0.77	0.14	0.14	0.65	0.21	0.43	0.34	0.23	0.38	0.37	0.25
Final Sat.:	161	1325	235	221	1001	331	560	447	309	507	507	347

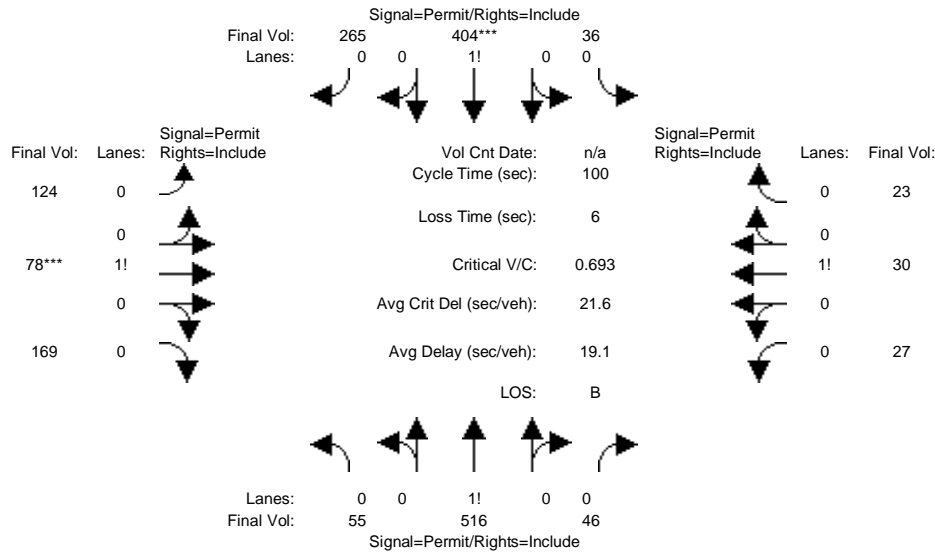
Capacity Analysis Module:	Pulgas Avenue NB			Pulgas Avenue SB			Runnymede Street EB			Runnymede Street WB		
Vol/Sat:	0.45	0.45	0.45	0.27	0.27	0.27	0.27	0.27	0.27	0.19	0.19	0.19
Crit Moves:	****						****					
Green/Cycle:	0.58	0.58	0.58	0.58	0.58	0.58	0.36	0.36	0.36	0.36	0.36	0.36
Volume/Cap:	0.77	0.77	0.77	0.47	0.47	0.47	0.77	0.77	0.77	0.54	0.54	0.54
Delay/Veh:	19.4	19.4	19.4	12.4	12.4	12.4	35.8	35.8	35.8	26.7	26.7	26.7
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:	19.4	19.4	19.4	12.4	12.4	12.4	35.8	35.8	35.8	26.7	26.7	26.7
LOS by Move:	B	B	B	B	B	B	D	D	D	C	C	C
HCM2kAvgQ:	19	19	19	8	8	8	12	12	12	7	7	7

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
Unknown (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd (Improvements)

Intersection #1154: Pulgas Avenue and Runnymede Street (new Signal)



Street Name:	Pulgas Avenue						Runnymede Street					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	55	516	46	36	404	265	124	78	169	27	30	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	516	46	36	404	265	124	78	169	27	30	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	516	46	36	404	265	124	78	169	27	30	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	516	46	36	404	265	124	78	169	27	30	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	516	46	36	404	265	124	78	169	27	30	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	55	516	46	36	404	265	124	78	169	27	30	23

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.90	0.90	0.90	0.81	0.81	0.81	0.82	0.82	0.82
Lanes:	0.09	0.84	0.07	0.05	0.57	0.38	0.33	0.21	0.46	0.34	0.37	0.29
Final Sat.:	151	1413	126	88	985	646	515	324	701	527	585	449

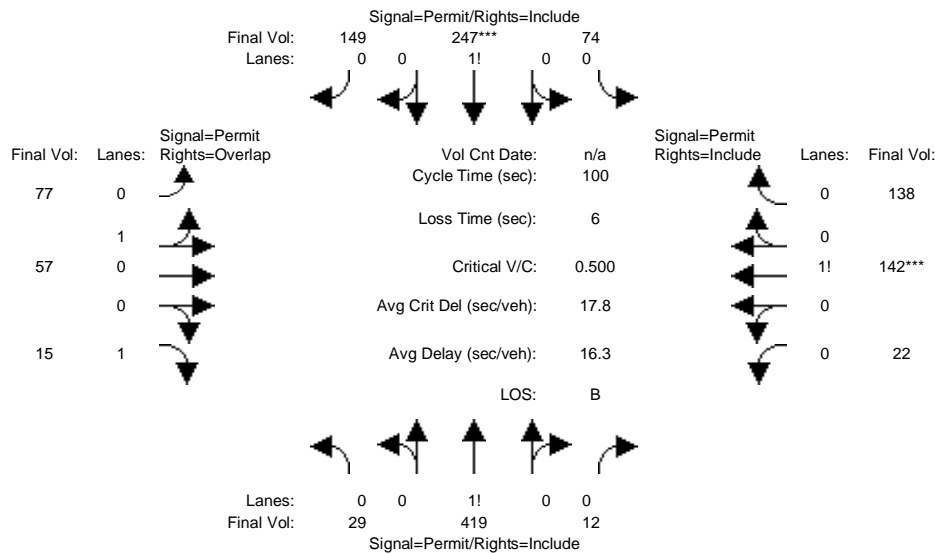
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.37	0.41	0.41	0.41	0.24	0.24	0.24	0.05	0.05	0.05
Crit Moves:					****			****				
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.62	0.62	0.62	0.69	0.69	0.69	0.69	0.69	0.69	0.15	0.15	0.15
Delay/Veh:	14.3	14.3	14.3	16.2	16.2	16.2	31.9	31.9	31.9	22.5	22.5	22.5
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:	14.3	14.3	14.3	16.2	16.2	16.2	31.9	31.9	31.9	22.5	22.5	22.5
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	13	13	13	16	16	16	11	11	11	2	2	2

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd (Improvements)

Intersection #1155: Pulgas Avenue and O'Connor Street (new Signal)



Street Name:	Pulgas Avenue						O'Connor Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	29	419	12	74	247	149	77	57	15	22	142	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	419	12	74	247	149	77	57	15	22	142	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	419	12	74	247	149	77	57	15	22	142	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	419	12	74	247	149	77	57	15	22	142	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	419	12	74	247	149	77	57	15	22	142	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	419	12	74	247	149	77	57	15	22	142	138

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.83	0.83	0.64	0.64	0.85	0.92	0.92	0.92
Lanes:	0.06	0.91	0.03	0.16	0.52	0.32	0.57	0.43	1.00	0.07	0.47	0.46
Final Sat.:	114	1651	47	250	833	503	693	513	1615	127	819	796

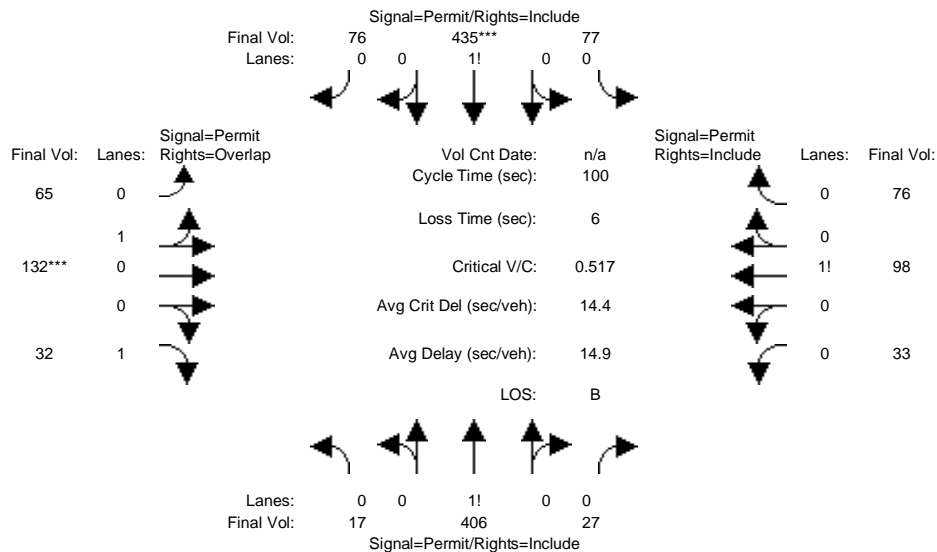
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.30	0.30	0.30	0.11	0.11	0.01	0.17	0.17	0.17
Crit Moves:					****						****	
Green/Cycle:	0.59	0.59	0.59	0.59	0.59	0.59	0.35	0.35	0.35	0.35	0.35	0.35
Volume/Cap:	0.43	0.43	0.43	0.50	0.50	0.50	0.32	0.32	0.03	0.50	0.50	0.50
Delay/Veh:	11.4	11.4	11.4	12.2	12.2	12.2	24.4	24.4	21.5	26.4	26.4	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	11.4	11.4	12.2	12.2	12.2	24.4	24.4	21.5	26.4	26.4	26.4
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	8	8	8	9	9	9	3	3	0	8	8	8

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd (Improvements)

Intersection #1155: Pulgas Avenue and O'Connor Street (new Signal)



Street Name:	Pulgas Avenue						O'Connor Street					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	17	406	27	77	435	76	65	132	32	33	98	76
Growth Adj:	1.00	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	406	27	77	435	76	65	132	32	33	98	76
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	406	27	77	435	76	65	132	32	33	98	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	406	27	77	435	76	65	132	32	33	98	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	406	27	77	435	76	65	132	32	33	98	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	406	27	77	435	76	65	132	32	33	98	76

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.88	0.88	0.88	0.78	0.78	0.85	0.88	0.88	0.88
Lanes:	0.04	0.90	0.06	0.13	0.74	0.13	0.33	0.67	1.00	0.16	0.47	0.37
Final Sat.:	69	1658	110	218	1232	215	488	992	1615	268	796	617

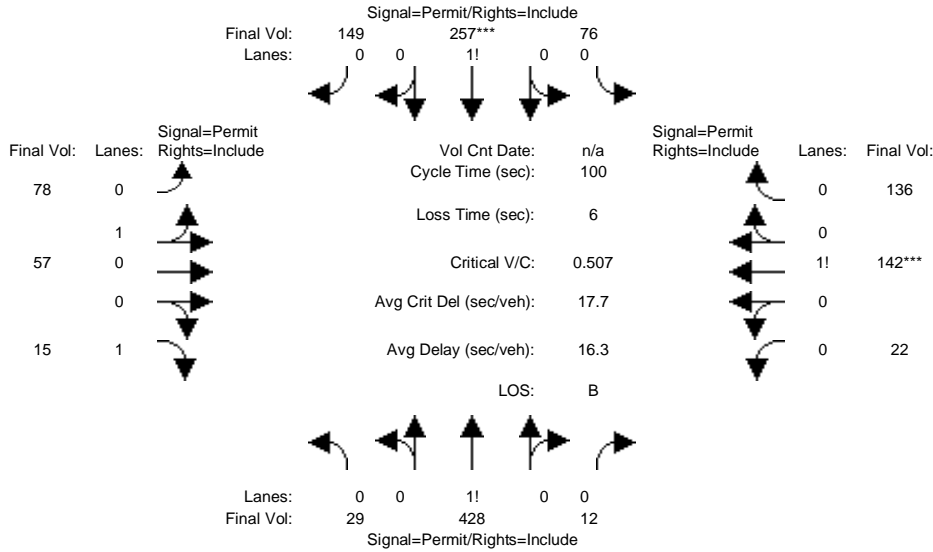
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.24	0.35	0.35	0.35	0.13	0.13	0.02	0.12	0.12	0.12
Crit Moves:					****			****				
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.36	0.36	0.36	0.52	0.52	0.52	0.52	0.52	0.08	0.48	0.48	0.48
Delay/Veh:	6.8	6.8	6.8	8.2	8.2	8.2	33.0	33.0	28.2	32.3	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.8	6.8	6.8	8.2	8.2	8.2	33.0	33.0	28.2	32.3	32.3	32.3
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	6	6	6	9	9	9	6	6	1	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd (Improvements)

Intersection #1155: Pulgas Avenue and O'Connor Street (new Signal)



Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	29	428	12	76	257	149	78	57	15	22	142	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	428	12	76	257	149	78	57	15	22	142	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	428	12	76	257	149	78	57	15	22	142	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	428	12	76	257	149	78	57	15	22	142	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	428	12	76	257	149	78	57	15	22	142	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	428	12	76	257	149	78	57	15	22	142	136

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.83	0.83	0.83	0.62	0.62	0.85	0.92	0.92	0.92
Lanes:	0.06	0.91	0.03	0.16	0.53	0.31	0.58	0.42	1.00	0.07	0.48	0.45
Final Sat.:	112	1653	46	249	843	489	684	500	1615	128	825	790

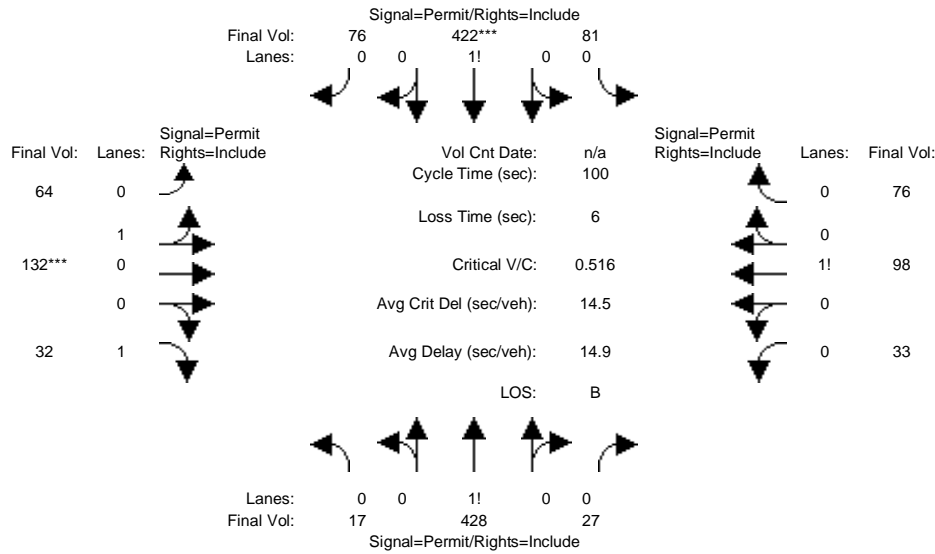
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.26	0.26	0.26	0.30	0.30	0.30	0.11	0.11	0.01	0.17	0.17	0.17
Crit Moves:					****						****	
Green/Cycle:	0.60	0.60	0.60	0.60	0.60	0.60	0.34	0.34	0.34	0.34	0.34	0.34
Volume/Cap:	0.43	0.43	0.43	0.51	0.51	0.51	0.34	0.34	0.03	0.51	0.51	0.51
Delay/Veh:	11.0	11.0	11.0	11.9	11.9	11.9	25.1	25.1	22.1	27.1	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	11.9	11.9	11.9	25.1	25.1	22.1	27.1	27.1	27.1
LOS by Move:	B	B	B	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	8	8	8	9	9	9	3	3	0	8	8	8

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd (Improvements)

Intersection #1155: Pulgas Avenue and O'Connor Street (new Signal)



Street Name:	Pulgas Avenue						O'Connor Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	17	428	27	81	422	76	64	132	32	33	98	76
Growth Adj:	1.00	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	428	27	81	422	76	64	132	32	33	98	76
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	428	27	81	422	76	64	132	32	33	98	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	428	27	81	422	76	64	132	32	33	98	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	428	27	81	422	76	64	132	32	33	98	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	428	27	81	422	76	64	132	32	33	98	76

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.97	0.86	0.86	0.86	0.78	0.78	0.85	0.88	0.88	0.88
Lanes:	0.03	0.91	0.06	0.14	0.73	0.13	0.33	0.67	1.00	0.16	0.47	0.37
Final Sat.:	66	1670	105	230	1197	216	484	998	1615	268	796	617

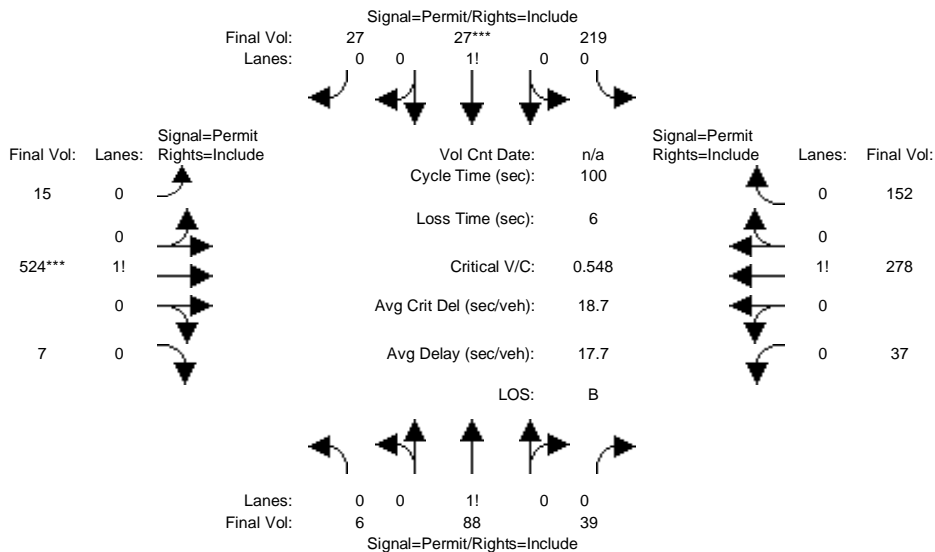
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.26	0.26	0.26	0.35	0.35	0.35	0.13	0.13	0.02	0.12	0.12	0.12
Crit Moves:					****			****				
Green/Cycle:	0.68	0.68	0.68	0.68	0.68	0.68	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.37	0.37	0.37	0.52	0.52	0.52	0.52	0.52	0.08	0.48	0.48	0.48
Delay/Veh:	6.9	6.9	6.9	8.1	8.1	8.1	33.1	33.1	28.3	32.4	32.4	32.4
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:	6.9	6.9	6.9	8.1	8.1	8.1	33.1	33.1	28.3	32.4	32.4	32.4
LOS by Move:	A	A	A	A	A	A	C	C	C	C	C	C
HCM2kAvgQ:	6	6	6	9	9	9	6	6	1	6	6	6

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd (Improvements)

Intersection #1156: Bay Rd/Ralmar Ave and Newbridge St (new signal)



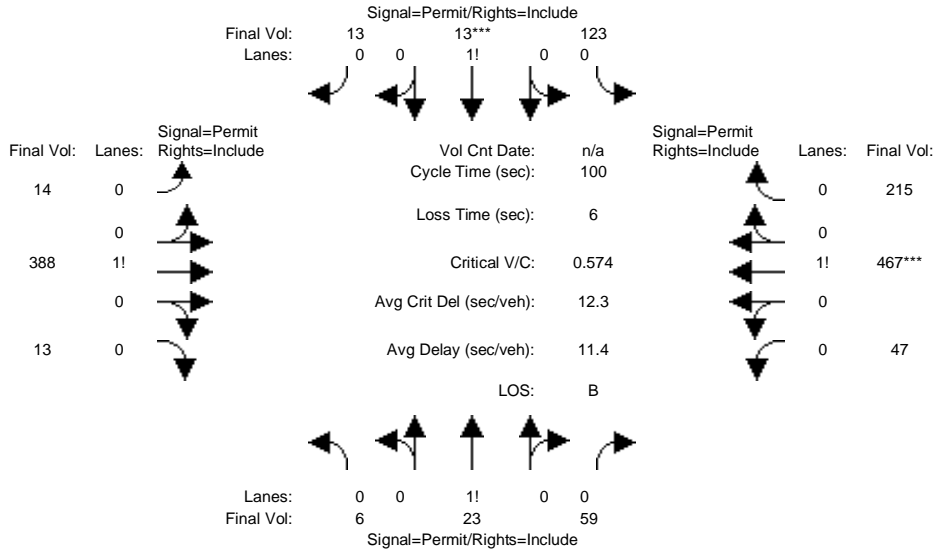
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	88	39	219	27	27	15	524	7	37	278	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	88	39	219	27	27	15	524	7	37	278	152
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:	6	88	39	219	27	27	15	524	7	37	278	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	88	39	219	27	27	15	524	7	37	278	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	88	39	219	27	27	15	524	7	37	278	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	88	39	219	27	27	15	524	7	37	278	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.65	0.65	0.65	0.98	0.98	0.98	0.89	0.89	0.89
Lanes:	0.05	0.66	0.29	0.80	0.10	0.10	0.03	0.96	0.01	0.08	0.59	0.33
Final Sat.:	81	1192	528	984	121	121	51	1792	24	135	1012	553
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.22	0.22	0.22	0.29	0.29	0.29	0.27	0.27	0.27
Crit Moves:				****			****					
Green/Cycle:	0.41	0.41	0.41	0.41	0.41	0.41	0.53	0.53	0.53	0.53	0.53	0.53
Volume/Cap:	0.18	0.18	0.18	0.55	0.55	0.55	0.55	0.55	0.55	0.51	0.51	0.51
Delay/Veh:	19.1	19.1	19.1	24.0	24.0	24.0	16.0	16.0	16.0	15.5	15.5	15.5
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:	19.1	19.1	19.1	24.0	24.0	24.0	16.0	16.0	16.0	15.5	15.5	15.5
LOS by Move:	B	B	B	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	7	7	7	11	11	11	9	9	9

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd (Improvements)

Intersection #1156: Bay Rd/Ralmar Ave and Newbridge St (new signal)



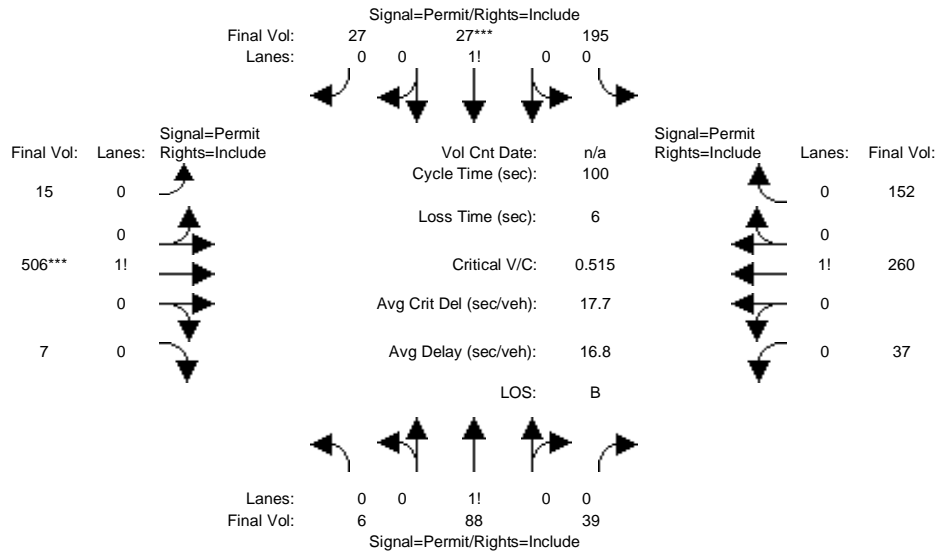
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	23	59	123	13	13	14	388	13	47	467	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	23	59	123	13	13	14	388	13	47	467	215
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:	6	23	59	123	13	13	14	388	13	47	467	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	23	59	123	13	13	14	388	13	47	467	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	23	59	123	13	13	14	388	13	47	467	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	23	59	123	13	13	14	388	13	47	467	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.65	0.65	0.65	0.97	0.97	0.97	0.92	0.92	0.92
Lanes:	0.07	0.26	0.67	0.82	0.09	0.09	0.03	0.94	0.03	0.06	0.65	0.29
Final Sat.:	116	444	1140	1018	108	108	62	1723	58	112	1115	513
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.12	0.12	0.12	0.23	0.23	0.23	0.42	0.42	0.42
Crit Moves:				****						****		
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.25	0.25	0.25	0.57	0.57	0.57	0.31	0.31	0.31	0.57	0.57	0.57
Delay/Veh:	33.2	33.2	33.2	38.6	38.6	38.6	4.8	4.8	4.8	6.9	6.9	6.9
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:	33.2	33.2	33.2	38.6	38.6	38.6	4.8	4.8	4.8	6.9	6.9	6.9
LOS by Move:	C	C	C	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	5	5	5	4	4	4	11	11	11

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd (Improvements)

Intersection #1156: Bay Rd/Ralmar Ave and Newbridge St (new signal)



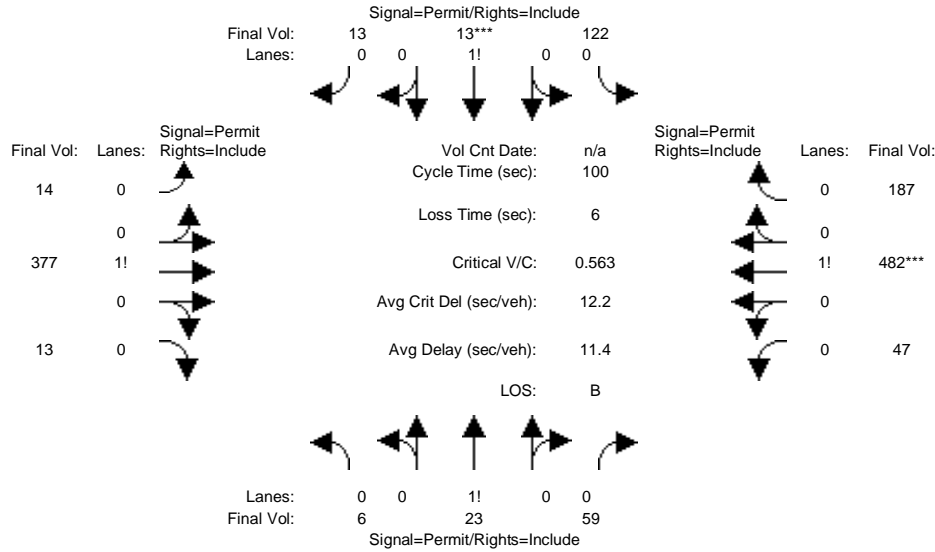
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	88	39	195	27	27	15	506	7	37	260	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	88	39	195	27	27	15	506	7	37	260	152
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:	6	88	39	195	27	27	15	506	7	37	260	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	88	39	195	27	27	15	506	7	37	260	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	88	39	195	27	27	15	506	7	37	260	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	88	39	195	27	27	15	506	7	37	260	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.65	0.65	0.65	0.98	0.98	0.98	0.89	0.89	0.89
Lanes:	0.05	0.66	0.29	0.78	0.11	0.11	0.03	0.96	0.01	0.08	0.58	0.34
Final Sat.:	81	1192	528	967	134	134	53	1790	25	140	981	574
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.20	0.20	0.20	0.28	0.28	0.28	0.26	0.26	0.26
Crit Moves:				****	****	****	****	****	****	****	****	****
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.55	0.55	0.55	0.55	0.55	0.55
Volume/Cap:	0.19	0.19	0.19	0.52	0.52	0.52	0.52	0.52	0.52	0.48	0.48	0.48
Delay/Veh:	20.1	20.1	20.1	24.2	24.2	24.2	14.7	14.7	14.7	14.3	14.3	14.3
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:	20.1	20.1	20.1	24.2	24.2	24.2	14.7	14.7	14.7	14.3	14.3	14.3
LOS by Move:	C	C	C	C	C	C	B	B	B	B	B	B
HCM2kAvgQ:	3	3	3	6	6	6	10	10	10	9	9	9

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd (Improvements)

Intersection #1156: Bay Rd/Ralmar Ave and Newbridge St (new signal)



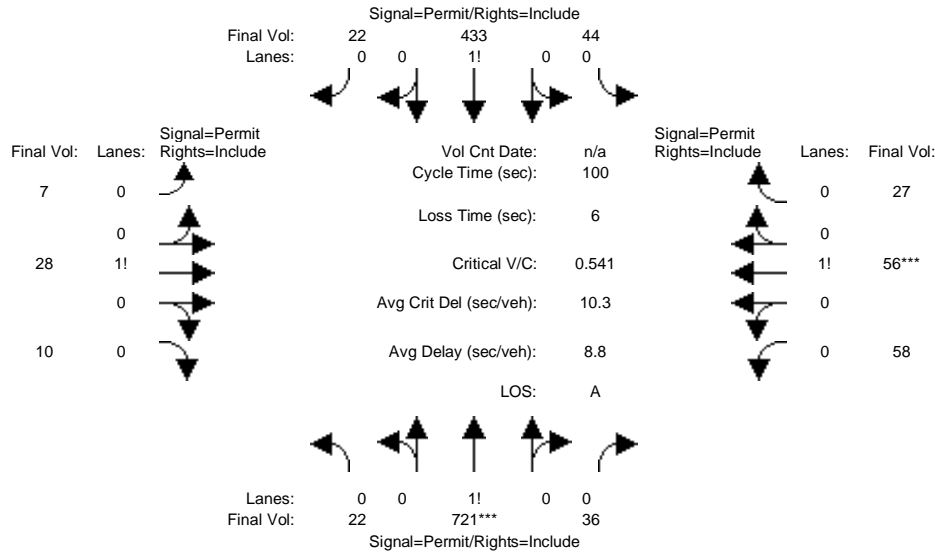
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	23	59	122	13	13	14	377	13	47	482	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	23	59	122	13	13	14	377	13	47	482	187
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:	6	23	59	122	13	13	14	377	13	47	482	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	23	59	122	13	13	14	377	13	47	482	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	23	59	122	13	13	14	377	13	47	482	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	6	23	59	122	13	13	14	377	13	47	482	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.89	0.65	0.65	0.65	0.97	0.97	0.97	0.92	0.92	0.92
Lanes:	0.07	0.26	0.67	0.82	0.09	0.09	0.03	0.94	0.03	0.07	0.67	0.26
Final Sat.:	116	444	1140	1023	109	109	64	1720	59	115	1176	456
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.12	0.12	0.12	0.22	0.22	0.22	0.41	0.41	0.41
Crit Moves:					****						****	
Green/Cycle:	0.21	0.21	0.21	0.21	0.21	0.21	0.73	0.73	0.73	0.73	0.73	0.73
Volume/Cap:	0.24	0.24	0.24	0.56	0.56	0.56	0.30	0.30	0.30	0.56	0.56	0.56
Delay/Veh:	33.1	33.1	33.1	38.0	38.0	38.0	4.9	4.9	4.9	6.8	6.8	6.8
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:	33.1	33.1	33.1	38.0	38.0	38.0	4.9	4.9	4.9	6.8	6.8	6.8
LOS by Move:	C	C	C	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	2	2	2	5	5	5	4	4	4	10	10	10

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd (Improvements)

Intersection #2060: Clarke Ave & Schembri Ln/Garden St



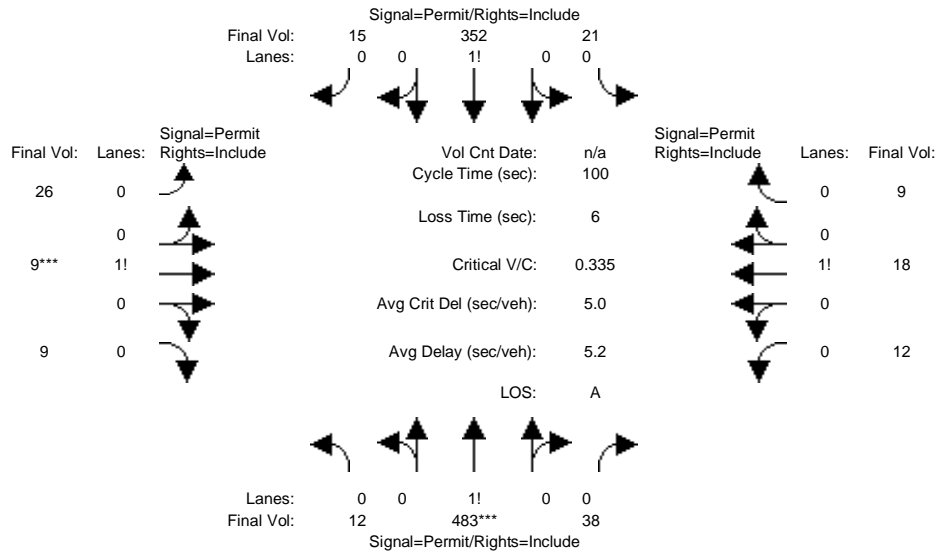
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	721	36	44	433	22	7	28	10	58	56	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	721	36	44	433	22	7	28	10	58	56	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	721	36	44	433	22	7	28	10	58	56	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	721	36	44	433	22	7	28	10	58	56	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	721	36	44	433	22	7	28	10	58	56	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	721	36	44	433	22	7	28	10	58	56	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.89	0.89	0.89	0.93	0.93	0.93	0.83	0.83	0.83
Lanes:	0.03	0.92	0.05	0.09	0.87	0.04	0.16	0.62	0.22	0.41	0.40	0.19
Final Sat.:	52	1717	86	150	1473	75	275	1099	392	652	630	304
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.29	0.29	0.29	0.03	0.03	0.03	0.09	0.09	0.09
Crit Moves:	****									****		
Green/Cycle:	0.78	0.78	0.78	0.78	0.78	0.78	0.16	0.16	0.16	0.16	0.16	0.16
Volume/Cap:	0.54	0.54	0.54	0.38	0.38	0.38	0.16	0.16	0.16	0.54	0.54	0.54
Delay/Veh:	4.8	4.8	4.8	3.7	3.7	3.7	36.1	36.1	36.1	40.6	40.6	40.6
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:	4.8	4.8	4.8	3.7	3.7	3.7	36.1	36.1	36.1	40.6	40.6	40.6
LOS by Move:	A			A			D			D		
HCM2kAvgQ:	10	10	10	5	5	5	1	1	1	5	5	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd (Improvements)

Intersection #2060: Clarke Ave & Schembri Ln/Garden 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:	12	483	38	21	352	15	26	9	9	12	18	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:	12	483	38	21	352	15	26	9	9	12	18	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:	12	483	38	21	352	15	26	9	9	12	18	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:	12	483	38	21	352	15	26	9	9	12	18	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	483	38	21	352	15	26	9	9	12	18	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:	12	483	38	21	352	15	26	9	9	12	18	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.96	0.96	0.96	0.80	0.80	0.80	0.88	0.88	0.88
Lanes:	0.02	0.91	0.07	0.05	0.91	0.04	0.60	0.20	0.20	0.31	0.46	0.23
Final Sat.:	42	1688	133	99	1657	71	898	311	311	516	773	387

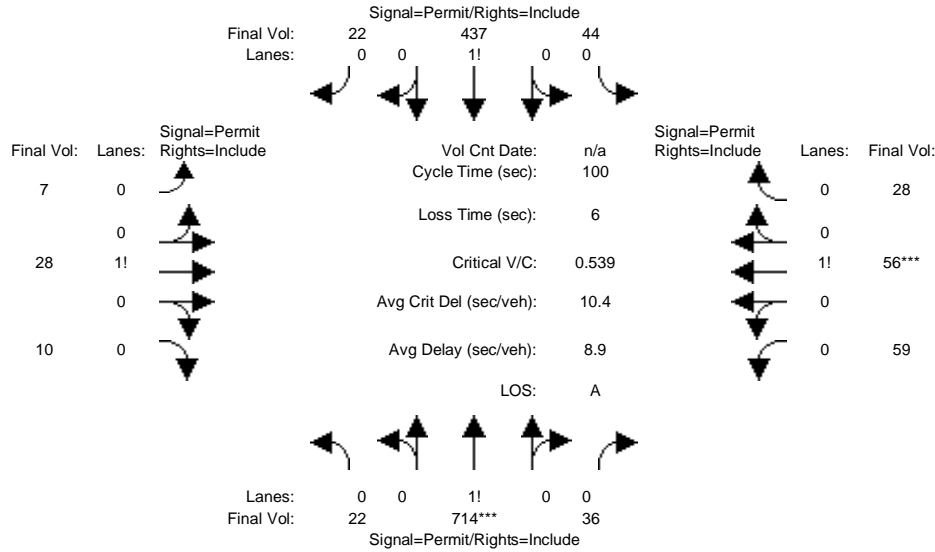
Capacity Analysis Module:												
Vol/Sat:	0.29	0.29	0.29	0.21	0.21	0.21	0.03	0.03	0.03	0.02	0.02	0.02
Crit Moves:	****						****					
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.34	0.34	0.34	0.25	0.25	0.25	0.29	0.29	0.29	0.23	0.23	0.23
Delay/Veh:	1.9	1.9	1.9	1.7	1.7	1.7	42.8	42.8	42.8	42.2	42.2	42.2
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:	1.9	1.9	1.9	1.7	1.7	1.7	42.8	42.8	42.8	42.2	42.2	42.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	4	4	4	3	3	3	2	2	2	1	1	1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd (Improvements)

Intersection #2060: Clarke Ave & Schembri Ln/Garden St



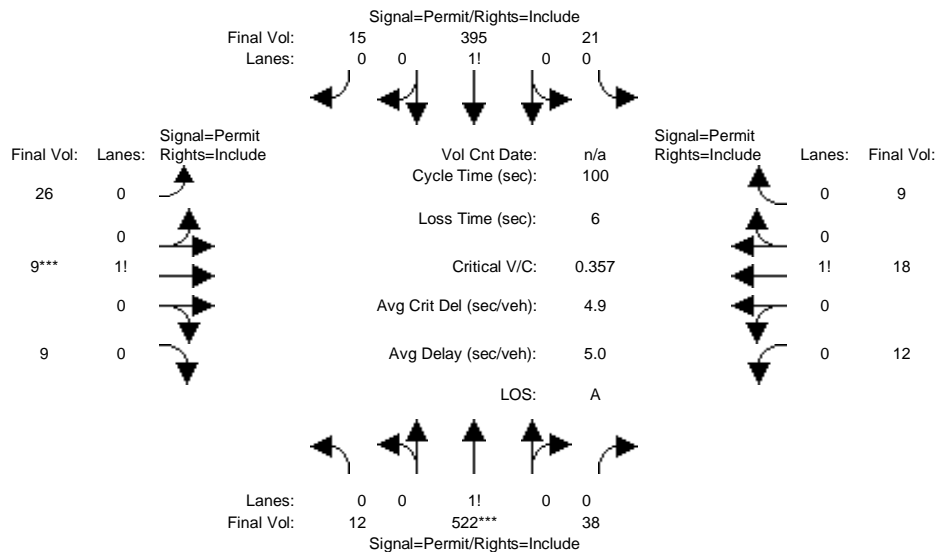
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	22	714	36	44	437	22	7	28	10	59	56	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	714	36	44	437	22	7	28	10	59	56	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	714	36	44	437	22	7	28	10	59	56	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	714	36	44	437	22	7	28	10	59	56	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	714	36	44	437	22	7	28	10	59	56	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	714	36	44	437	22	7	28	10	59	56	28
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.90	0.90	0.90	0.93	0.93	0.93	0.83	0.83	0.83
Lanes:	0.03	0.92	0.05	0.09	0.87	0.04	0.16	0.62	0.22	0.41	0.39	0.20
Final Sat.:	53	1715	86	149	1478	74	275	1099	392	654	620	310
Capacity Analysis Module:												
Vol/Sat:	0.42	0.42	0.42	0.30	0.30	0.30	0.03	0.03	0.03	0.09	0.09	0.09
Crit Moves:	****									****		
Green/Cycle:	0.77	0.77	0.77	0.77	0.77	0.77	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.54	0.54	0.54	0.38	0.38	0.38	0.15	0.15	0.15	0.54	0.54	0.54
Delay/Veh:	4.8	4.8	4.8	3.9	3.9	3.9	35.8	35.8	35.8	40.3	40.3	40.3
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:	4.8	4.8	4.8	3.9	3.9	3.9	35.8	35.8	35.8	40.3	40.3	40.3
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvqQ:	10	10	10	5	5	5	1	1	1	5	5	5

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd (Improvements)

Intersection #2060: Clarke Ave & Schembri Ln/Garden St



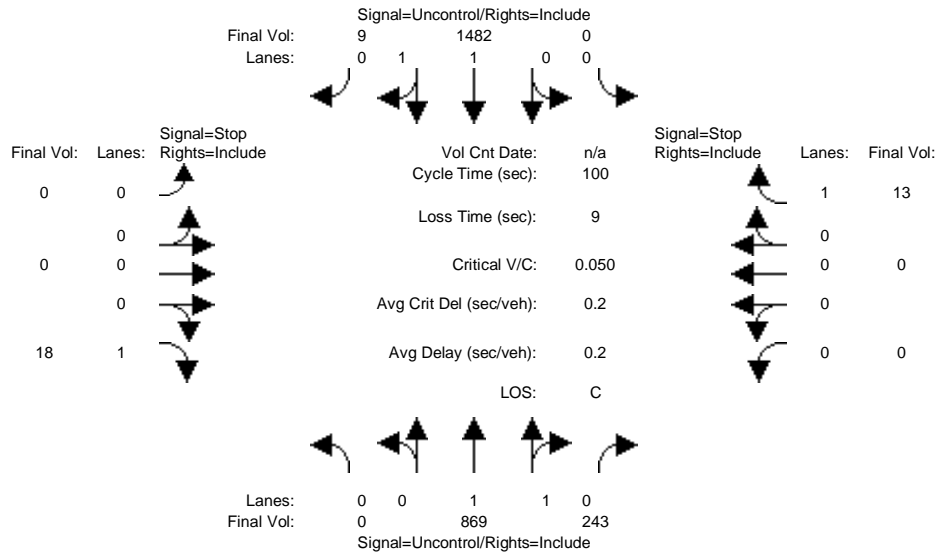
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	12	522	38	21	395	15	26	9	9	12	18	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	522	38	21	395	15	26	9	9	12	18	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:	12	522	38	21	395	15	26	9	9	12	18	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:	12	522	38	21	395	15	26	9	9	12	18	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	522	38	21	395	15	26	9	9	12	18	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:	12	522	38	21	395	15	26	9	9	12	18	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.98	0.96	0.96	0.96	0.80	0.80	0.80	0.88	0.88	0.88
Lanes:	0.02	0.91	0.07	0.05	0.92	0.03	0.60	0.20	0.20	0.31	0.46	0.23
Final Sat.:	39	1703	124	89	1675	64	898	311	311	516	773	387
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.24	0.24	0.24	0.03	0.03	0.03	0.02	0.02	0.02
Crit Moves:	****						****					
Green/Cycle:	0.84	0.84	0.84	0.84	0.84	0.84	0.10	0.10	0.10	0.10	0.10	0.10
Volume/Cap:	0.36	0.36	0.36	0.28	0.28	0.28	0.29	0.29	0.29	0.23	0.23	0.23
Delay/Veh:	2.0	2.0	2.0	1.8	1.8	1.8	42.8	42.8	42.8	42.2	42.2	42.2
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:	2.0	2.0	2.0	1.8	1.8	1.8	42.8	42.8	42.8	42.2	42.2	42.2
LOS by Move:	A	A	A	A	A	A	D	D	D	D	D	D
HCM2kAvgQ:	4	4	4	3	3	3	2	2	2	1	1	1

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	869	243	0	1482	9	0	0	18	0	0	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:	0	869	243	0	1482	9	0	0	18	0	0	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:	0	869	243	0	1482	9	0	0	18	0	0	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:	0	869	243	0	1482	9	0	0	18	0	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	869	243	0	1482	9	0	0	18	0	0	13

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	746	xxxx	xxxx	556
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	361	xxxx	xxxx	480
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	361	xxxx	xxxx	480
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.03

Level Of Service Module:

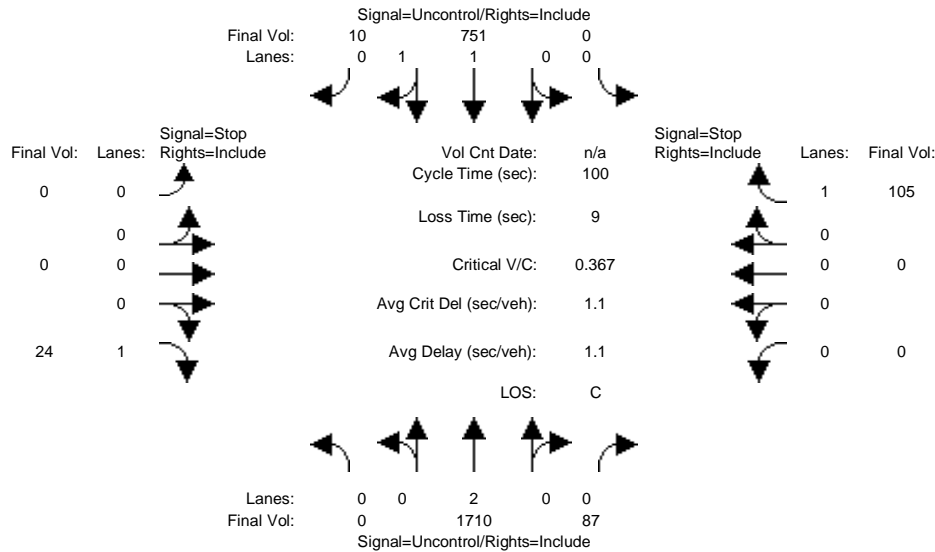
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.5	xxxxx	xxxx	12.7
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	B
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					15.5			12.7
ApproachLOS:		*			*				C			B

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



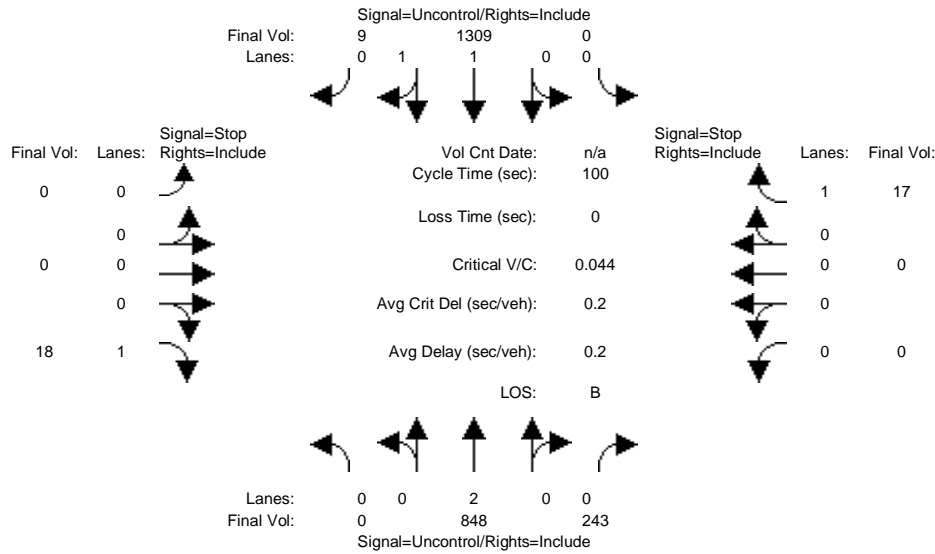
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	1710	87	0	751	10	0	0	24	0	0	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1710	87	0	751	10	0	0	24	0	0	105
Added Vol:	0	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	1710	87	0	751	10	0	0	24	0	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	1710	87	0	751	10	0	0	24	0	0	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1710	87	0	751	10	0	0	24	0	0	105
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.9	xxxx	xxxx	6.9
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	xxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	381	xxxx	xxxx	899
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	623	xxxx	xxxx	286
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	623	xxxx	xxxx	286
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.37
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	1.6
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	11.0	xxxx	xxxx	24.7
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					11.0			24.7
ApproachLOS:	*			*					B			C

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	848	243	0	1309	9	0	0	18	0	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	848	243	0	1309	9	0	0	18	0	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	848	243	0	1309	9	0	0	18	0	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	848	243	0	1309	9	0	0	18	0	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	848	243	0	1309	9	0	0	18	0	0	17

Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	6.9	xxxx	xxxx	6.9
FollowUpTim:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.3	xxxx	xxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	659	xxxx	xxxx	546
Potent Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	411	xxxx	xxxx	487
Move Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	411	xxxx	xxxx	487
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.03

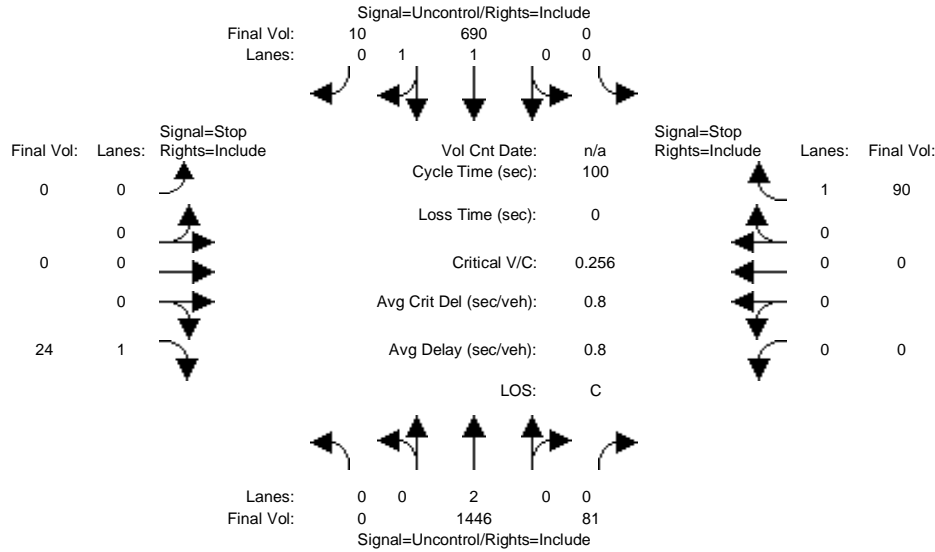
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.1
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	14.2	xxxx	xxxx	12.7
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					14.2			12.7
ApproachLOS:	*			*					B			B

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd (Improvements)

Intersection #2094: University Ave & 4 Corners Dwy



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	1446	81	0	690	10	0	0	24	0	0	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:	0	1446	81	0	690	10	0	0	24	0	0	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:	0	1446	81	0	690	10	0	0	24	0	0	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:	0	1446	81	0	690	10	0	0	24	0	0	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1446	81	0	690	10	0	0	24	0	0	90

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	350	xxxx	xxxx	764
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	652	xxxx	xxxx	351
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	652	xxxx	xxxx	351
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.26

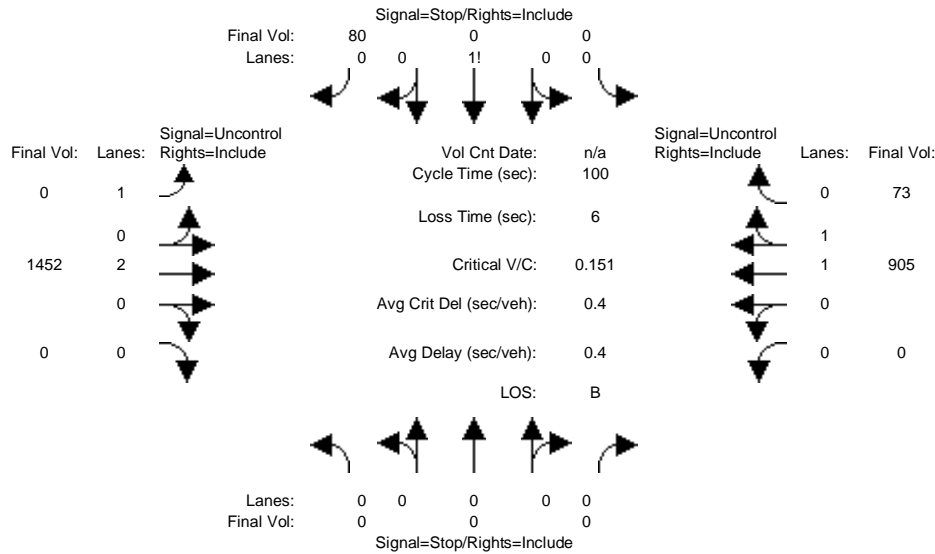
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	1.0
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.7	xxxxx	xxxx	18.8
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	C
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			10.7			18.8		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	0	0	80	0	1452	0	0	905	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	80	0	1452	0	0	905	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	80	0	1452	0	0	905	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	80	0	1452	0	0	905	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	80	0	1452	0	0	905	73

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	489	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	530	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	530	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

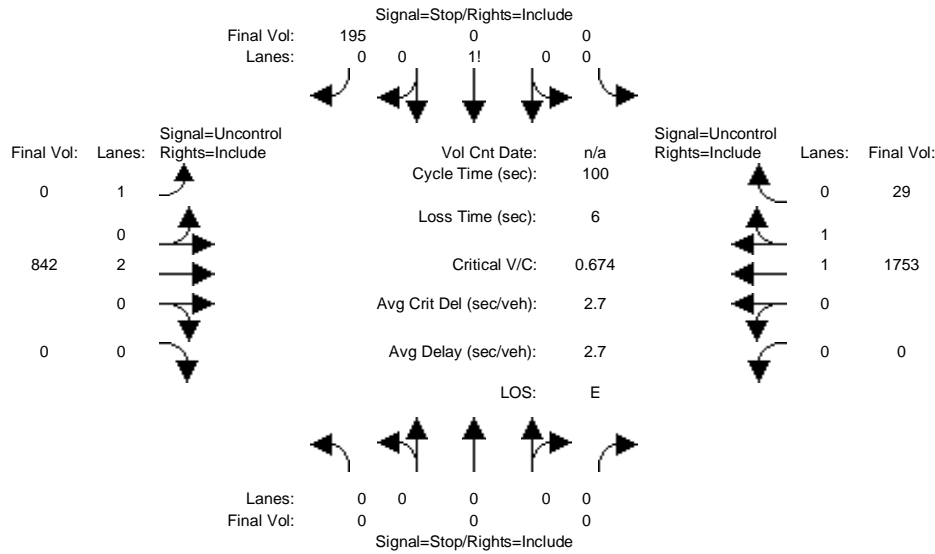
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx					13.0	xxxxxxx			xxxxxxx		
ApproachLOS:	*					B	*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	0	0	195	0	842	0	0	1753	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	195	0	842	0	0	1753	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	195	0	842	0	0	1753	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	195	0	842	0	0	1753	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	195	0	842	0	0	1753	29

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	891	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	289	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	289	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.67	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

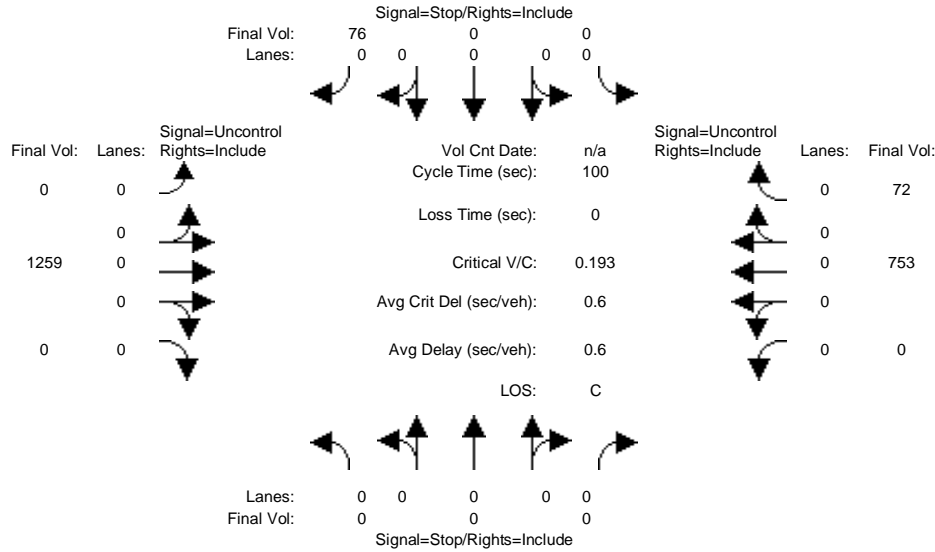
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	4.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	39.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	E	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			39.8			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:												
Base Vol:	0	0	0	0	0	76	0	1259	0	0	753	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	76	0	1259	0	0	753	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	76	0	1259	0	0	753	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	76	0	1259	0	0	753	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	76	0	1259	0	0	753	72

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	789	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	394	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	394	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.19	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

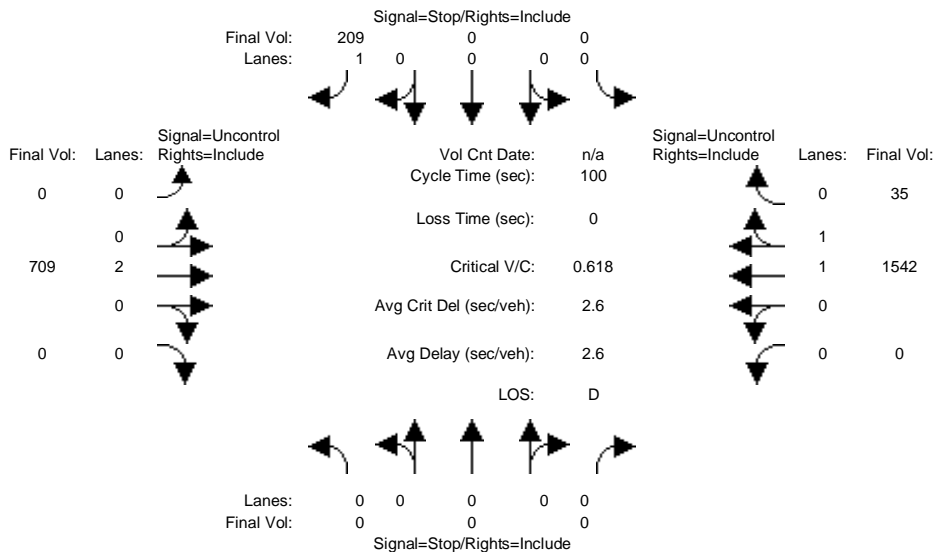
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	16.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	C	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx					16.3	xxxxxx			xxxxxx		
ApproachLOS:	*					C	*			*		

Note: Queue reported is the number of cars per lane.

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City of East Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd (Improvements)

Intersection #2159: 4 Corners Dwy & Bay Rd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:

Base Vol:	0	0	0	0	0	209	0	709	0	0	1542	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	209	0	709	0	0	1542	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	0	0	209	0	709	0	0	1542	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	209	0	709	0	0	1542	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	209	0	709	0	0	1542	35

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	789	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	338	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	338	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.62	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

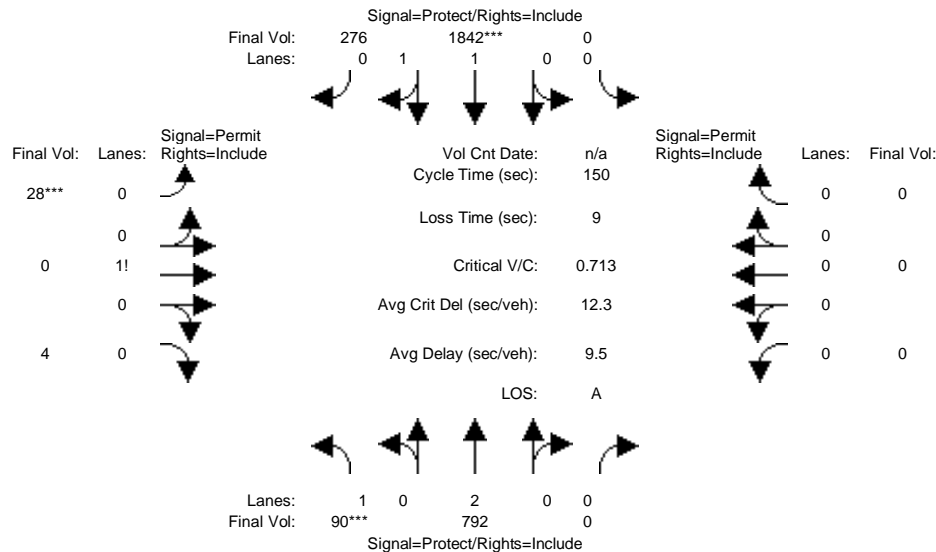
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	3.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	31.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	D	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			31.4			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj AM No Loop Rd (Improvements)

Intersection #3002: University Ave & Adams Dr



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	0	0	10	10	10	0	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:	90	792	0	0	1842	276	28	0	4	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:	90	792	0	0	1842	276	28	0	4	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:	90	792	0	0	1842	276	28	0	4	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:	90	792	0	0	1842	276	28	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	792	0	0	1842	276	28	0	4	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
Final Volume:	90	792	0	0	1842	276	28	0	4	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.74	1.00	0.74	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.74	0.26	0.88	0.00	0.12	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3080	461	1231	0	176	0	0	0

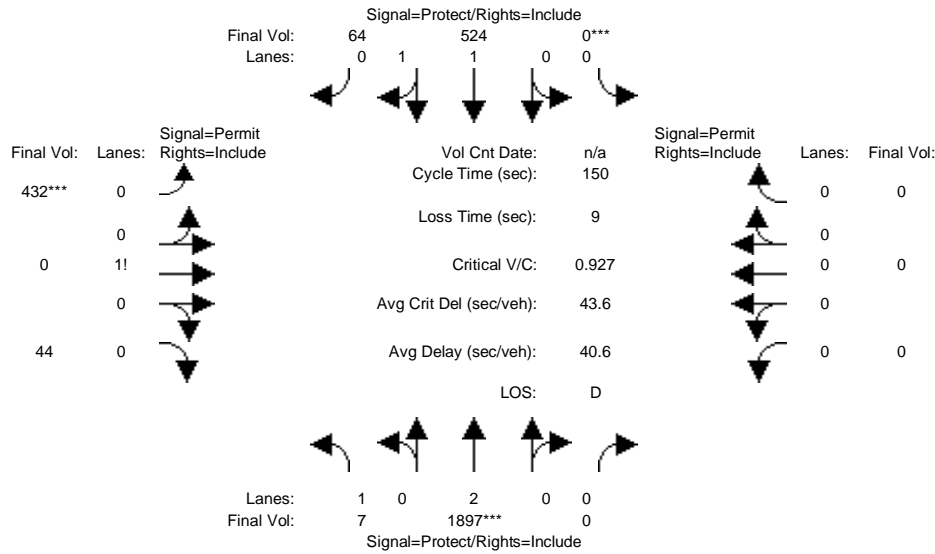
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.00	0.00	0.60	0.60	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.87	0.00	0.00	0.81	0.81	0.07	0.00	0.07	0.00	0.00	0.00
Volume/Cap:	0.74	0.25	0.00	0.00	0.74	0.74	0.34	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	90.2	1.6	0.0	0.0	8.1	8.1	69.0	0.0	69.0	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:	90.2	1.6	0.0	0.0	8.1	8.1	69.0	0.0	69.0	0.0	0.0	0.0
LOS by Move:	F	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvgQ:	6	3	0	0	25	25	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul+3.35 Proj PM No Loop Rd (Improvements)

Intersection #3002: University Ave & Adams Dr



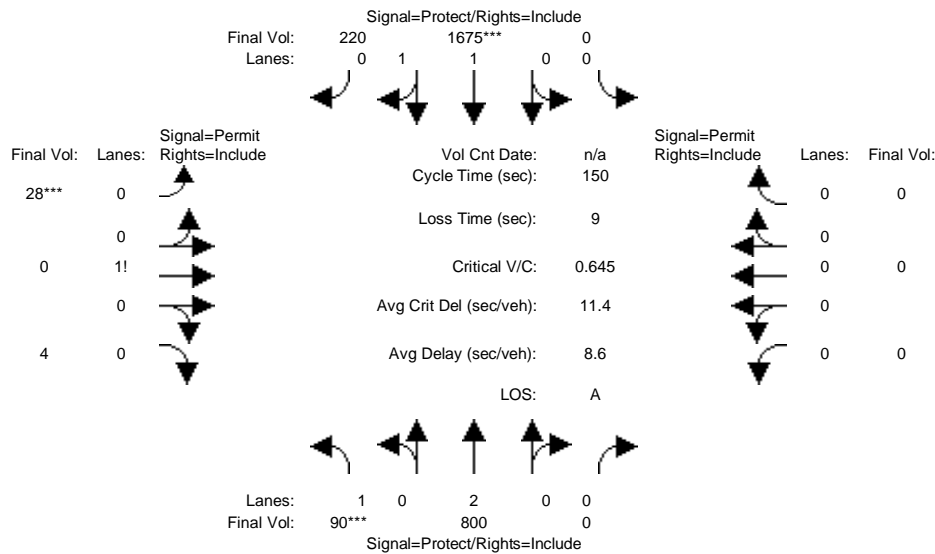
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	7	1897	0	0	524	64	432	0	44	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	1897	0	0	524	64	432	0	44	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:	7	1897	0	0	524	64	432	0	44	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:	7	1897	0	0	524	64	432	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1897	0	0	524	64	432	0	44	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
Final Volume:	7	1897	0	0	524	64	432	0	44	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.00	0.93	0.93	0.73	1.00	0.73	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.78	0.22	0.91	0.00	0.09	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3166	387	1250	0	127	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.00	0.17	0.17	0.35	0.00	0.35	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.57	0.00	0.00	0.44	0.44	0.37	0.00	0.37	0.00	0.00	0.00
Volume/Cap:	0.03	0.93	0.00	0.00	0.37	0.37	0.93	0.00	0.93	0.00	0.00	0.00
Delay/Veh:	57.7	37.5	0.0	0.0	28.1	28.1	68.1	0.0	68.1	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:	57.7	37.5	0.0	0.0	28.1	28.1	68.1	0.0	68.1	0.0	0.0	0.0
LOS by Move:	E	D	A	A	C	C	E	A	E	A	A	A
HCM2kAvgQ:	0	45	0	0	9	9	25	0	25	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj AM with Loop Rd (Improvements)

Intersection #3002: University Ave & Adams Dr



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	0	0	10	10	10	0	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:	90	800	0	0	1675	220	28	0	4	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:	90	800	0	0	1675	220	28	0	4	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:	90	800	0	0	1675	220	28	0	4	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:	90	800	0	0	1675	220	28	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	800	0	0	1675	220	28	0	4	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
Final Volume:	90	800	0	0	1675	220	28	0	4	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.93	0.93	0.74	1.00	0.74	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.77	0.23	0.88	0.00	0.12	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3137	412	1231	0	176	0	0	0

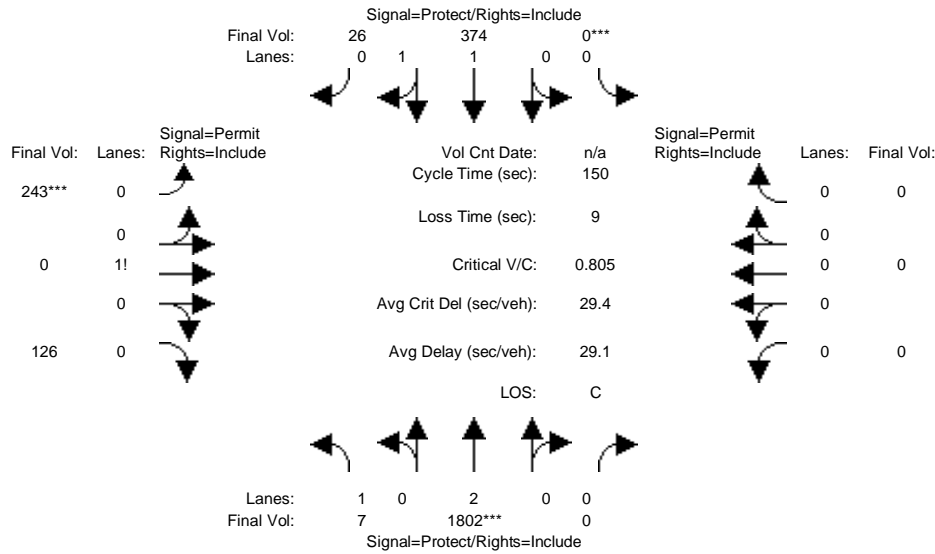
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.00	0.00	0.53	0.53	0.02	0.00	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green/Cycle:	0.07	0.87	0.00	0.00	0.80	0.80	0.07	0.00	0.07	0.00	0.00	0.00
Volume/Cap:	0.67	0.25	0.00	0.00	0.67	0.67	0.34	0.00	0.34	0.00	0.00	0.00
Delay/Veh:	79.8	1.6	0.0	0.0	7.1	7.1	69.0	0.0	69.0	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:	79.8	1.6	0.0	0.0	7.1	7.1	69.0	0.0	69.0	0.0	0.0	0.0
LOS by Move:	E	A	A	A	A	A	E	A	E	A	A	A
HCM2kAvqQ:	5	3	0	0	20	20	2	0	2	0	0	0

Note: Queue reported is the number of cars per lane.

Ravenswood Specific Plan Update
Hexagon Transportation Consultants
City of East Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cum+3.35 proj PM with Loop Rd (Improvements)

Intersection #3002: University Ave & Adams Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	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:	7	1802	0	0	374	26	243	0	126	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:	7	1802	0	0	374	26	243	0	126	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:	7	1802	0	0	374	26	243	0	126	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:	7	1802	0	0	374	26	243	0	126	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1802	0	0	374	26	243	0	126	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
Final Volume:	7	1802	0	0	374	26	243	0	126	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	1.00	0.94	0.94	0.75	1.00	0.75	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	1.87	0.13	0.66	0.00	0.34	0.00	0.00	0.00
Final Sat.:	1805	3610	0	0	3342	232	944	0	490	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.00	0.11	0.11	0.26	0.00	0.26	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.18	0.62	0.00	0.00	0.44	0.44	0.32	0.00	0.32	0.00	0.00	0.00
Volume/Cap:	0.02	0.80	0.00	0.00	0.26	0.26	0.80	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	50.3	23.8	0.0	0.0	26.8	26.8	56.7	0.0	56.7	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:	50.3	23.8	0.0	0.0	26.8	26.8	56.7	0.0	56.7	0.0	0.0	0.0
LOS by Move:	D	C	A	A	C	C	E	A	E	A	A	A
HCM2kAvgQ:	0	34	0	0	6	6	17	0	17	0	0	0

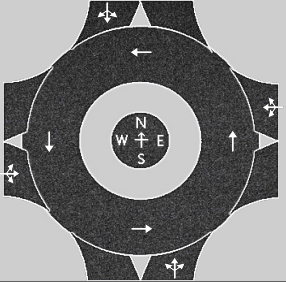
Note: Queue reported is the number of cars per lane.

DRAFT

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Bay Road and Tara Road
Agency or Co.	Hexagon		E/W Street Name	Bay Road
Date Performed	8/2/2022		N/S Street Name	Tara Road
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update - EX+2.8NL		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	551	70	183	0	0	17	0	0	53	0	0	0	0	0	130
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	611	78	203	0	0	19	0	0	59	0	0	0	0	0	144
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		892			19			59			144	
Entry Volume, veh/h		875			19			58			141	
Circulating Flow (v _c), pc/h	0			670			689			78		
Exiting Flow (v _{ex}), pc/h	78			222			611			203		
Capacity (c _{PCE}), pc/h		1380			697			683			1274	
Capacity (c), veh/h		1353			683			670			1249	
v/c Ratio (x)		0.65			0.03			0.09			0.11	

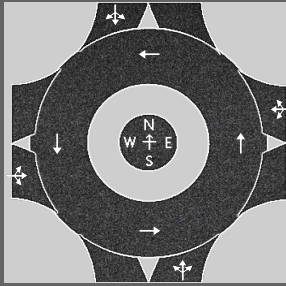
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		10.7			5.6			6.3			3.8	
Lane LOS		B			A			A			A	
95% Queue, veh		5.4			0.1			0.3			0.4	
Approach Delay, s/veh	10.7			5.6			6.3			3.8		
Approach LOS	B			A			A			A		
Intersection Delay, s/veh LOS	9.5						A					

HCS Roundabouts Report

General Information

Analyst	SJ
Agency or Co.	Hexagon
Date Performed	8/2/2022
Analysis Year	2022
Time Analyzed	PM Peak Hour
Project Description	RSP Update - EX+2.8NL



Site Information

Intersection	Bay Road and Tara Road
E/W Street Name	Bay Road
N/S Street Name	Tara Road
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	153	19	62	0	0	63	0	0	111	0	0	0	0	0	497
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	170	21	69	0	0	70	0	0	123	0	0	0	0	0	551
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		260			70			123			551	
Entry Volume, veh/h		255			69			121			540	
Circulating Flow (v _c), pc/h	0			293			191			193		
Exiting Flow (v _{ex}), pc/h	21			744			170			69		
Capacity (c _{PCE}), pc/h		1380			1023			1136			1133	
Capacity (c), veh/h		1353			1003			1113			1111	
v/c Ratio (x)		0.19			0.07			0.11			0.49	

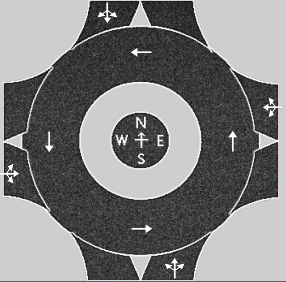
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.2			4.2			4.2			8.7	
Lane LOS		A			A			A			A	
95% Queue, veh		0.7			0.2			0.4			2.8	
Approach Delay, s/veh	4.2			4.2			4.2			8.7		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	6.7						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Bay Road and Tara Road
Agency or Co.	Hexagon		E/W Street Name	Bay Road
Date Performed	8/2/2022		N/S Street Name	Tara Road
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update - EX+2.8Loop		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	467	70	186	0	0	15	0	0	38	0	0	0	0	0	121
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	518	78	206	0	0	17	0	0	42	0	0	0	0	0	134
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		802			17			42			134	
Entry Volume, veh/h		786			17			41			131	
Circulating Flow (v _c), pc/h	0			560			596			59		
Exiting Flow (v _{ex}), pc/h	78			193			518			206		
Capacity (c _{PCE}), pc/h		1380			779			751			1299	
Capacity (c), veh/h		1353			764			737			1274	
v/c Ratio (x)		0.58			0.02			0.06			0.10	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		9.2			4.9			5.5			3.7	
Lane LOS		A			A			A			A	
95% Queue, veh		4.1			0.1			0.2			0.3	
Approach Delay, s/veh	9.2			4.9			5.5			3.7		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	8.3						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Pulgas Ave and Emmerson St
Agency or Co.	Hexagon		E/W Street Name	Emmerson St
Date Performed	8/2/2022		N/S Street Name	Pulgas Ave
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update - EX+2.8Loop		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	0	159	115	0	23	28	0	0	327	45	85	0	0	15	0
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v_{pce}), pc/h	0	0	176	128	0	26	31	0	0	363	50	94	0	0	17	0
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v_e), pc/h		304			57			507			17	
Entry Volume, veh/h		298			56			497			17	
Circulating Flow (v_c), pc/h	43			413			176			420		
Exiting Flow (v_{ex}), pc/h	270			394			50			171		
Capacity (c_{pce}), pc/h		1321			906			1153			899	
Capacity (c), veh/h		1295			888			1131			882	
v/c Ratio (x)		0.23			0.06			0.44			0.02	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.8			4.6			7.9			4.3	
Lane LOS		A			A			A			A	
95% Queue, veh		0.9			0.2			2.3			0.1	
Approach Delay, s/veh	4.8			4.6			7.9			4.3		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	6.5						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Bay Road and Tara Road
Agency or Co.	Hexagon		E/W Street Name	Bay Road
Date Performed	8/2/2022		N/S Street Name	Tara Road
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update - EX+2.8Loop		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment			LTR				LTR				LTR				LTR	
Volume (V), veh/h	0	166	19	62	0	0	57	0	0	115	13	0	0	0	0	456
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	184	21	69	0	0	63	0	0	128	14	0	0	0	0	506
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		274			63			142			506	
Entry Volume, veh/h		269			62			139			496	
Circulating Flow (v _c), pc/h		0			326			205			191	
Exiting Flow (v _{ex}), pc/h		21			697			198			69	
Capacity (c _{PCE}), pc/h		1380			990			1120			1136	
Capacity (c), veh/h		1353			970			1098			1113	
v/c Ratio (x)		0.20			0.06			0.13			0.45	

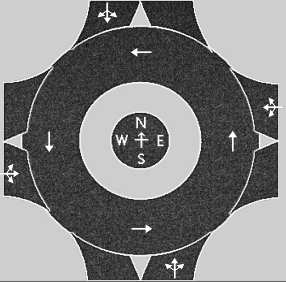
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.3			4.3			4.4			8.1	
Lane LOS		A			A			A			A	
95% Queue, veh		0.7			0.2			0.4			2.4	
Approach Delay, s/veh	4.3			4.3			4.4			8.1		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	6.2						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Pulgas Ave and Emmerson St
Agency or Co.	Hexagon		E/W Street Name	Emmerson St
Date Performed	8/2/2022		N/S Street Name	Pulgas Ave
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update - EX+2.8Loop		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	0	4	212	0	67	124	0	0	172	16	26	0	0	26	0
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	0	4	235	0	74	137	0	0	191	18	29	0	0	29	0
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		239			211			238			29	
Entry Volume, veh/h		234			207			233			28	
Circulating Flow (v _c), pc/h	103			209			4			402		
Exiting Flow (v _{ex}), pc/h	33			328			18			338		
Capacity (c _{PCE}), pc/h		1242			1115			1374			916	
Capacity (c), veh/h		1218			1093			1347			898	
v/c Ratio (x)		0.19			0.19			0.17			0.03	

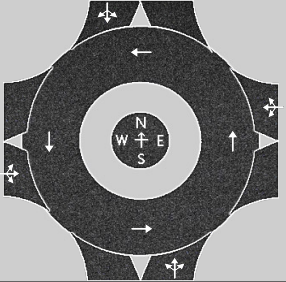
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.6			5.0			4.1			4.3	
Lane LOS		A			A			A			A	
95% Queue, veh		0.7			0.7			0.6			0.1	
Approach Delay, s/veh	4.6			5.0			4.1			4.3		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	4.5						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Bay Road and Tara Road
Agency or Co.	Hexagon		E/W Street Name	Bay Road
Date Performed	8/2/2022		N/S Street Name	Tara Road
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update - EX+3.35NL		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	640	81	182	0	0	19	0	0	58	0	0	0	0	0	147
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	710	90	202	0	0	21	0	0	64	0	0	0	0	0	163
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		1002			21			64			163	
Entry Volume, veh/h		982			21			63			160	
Circulating Flow (v _c), pc/h	0			774			800			85		
Exiting Flow (v _{ex}), pc/h	90			248			710			202		
Capacity (c _{PCE}), pc/h		1380			627			610			1265	
Capacity (c), veh/h		1353			614			598			1241	
v/c Ratio (x)		0.73			0.03			0.10			0.13	

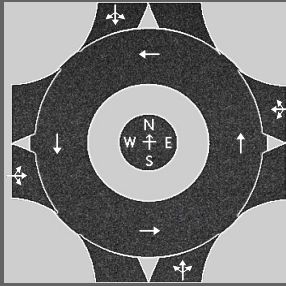
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		13.2			6.2			7.2			4.0	
Lane LOS		B			A			A			A	
95% Queue, veh		7.6			0.1			0.4			0.4	
Approach Delay, s/veh	13.2			6.2			7.2			4.0		
Approach LOS	B			A			A			A		
Intersection Delay, s/veh LOS	11.6						B					

HCS Roundabouts Report

General Information

Analyst	SJ
Agency or Co.	Hexagon
Date Performed	8/2/2022
Analysis Year	2022
Time Analyzed	AM Peak Hour
Project Description	RSP Update - EX+3.35NL



Site Information

Intersection	Pulgas Ave and Emmerson St
E/W Street Name	Emmerson St
N/S Street Name	Pulgas Ave
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	0	62	112	0	34	17	0	0	358	63	134	0	0	21	0
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	0	69	124	0	38	19	0	0	397	70	149	0	0	23	0
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		193			57			616			23	
Entry Volume, veh/h		189			56			604			23	
Circulating Flow (v _c), pc/h	61			467			69			454		
Exiting Flow (v _{ex}), pc/h	218			416			70			185		
Capacity (c _{pce}), pc/h		1297			857			1286			868	
Capacity (c), veh/h		1271			840			1261			851	
v/c Ratio (x)		0.15			0.07			0.48			0.03	

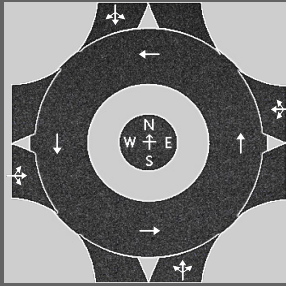
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.1			4.9			7.9			4.5	
Lane LOS		A			A			A			A	
95% Queue, veh		0.5			0.2			2.7			0.1	
Approach Delay, s/veh	4.1			4.9			7.9			4.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	6.8						A					

HCS Roundabouts Report

General Information

Analyst	SJ
Agency or Co.	Hexagon
Date Performed	8/2/2022
Analysis Year	2022
Time Analyzed	PM Peak Hour
Project Description	RSP Update - EX+3.35NL



Site Information

Intersection	Bay Road and Tara Road
E/W Street Name	Bay Road
N/S Street Name	Tara Road
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	165	21	69	0	0	73	0	0	128	0	0	0	0	0	577
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	183	23	76	0	0	81	0	0	142	0	0	0	0	0	640
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		282			81			142			640	
Entry Volume, veh/h		276			79			139			627	
Circulating Flow (v _c), pc/h	0			325			206			223		
Exiting Flow (v _{ex}), pc/h	23			863			183			76		
Capacity (c _{PCE}), pc/h		1380			991			1118			1099	
Capacity (c), veh/h		1353			971			1097			1078	
v/c Ratio (x)		0.20			0.08			0.13			0.58	

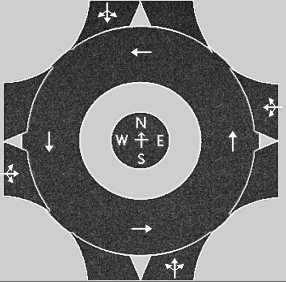
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.4			4.4			4.4			10.9	
Lane LOS		A			A			A			B	
95% Queue, veh		0.8			0.3			0.4			4.1	
Approach Delay, s/veh	4.4			4.4			4.4			10.9		
Approach LOS	A			A			A			B		
Intersection Delay, s/veh LOS	8.0						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Pulgas Ave and Emmerson St
Agency or Co.	Hexagon		E/W Street Name	Emmerson St
Date Performed	8/2/2022		N/S Street Name	Pulgas Ave
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update - EX+3.35NL		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	0	15	321	0	119	67	0	0	118	22	44	0	0	62	0
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	0	17	356	0	132	74	0	0	131	24	49	0	0	69	0
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		373			206			204			69	
Entry Volume, veh/h		366			202			200			68	
Circulating Flow (v _c), pc/h	201			155			17			337		
Exiting Flow (v _{ex}), pc/h	66			205			24			557		
Capacity (c _{PCE}), pc/h		1124			1178			1356			979	
Capacity (c), veh/h		1102			1155			1330			959	
v/c Ratio (x)		0.33			0.17			0.15			0.07	

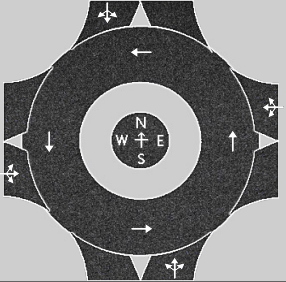
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.5			4.7			3.9			4.4	
Lane LOS		A			A			A			A	
95% Queue, veh		1.5			0.6			0.5			0.2	
Approach Delay, s/veh	6.5			4.7			3.9			4.4		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	5.3						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Bay Road and Tara Road
Agency or Co.	Hexagon		E/W Street Name	Bay Road
Date Performed	8/2/2022		N/S Street Name	Tara Road
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update - EX+3.35Loop		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	532	68	218	0	0	19	0	0	63	0	0	0	0	14	147
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	590	75	242	0	0	21	0	0	70	0	0	0	0	16	163
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		907			21			70			179	
Entry Volume, veh/h		889			21			69			175	
Circulating Flow (v _c), pc/h	16			660			665			91		
Exiting Flow (v _{ex}), pc/h	75			254			590			258		
Capacity (c _{PCE}), pc/h		1358			704			700			1258	
Capacity (c), veh/h		1331			690			687			1233	
v/c Ratio (x)		0.67			0.03			0.10			0.14	

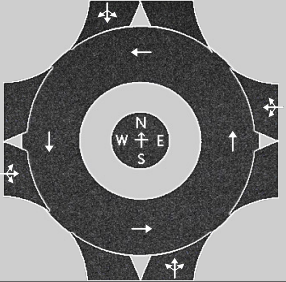
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		11.4			5.5			6.3			4.1	
Lane LOS		B			A			A			A	
95% Queue, veh		5.9			0.1			0.3			0.5	
Approach Delay, s/veh	11.4			5.5			6.3			4.1		
Approach LOS	B			A			A			A		
Intersection Delay, s/veh LOS	9.9						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Pulgas Ave and Emmerson St
Agency or Co.	Hexagon		E/W Street Name	Emmerson St
Date Performed	8/2/2022		N/S Street Name	Pulgas Ave
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update - EX+3.35Loop		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	0	211	128	0	32	17	0	0	340	53	109	0	0	18	0
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	0	234	142	0	35	19	0	0	377	59	121	0	0	20	0
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		376			54			557			20	
Entry Volume, veh/h		369			53			546			20	
Circulating Flow (v _c), pc/h	55			436			234			431		
Exiting Flow (v _{ex}), pc/h	355			396			59			197		
Capacity (c _{pce}), pc/h		1305			885			1087			889	
Capacity (c), veh/h		1279			867			1066			872	
v/c Ratio (x)		0.29			0.06			0.51			0.02	

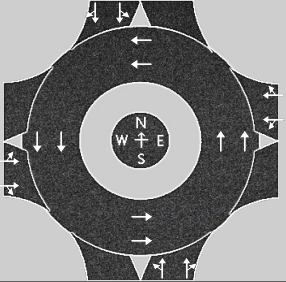
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.4			4.7			9.5			4.3	
Lane LOS		A			A			A			A	
95% Queue, veh		1.2			0.2			3.1			0.1	
Approach Delay, s/veh	5.4			4.7			9.5			4.3		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	7.6						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Bay Road and Pulgas Ave
Agency or Co.	Hexagon		E/W Street Name	Bay Road
Date Performed	8/2/2022		N/S Street Name	Pulgas Ave
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update - EX+3.35Loop		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0
Lane Assignment	LT		TR		LT		TR		LT		TR		LT		TR	
Volume (V), veh/h	0	152	228	191	0	125	664	18	0	522	57	55	0	3	157	239
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	169	253	212	0	139	736	20	0	579	63	61	0	3	174	265
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	2				2				2				2			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s	4.6453	4.3276		4.6453	4.3276		4.6453	4.3276		4.6453	4.3276	
Follow-Up Headway, s	2.6667	2.5352		2.6667	2.5352		2.6667	2.5352		2.6667	2.5352	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h	298	336		421	474		579	124		177	265	
Entry Volume, veh/h	292	329		412	465		568	122		174	260	
Circulating Flow (v _c), pc/h	316			811			425			1454		
Exiting Flow (v _{ex}), pc/h	317			1580			252			525		
Capacity (c _{PCE}), pc/h	1009	1086		640	713		913	989		354	413	
Capacity (c), veh/h	990	1064		628	699		895	970		347	405	
v/c Ratio (x)	0.30	0.31		0.66	0.67		0.63	0.13		0.50	0.64	

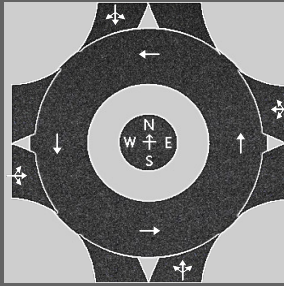
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh	6.6	6.4		19.8	18.6		14.1	4.9		23.1	27.7	
Lane LOS	A	A		C	C		B	A		C	D	
95% Queue, veh	1.3	1.3		5.5	5.7		5.0	0.4		2.9	5.0	
Approach Delay, s/veh	6.5			19.2			12.5			25.9		
Approach LOS	A			C			B			D		
Intersection Delay, s/veh LOS	15.5						C					

HCS Roundabouts Report

General Information

Analyst	SJ
Agency or Co.	Hexagon
Date Performed	8/2/2022
Analysis Year	2022
Time Analyzed	PM Peak Hour
Project Description	RSP Update - EX+3.35Loop



Site Information

Intersection	Pulgas Ave and Emmerson St
E/W Street Name	Emmerson St
N/S Street Name	Pulgas Ave
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	0	7	157	0	79	163	0	0	175	19	33	0	0	33	0
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	0	8	174	0	88	181	0	0	194	21	37	0	0	37	0
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		182			269			252			37	
Entry Volume, veh/h		178			264			247			36	
Circulating Flow (v _c), pc/h	125			215			8			463		
Exiting Flow (v _{ex}), pc/h	45			375			21			299		
Capacity (c _{pce}), pc/h		1215			1108			1369			861	
Capacity (c), veh/h		1191			1087			1342			844	
v/c Ratio (x)		0.15			0.24			0.18			0.04	

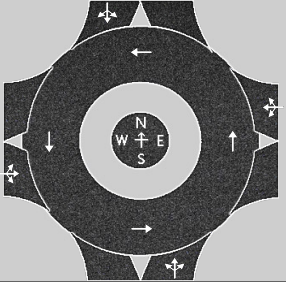
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.3			5.6			4.2			4.7	
Lane LOS		A			A			A			A	
95% Queue, veh		0.5			1.0			0.7			0.1	
Approach Delay, s/veh	4.3			5.6			4.2			4.7		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	4.8						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Bay Road and Tara Road
Agency or Co.	Hexagon		E/W Street Name	Bay Road
Date Performed	8/2/2022		N/S Street Name	Tara Road
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update -Cumu+2.8NL		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	575	70	187	0	0	17	0	0	36	0	0	0	0	0	132
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	638	78	207	0	0	19	0	0	40	0	0	0	0	0	146
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		923			19			40			146	
Entry Volume, veh/h		905			19			39			143	
Circulating Flow (v _c), pc/h	0			678			716			59		
Exiting Flow (v _{ex}), pc/h	78			205			638			207		
Capacity (c _{PCE}), pc/h		1380			691			665			1299	
Capacity (c), veh/h		1353			678			652			1274	
v/c Ratio (x)		0.67			0.03			0.06			0.11	

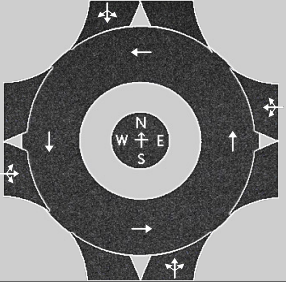
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		11.3			5.6			6.2			3.7	
Lane LOS		B			A			A			A	
95% Queue, veh		5.9			0.1			0.2			0.4	
Approach Delay, s/veh	11.3			5.6			6.2			3.7		
Approach LOS	B			A			A			A		
Intersection Delay, s/veh LOS	10.1						B					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Bay Road and Tara Road
Agency or Co.	Hexagon		E/W Street Name	Bay Road
Date Performed	8/2/2022		N/S Street Name	Tara Road
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update -Cumu+2.8NL		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	157	19	62	0	0	63	0	0	111	0	0	0	0	0	502
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	174	21	69	0	0	70	0	0	123	0	0	0	0	0	557
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		264			70			123			557	
Entry Volume, veh/h		259			69			121			546	
Circulating Flow (v _c), pc/h	0			297			195			193		
Exiting Flow (v _{ex}), pc/h	21			750			174			69		
Capacity (c _{PCE}), pc/h		1380			1019			1131			1133	
Capacity (c), veh/h		1353			999			1109			1111	
v/c Ratio (x)		0.19			0.07			0.11			0.49	

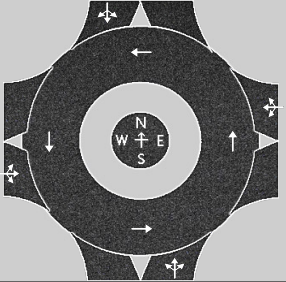
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.2			4.2			4.2			8.8	
Lane LOS		A			A			A			A	
95% Queue, veh		0.7			0.2			0.4			2.9	
Approach Delay, s/veh	4.2			4.2			4.2			8.8		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	6.7						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Bay Road and Tara Road
Agency or Co.	Hexagon		E/W Street Name	Bay Road
Date Performed	8/2/2022		N/S Street Name	Tara Road
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update -Cumu+2.8Loop		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	481	70	186	0	0	15	0	0	38	0	0	0	0	0	121
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	533	78	206	0	0	17	0	0	42	0	0	0	0	0	134
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		817			17			42			134	
Entry Volume, veh/h		801			17			41			131	
Circulating Flow (v _c), pc/h	0			575			611			59		
Exiting Flow (v _{ex}), pc/h	78			193			533			206		
Capacity (c _{PCE}), pc/h		1380			768			740			1299	
Capacity (c), veh/h		1353			753			725			1274	
v/c Ratio (x)		0.59			0.02			0.06			0.10	

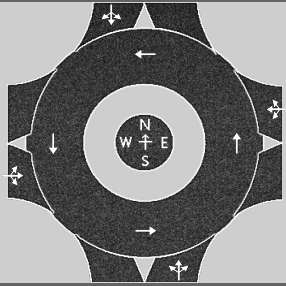
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		9.5			5.0			5.5			3.7	
Lane LOS		A			A			A			A	
95% Queue, veh		4.3			0.1			0.2			0.3	
Approach Delay, s/veh	9.5			5.0			5.5			3.7		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	8.5						A					

HCS Roundabouts Report

General Information

Analyst	SJ
Agency or Co.	Hexagon
Date Performed	8/2/2022
Analysis Year	2022
Time Analyzed	PM Peak Hour
Project Description	RSP Update -Cumu+2.8Loop



Site Information

Intersection	Bay Road and Tara Road
E/W Street Name	Bay Road
N/S Street Name	Tara Road
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	155	17	85	0	0	52	0	0	148	0	0	0	0	0	443
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	172	19	94	0	0	58	0	0	164	0	0	0	0	0	491
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		285			58			164			491	
Entry Volume, veh/h		279			57			161			481	
Circulating Flow (v _c), pc/h	0			336			191			222		
Exiting Flow (v _{ex}), pc/h	19			713			172			94		
Capacity (c _{pce}), pc/h		1380			980			1136			1100	
Capacity (c), veh/h		1353			960			1113			1079	
v/c Ratio (x)		0.21			0.06			0.14			0.45	

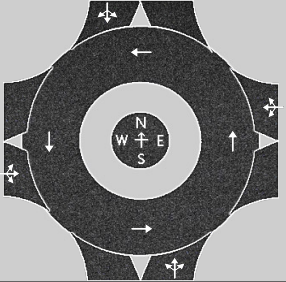
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.4			4.3			4.5			8.2	
Lane LOS		A			A			A			A	
95% Queue, veh		0.8			0.2			0.5			2.4	
Approach Delay, s/veh	4.4			4.3			4.5			8.2		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	6.3						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Bay Road and Tara Road
Agency or Co.	Hexagon		E/W Street Name	Bay Road
Date Performed	8/2/2022		N/S Street Name	Tara Road
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update -Cumu+3.35NL		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	639	81	245	0	0	19	0	0	58	0	0	0	0	0	147
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	708	90	272	0	0	21	0	0	64	0	0	0	0	0	163
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		1070			21			64			163	
Entry Volume, veh/h		1049			21			63			160	
Circulating Flow (v _c), pc/h	0			772			798			85		
Exiting Flow (v _{ex}), pc/h	90			248			708			272		
Capacity (c _{pce}), pc/h		1380			628			611			1265	
Capacity (c), veh/h		1353			616			599			1241	
v/c Ratio (x)		0.78			0.03			0.10			0.13	

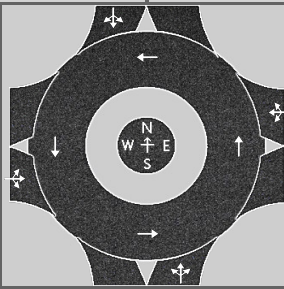
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		15.5			6.2			7.2			4.0	
Lane LOS		C			A			A			A	
95% Queue, veh		9.7			0.1			0.4			0.4	
Approach Delay, s/veh	15.5			6.2			7.2			4.0		
Approach LOS	C			A			A			A		
Intersection Delay, s/veh LOS	13.5						B					

HCS Roundabouts Report

General Information

Analyst	SJ
Agency or Co.	Hexagon
Date Performed	8/2/2022
Analysis Year	2022
Time Analyzed	AM Peak Hour
Project Description	RSP Update -Cumu+3.35NL



Site Information

Intersection	Pulgas Ave and Emmerson St
E/W Street Name	Emmerson St
N/S Street Name	Pulgas Ave
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	0	62	113	0	34	17	0	0	373	69	139	0	0	21	0
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	0	69	125	0	38	19	0	0	414	76	154	0	0	23	0
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		194			57			644			23	
Entry Volume, veh/h		190			56			631			23	
Circulating Flow (v _c), pc/h	61			490			69			471		
Exiting Flow (v _{ex}), pc/h	223			433			76			186		
Capacity (c _{pce}), pc/h		1297			837			1286			854	
Capacity (c), veh/h		1271			821			1261			837	
v/c Ratio (x)		0.15			0.07			0.50			0.03	

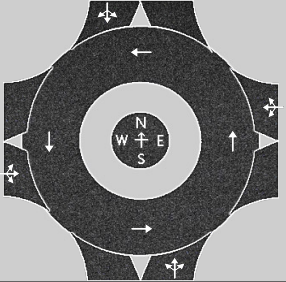
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.1			5.0			8.2			4.6	
Lane LOS		A			A			A			A	
95% Queue, veh		0.5			0.2			3.0			0.1	
Approach Delay, s/veh	4.1			5.0			8.2			4.6		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	7.1						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Bay Road and Tara Road
Agency or Co.	Hexagon		E/W Street Name	Bay Road
Date Performed	8/2/2022		N/S Street Name	Tara Road
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update -Cumu+3.35NL		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	177	21	69	0	0	73	0	0	128	0	0	0	0	0	577
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	196	23	76	0	0	81	0	0	142	0	0	0	0	0	640
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		295			81			142			640	
Entry Volume, veh/h		289			79			139			627	
Circulating Flow (v _c), pc/h	0			338			219			223		
Exiting Flow (v _{ex}), pc/h	23			863			196			76		
Capacity (c _{PCE}), pc/h		1380			978			1104			1099	
Capacity (c), veh/h		1353			958			1082			1078	
v/c Ratio (x)		0.21			0.08			0.13			0.58	

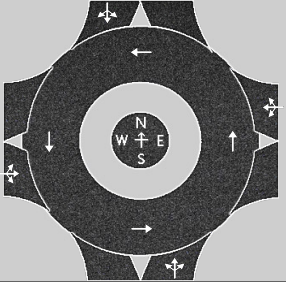
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.5			4.5			4.5			10.9	
Lane LOS		A			A			A			B	
95% Queue, veh		0.8			0.3			0.4			4.1	
Approach Delay, s/veh	4.5			4.5			4.5			10.9		
Approach LOS	A			A			A			B		
Intersection Delay, s/veh LOS	8.0						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Pulgas Ave and Emmerson St
Agency or Co.	Hexagon		E/W Street Name	Emmerson St
Date Performed	8/2/2022		N/S Street Name	Pulgas Ave
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update -Cumu+3.35NL		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	0	9	321	0	119	67	0	0	118	22	38	0	0	62	0
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	0	10	356	0	132	74	0	0	131	24	42	0	0	69	0
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		366			206			197			69	
Entry Volume, veh/h		359			202			193			68	
Circulating Flow (v _c), pc/h	201			155			10			337		
Exiting Flow (v _{ex}), pc/h	52			205			24			557		
Capacity (c _{PCE}), pc/h		1124			1178			1366			979	
Capacity (c), veh/h		1102			1155			1339			959	
v/c Ratio (x)		0.33			0.17			0.14			0.07	

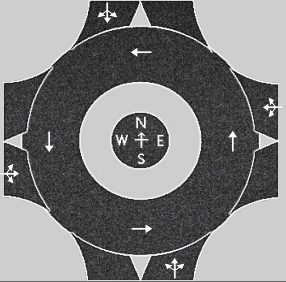
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		6.5			4.7			3.9			4.4	
Lane LOS		A			A			A			A	
95% Queue, veh		1.4			0.6			0.5			0.2	
Approach Delay, s/veh	6.5			4.7			3.9			4.4		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	5.2						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Bay Road and Tara Road
Agency or Co.	Hexagon		E/W Street Name	Bay Road
Date Performed	8/2/2022		N/S Street Name	Tara Road
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	AM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update -Cumu+3.35Loop		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	524	81	197	0	0	19	0	0	58	4	0	0	0	15	147
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	581	90	218	0	0	21	0	0	64	4	0	0	0	17	163
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		889			21			68			180	
Entry Volume, veh/h		872			21			67			176	
Circulating Flow (v _c), pc/h	17			649			671			85		
Exiting Flow (v _{ex}), pc/h	90			248			585			235		
Capacity (c _{PCE}), pc/h		1356			712			696			1265	
Capacity (c), veh/h		1330			698			682			1241	
v/c Ratio (x)		0.66			0.03			0.10			0.14	

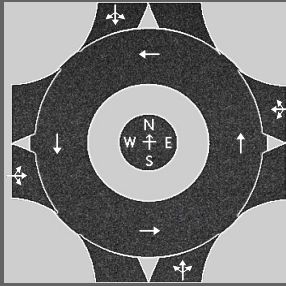
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		11.1			5.5			6.3			4.1	
Lane LOS		B			A			A			A	
95% Queue, veh		5.6			0.1			0.3			0.5	
Approach Delay, s/veh	11.1			5.5			6.3			4.1		
Approach LOS	B			A			A			A		
Intersection Delay, s/veh LOS	9.6						A					

HCS Roundabouts Report

General Information

Analyst	SJ
Agency or Co.	Hexagon
Date Performed	8/2/2022
Analysis Year	2022
Time Analyzed	AM Peak Hour
Project Description	RSP Update -Cumu+3.35Loop



Site Information

Intersection	Pulgas Ave and Emmerson St
E/W Street Name	Emmerson St
N/S Street Name	Pulgas Ave
Analysis Time Period, hrs	1.00
Peak Hour Factor	0.92
Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	0	209	111	0	29	21	0	0	293	52	106	0	0	16	0
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	0	232	123	0	32	23	0	0	325	58	118	0	0	18	0
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		355			55			501			18	
Entry Volume, veh/h		348			54			491			18	
Circulating Flow (v _c), pc/h	50			383			232			380		
Exiting Flow (v _{ex}), pc/h	350			348			58			173		
Capacity (c _{pce}), pc/h		1311			934			1089			937	
Capacity (c), veh/h		1286			915			1068			918	
v/c Ratio (x)		0.27			0.06			0.46			0.02	

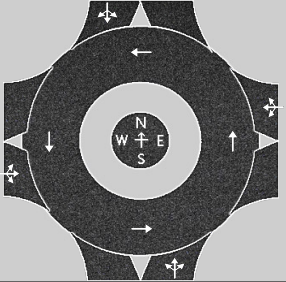
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		5.2			4.5			8.5			4.1	
Lane LOS		A			A			A			A	
95% Queue, veh		1.1			0.2			2.5			0.1	
Approach Delay, s/veh	5.2			4.5			8.5			4.1		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	6.9						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Bay Road and Tara Road
Agency or Co.	Hexagon		E/W Street Name	Bay Road
Date Performed	8/2/2022		N/S Street Name	Tara Road
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update -Cumu+3.35Loop		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	182	21	67	0	0	69	0	0	133	17	0	0	0	4	454
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	202	23	74	0	0	76	0	0	147	19	0	0	0	4	503
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		299			76			166			507	
Entry Volume, veh/h		293			75			163			497	
Circulating Flow (v _c), pc/h	4			368			225			223		
Exiting Flow (v _{ex}), pc/h	23			726			221			78		
Capacity (c _{PCE}), pc/h		1374			948			1097			1099	
Capacity (c), veh/h		1347			930			1075			1078	
v/c Ratio (x)		0.22			0.08			0.15			0.46	

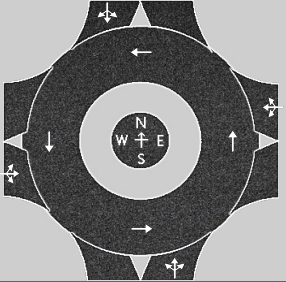
Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.5			4.6			4.7			8.5	
Lane LOS		A			A			A			A	
95% Queue, veh		0.8			0.3			0.5			2.5	
Approach Delay, s/veh	4.5			4.6			4.7			8.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	6.5						A					

HCS Roundabouts Report

General Information

Site Information

Analyst	SJ		Intersection	Pulgas Ave and Emmerson St
Agency or Co.	Hexagon		E/W Street Name	Emmerson St
Date Performed	8/2/2022		N/S Street Name	Pulgas Ave
Analysis Year	2022		Analysis Time Period, hrs	1.00
Time Analyzed	PM Peak Hour		Peak Hour Factor	0.92
Project Description	RSP Update -Cumu+3.35Loop		Jurisdiction	EPA

Volume Adjustments and Site Characteristics

Approach	EB				WB				NB				SB			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Number of Lanes (N)	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
Lane Assignment	LTR				LTR				LTR				LTR			
Volume (V), veh/h	0	0	10	175	0	73	196	0	0	153	17	32	0	0	37	0
Percent Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Flow Rate (v _{PCE}), pc/h	0	0	11	194	0	81	217	0	0	170	19	35	0	0	41	0
Right-Turn Bypass	None				None				None				None			
Conflicting Lanes	1				1				1				1			
Pedestrians Crossing, p/h	0				0				0				0			
Proportion of CAVs	0															

Critical and Follow-Up Headway Adjustment

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Critical Headway, s		4.9763			4.9763			4.9763			4.9763	
Follow-Up Headway, s		2.6087			2.6087			2.6087			2.6087	

Flow Computations, Capacity and v/c Ratios

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Entry Flow (v _e), pc/h		205			298			224			41	
Entry Volume, veh/h		201			292			220			40	
Circulating Flow (v _c), pc/h	122			189			11			468		
Exiting Flow (v _{ex}), pc/h	46			387			19			316		
Capacity (C _{PCE}), pc/h		1219			1138			1365			856	
Capacity (c), veh/h		1195			1116			1338			839	
v/c Ratio (x)		0.17			0.26			0.16			0.05	

Delay and Level of Service

Approach	EB			WB			NB			SB		
	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass	Left	Right	Bypass
Lane Control Delay (d), s/veh		4.5			5.7			4.0			4.7	
Lane LOS		A			A			A			A	
95% Queue, veh		0.6			1.1			0.6			0.2	
Approach Delay, s/veh	4.5			5.7			4.0			4.7		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh LOS	4.8						A					

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Appendi D
Si nal arrants

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 7/14/22

Major Street: Newbridge Street / Bay Road
 Minor Street: Ralmar Avenue/ Bay Road

Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed eed

Critical speed of major street traffic > 50 mph (64 km/h)..... } Rural (R)
 In built up area of isolated community of < 10,000 population..... }
 Urban (U)

AM PEAK PERIOD

Warrant 3 Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD									
	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB	SB	SB	SB	SB	SB	SB	SB
Highest Minor Street Average Delay (sec/veh)	11.4	16.2	15.5	17.2	15.9	13.7	17.8	16.0	18.7	16.4
Corresponding Minor Street Approach Volume (veh/hr)	191	235	229	248	235	212	266	243	273	249
Minor Street Total Delay (veh-hrs)	0.6	1.1	1.0	1.2	1.0	0.8	1.3	1.1	1.4	1.1
Total Entering Volume (veh/hr)	987	1382	1345	1408	1356	1247	1393	1345	1418	1358
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No	No	No	No	No
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	o	o	o	o	o	o	o	o	o	o

PART B

	Approach Lanes	AM PEAK PERIOD										
		Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)	
Major Street - Both Approaches	Newbridge Street / Bay Road	X	688	1007	975	1021	980	928	996	971	1013	977
Minor Street - Highest Approach	Ralmar Avenue/ Bay Road	X	191	235	229	248	235	212	266	243	273	249
Signal warranted based on Part B			o	es	es	es	es	o	es	es	es	es

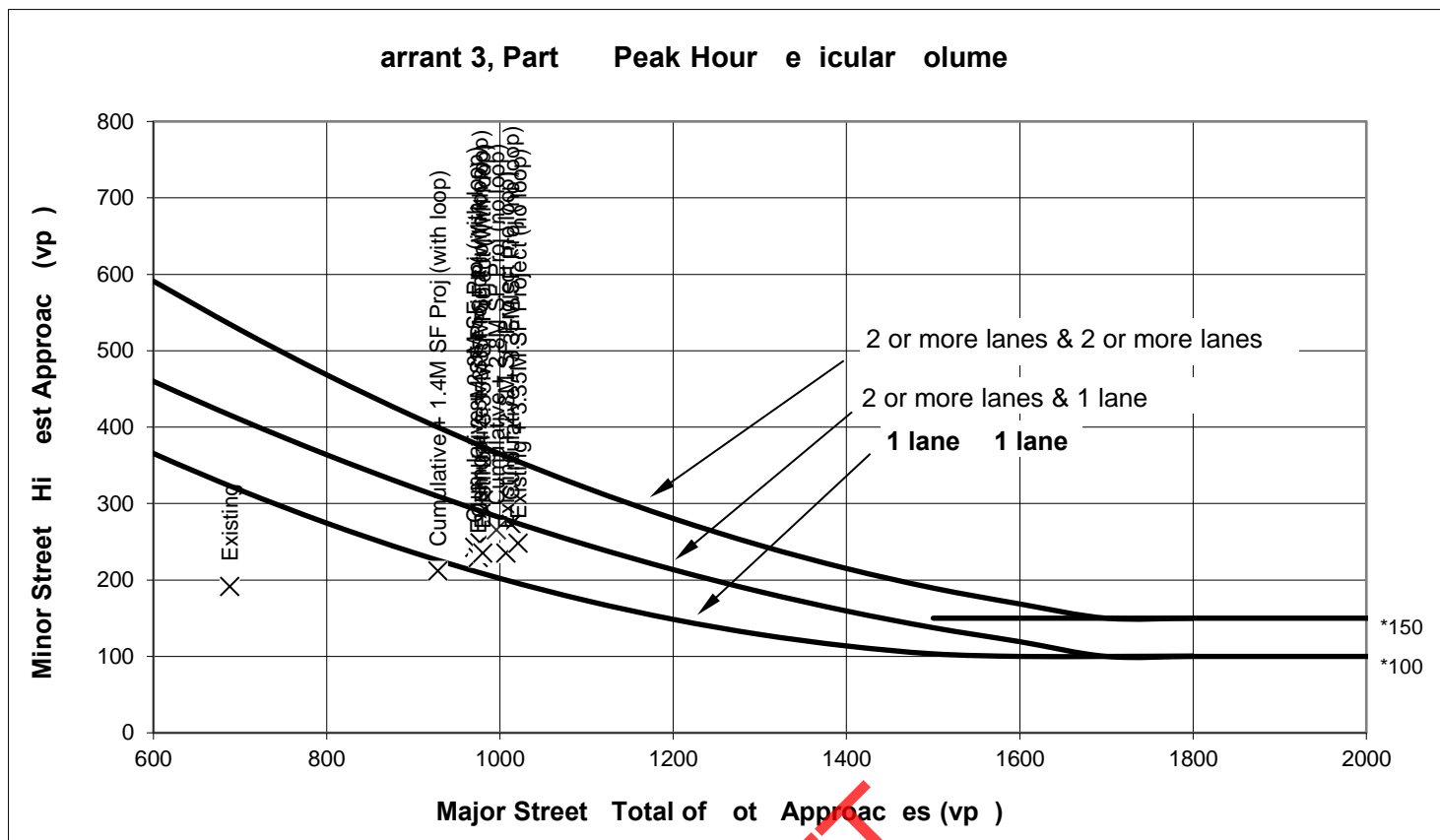
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

Bay Street / Newbridge Street / Ralmar Avenue / Bay Road

AM PEAK PERIOD



Source: Figure 4C-3 from the California Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition, Appendix C.

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B Peak Hour Equivalent Volume

		Approach Lanes		AM PEAK PERIOD									
		One	2 or More	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Major Street - Both Approaches	Newbridge Street / Bay	X		688	1007	975	1021	980	928	996	971	1013	977
Minor Street - Highest Approach	Ralmar Avenue / Bay Road	X		191	235	229	248	235	212	266	243	273	249
Signal Warranted based on Part B Peak Hour Volumes				0	es	es	es	es	0	es	es	es	es

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 7/14/22

Major Street: Newbridge Street / Bay Road
 Minor Street: Ralmar Avenue/ Bay Road

Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed eed

Critical speed of major street traffic > 50 mph (64 km/h)..... } Rural (R)
 In built up area of isolated community of < 10,000 population..... }
 Urban (U)

PM PEAK HOUR

Warrant 3 Peak Hour
 The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB	SB	SB	SB	SB	SB	SB	SB
Highest Minor Street Average Delay (sec/veh)	9.4	10.5	10.5	10.6	10.6	11.9	12.4	12.3	12.6	12.5
Corresponding Minor Street Approach Volume (veh/hr)	86	92	95	89	89	159	150	148	149	148
Minor Street Total Delay (veh-hrs)	0.2	0.3	0.3	0.3	0.3	0.5	0.5	0.5	0.5	0.5
Total Entering Volume (veh/hr)	819	1125	1128	1174	1171	1164	1313	1299	1381	1356

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	No	No	No	No	No	No
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	o	o	o	o	o	o	o	o	o	o

PART B

PM PEAK HOUR

	Approach Lanes	One	2 or More	PM PEAK HOUR									
				Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Major Street - Both Approaches	Newbridge Street / Bay Road	X		645	945	945	997	994	917	1075	1063	1144	1120
Minor Street - Highest Approach	Ralmar Avenue/ Bay Road	X		88	92	95	89	89	159	150	148	149	148
Signal warranted based on Part B		o		o	o	o	o	o	o	o	o	o	o

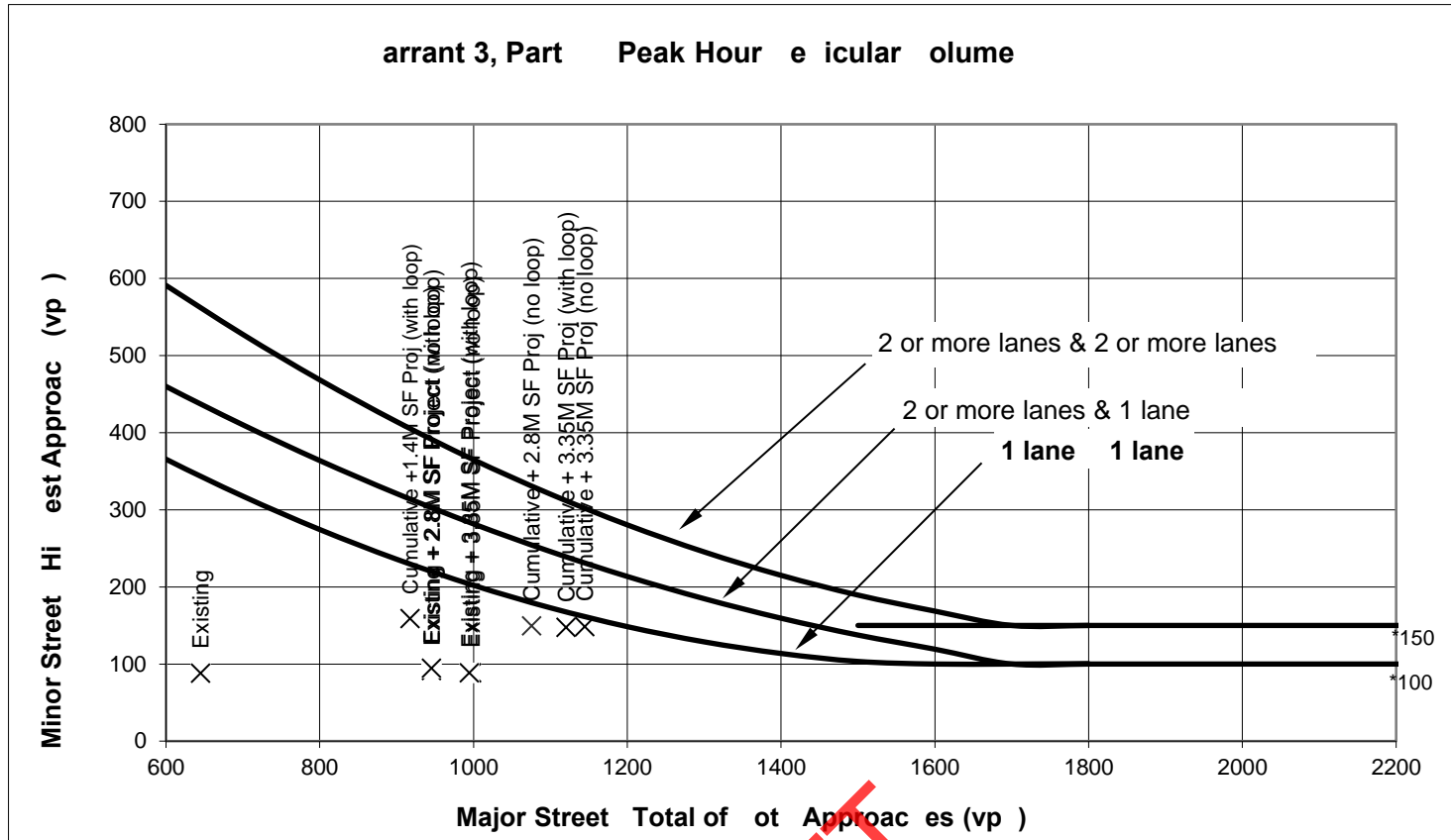
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

Bay Street / Ralmar Avenue / Bay Road

PM PEAK HOUR



Source: Figure 4C-3 Minimum Volume Thresholds for Signalized Intersections (M T D 2009 Edition, updated in 2011).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

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Warrant 3, Part B-Graph (PM)

		Approach Lanes		PM PEAK HOUR									
				Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
		2 or More	One										
Major Street - Both Approaches	Newbridge Street / Bay Road	X		645	945	945	997	994	917	1075	1063	1144	1120
Minor Street - Highest Approach	Ralmar Avenue / Bay Road	X		88	92	95	89	89	159	150	148	149	148
Signal warranted based on Part B-Graph (PM) Peak Hour Volumes				<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS SHEET

Analyst: JL 7/14/22

Major Street: University Ave
 Minor Street: Purdue Rd

35
25
 Proposed

Critical speed of major street traffic > 50 mph (64 km/h)..... } Rural (R)
 In built up area of isolated community of < 10,000 population..... }
 Urban (U)

AM PEAK PERIOD

Warrant 3 Peak Hour
 The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD								
	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB	WB	WB	WB	WB	WB	WB
Highest Minor Street Average Delay (sec/veh)	18.9	22.1	19.2	26.8	19.2	36.0	23.6	42.3	22.6
Corresponding Minor Street Approach Volume (veh/hr)	93	93	93	93	93	93	93	93	93
Minor Street Total Delay (veh-hrs)	0.5	0.6	0.5	0.7	0.5	0.9	0.6	1.1	0.6
Total Entering Volume (veh/hr)	2464	2860	2513	2931	2503	3215	2884	3214	2822
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No	No	No	No
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	No	No	No	No	No	No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	o	o	o	o	o	o	o	o	o

PART B

	Approach Lanes	One	2 or More	AM PEAK PERIOD								
				Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Major Street - Both Approaches	University Ave		X	2371	2767	2420	2838	2410	3122	2791	3121	2729
Minor Street - Highest Approach	Purdue Rd	X		93	93	93	93	93	93	93	93	93
Signal warranted based on Part B				o	o	o	o	o	o	o	o	o

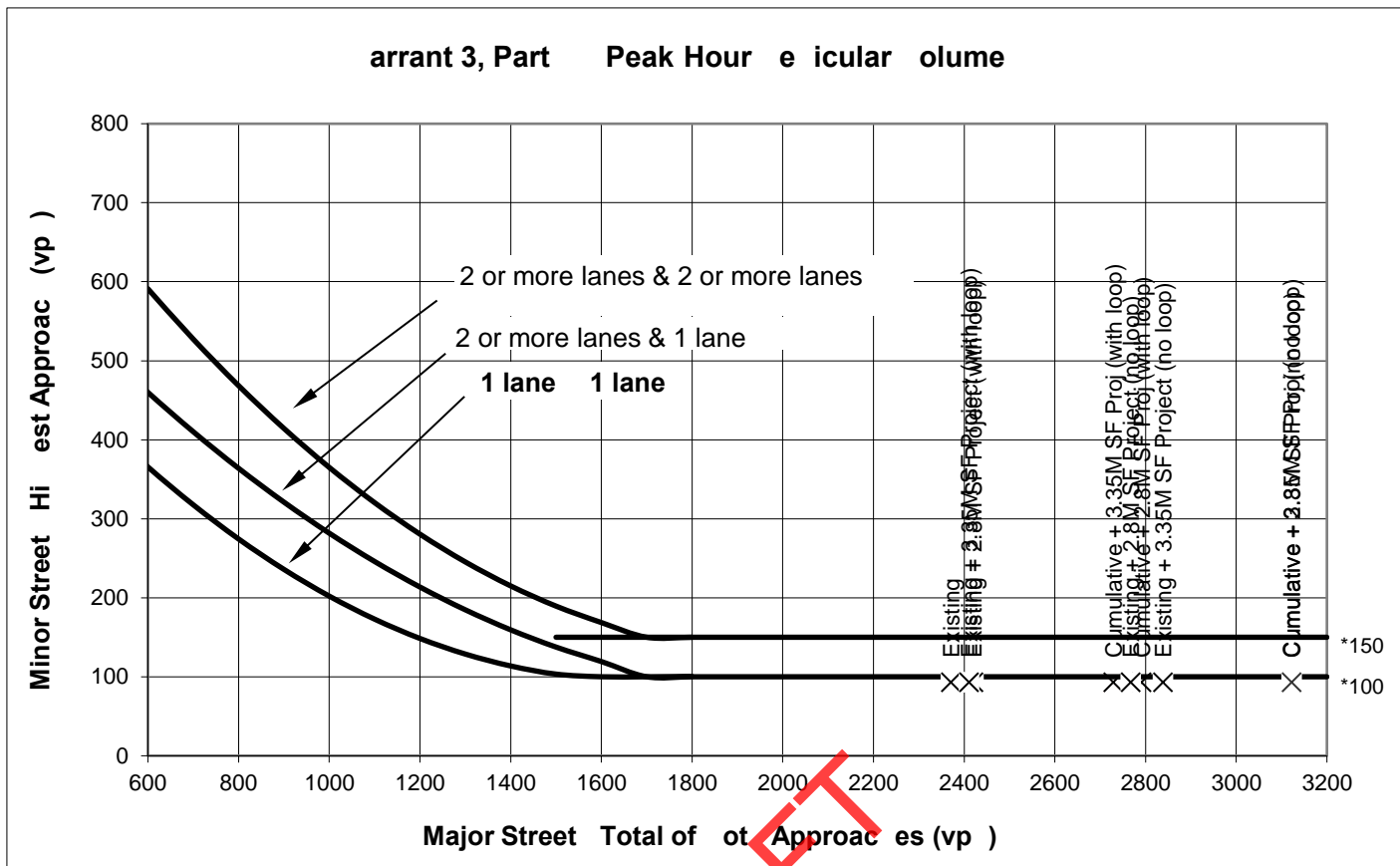
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

University Ave Purdue Rd/Purdue Rd

AM PEA PERIOD



Source: Figure 4C-3 Traffic Volume Thresholds for Minor Street Approaches (M T D 2009 Edition, amended online).

* Note: 150 vph applies as the lower threshold volume for a minor street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B Peak Hour Traffic Volume

		Approach Lanes		AM PEAK PERIOD										
				One		Two or More		One		Two or More				
				Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)		
Major Street - Both Approaches	University Ave			X										
Minor Street - Highest Approach	Purdue Rd	X												
Signal Warranted based on Part B Peak Hour Volumes					o	o	o	o	o	o	o	o	o	o

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL 7/14/22

Major Street: University Ave
 Minor Street: Purdue Rd

35
25
 Proposed Speed

Critical speed of major street traffic > 50 mph (64 km/h)..... } Rural (R)
 In built up area of isolated community of < 10,000 population..... }
 Urban (U)

PM PEAK HOUR

Warrant 3 Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB	WB	WB	WB	WB	WB	WB
Highest Minor Street Average Delay (sec/veh)	47.5	92.3	47.6	128.4	50.4	967.9	48.9	1357.4	48.9
Corresponding Minor Street Approach Volume (veh/hr)	81	96	81	105	83	202	81	245	81
Minor Street Total Delay (veh-hrs)	1.1	2.5	1.1	3.7	1.2	54.3	1.1	92.4	1.1
Total Entering Volume (veh/hr)	2439	2532	2440	2577	2441	2913	2465	2966	2465

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	Yes	No	Yes	No
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	Yes	No	Yes	No	Yes	No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	o	o	o	es	o	es	o	es	o

PART B

PM PEAK HOUR

	Approach Lanes	PM PEAK HOUR										
		Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)		
Major Street - Both Approaches	University Ave		X	2358	2456	2359	2472	2358	2711	2384	2721	2384
Minor Street - Highest Approach	Purdue Rd	X		81	96	81	105	83	202	81	245	81
Signal warranted based on Part B		o	o	o	es	o	es	o	es	o	es	o

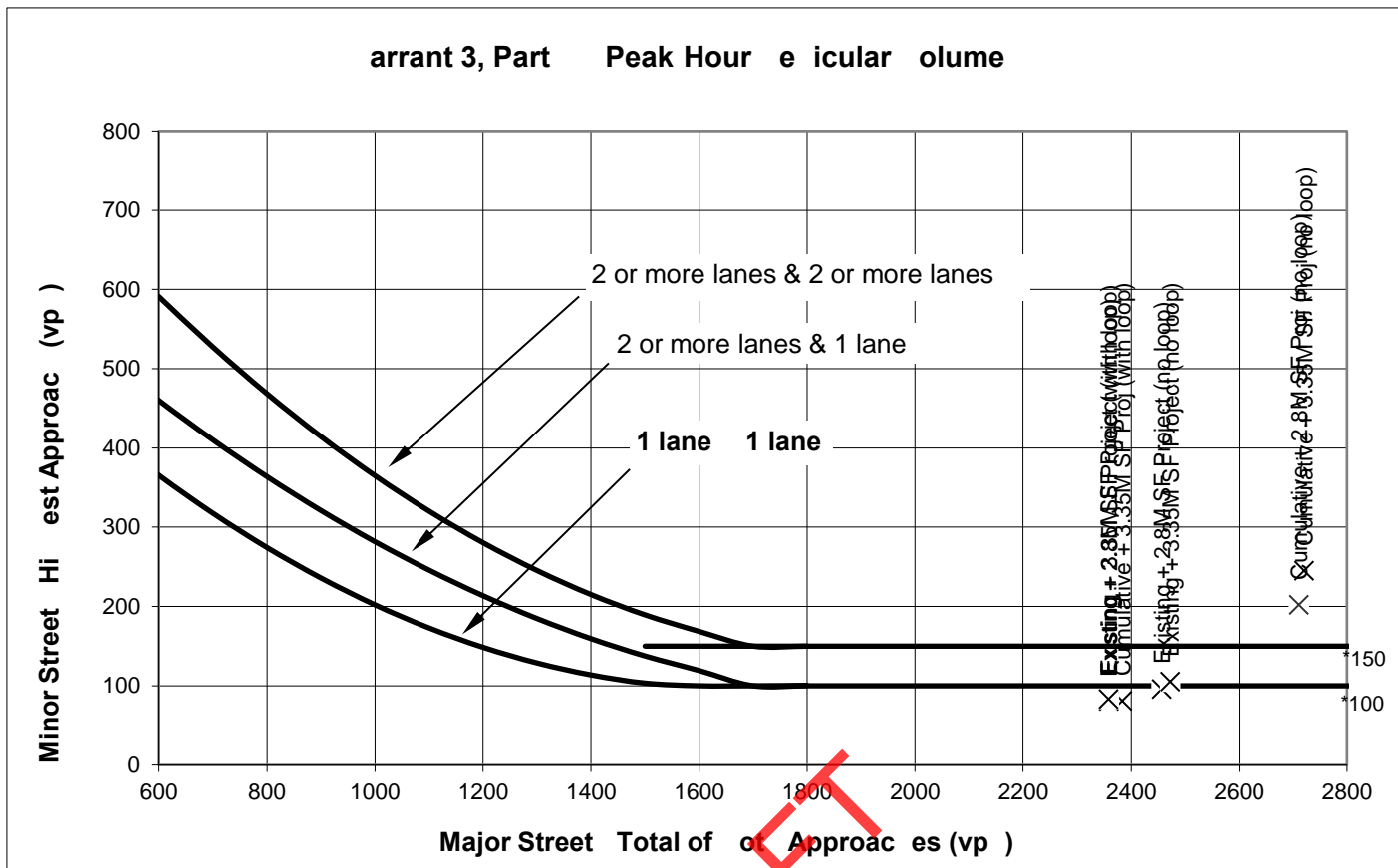
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

University Ave Purdue Rd/Purdue Rd

PM PEA HOUR



Source: Figure 4C-3 from the Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition, Appendix C.

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B Peak Hour Traffic Volume

		Approach Lanes		PM PEAK HOUR									
				Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)	
		One	Two or More										
Major Street - Both Approaches	University Ave		X	2358	2456	2359	2472	2358	2711	2384	2721	2384	
Minor Street - Highest Approach	Purdue Rd	X		81	96	81	105	83	202	81	245	81	
Signal Warrant Satisfied on Part B Peak Hour Volumes				o	o	o	es	o	es	o	es	o	

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS SHEET

Major Street: Clarke Ave
 Minor Street: Weeks St

Analyst: JL date: 7/14/22
 Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed eed

Critical speed of major street traffic > 50 mph (64 km/h)..... } Rural (R)
 In built up area of isolated community of < 10,000 population..... }
 Urban (U)

AM PEAK PERIOD

Warrant 3 Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD									
	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	EB	WB	WB	WB	WB	WB	WB	WB	WB	WB
Highest Minor Street Average Delay (sec/veh)	14.7	10.2	9.5	10.2	9.8	9.7	10.3	10.0	10.2	10.0
Corresponding Minor Street Approach Volume (veh/hr)	22	52	52	52	52	59	52	52	52	52
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.1	0.1	0.1	0.2	0.1	0.1	0.1	0.1
Total Entering Volume (veh/hr)	783	1337	1112	1434	1242	1169	1535	1373	1580	1454
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No	No	No	No	No
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	No	No	No	No	No	No	No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	o	o	o	o	o	o	o	o	o	o

PART B

	Approach Lanes	AM PEAK PERIOD												
		Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)			
Major Street - Both Approaches	Clarke Ave	X												
Minor Street - Highest Approach	Weeks St	X												
Signal warranted based on Part B		o	o	o	o	o	o	o	o	o	o	o	o	o

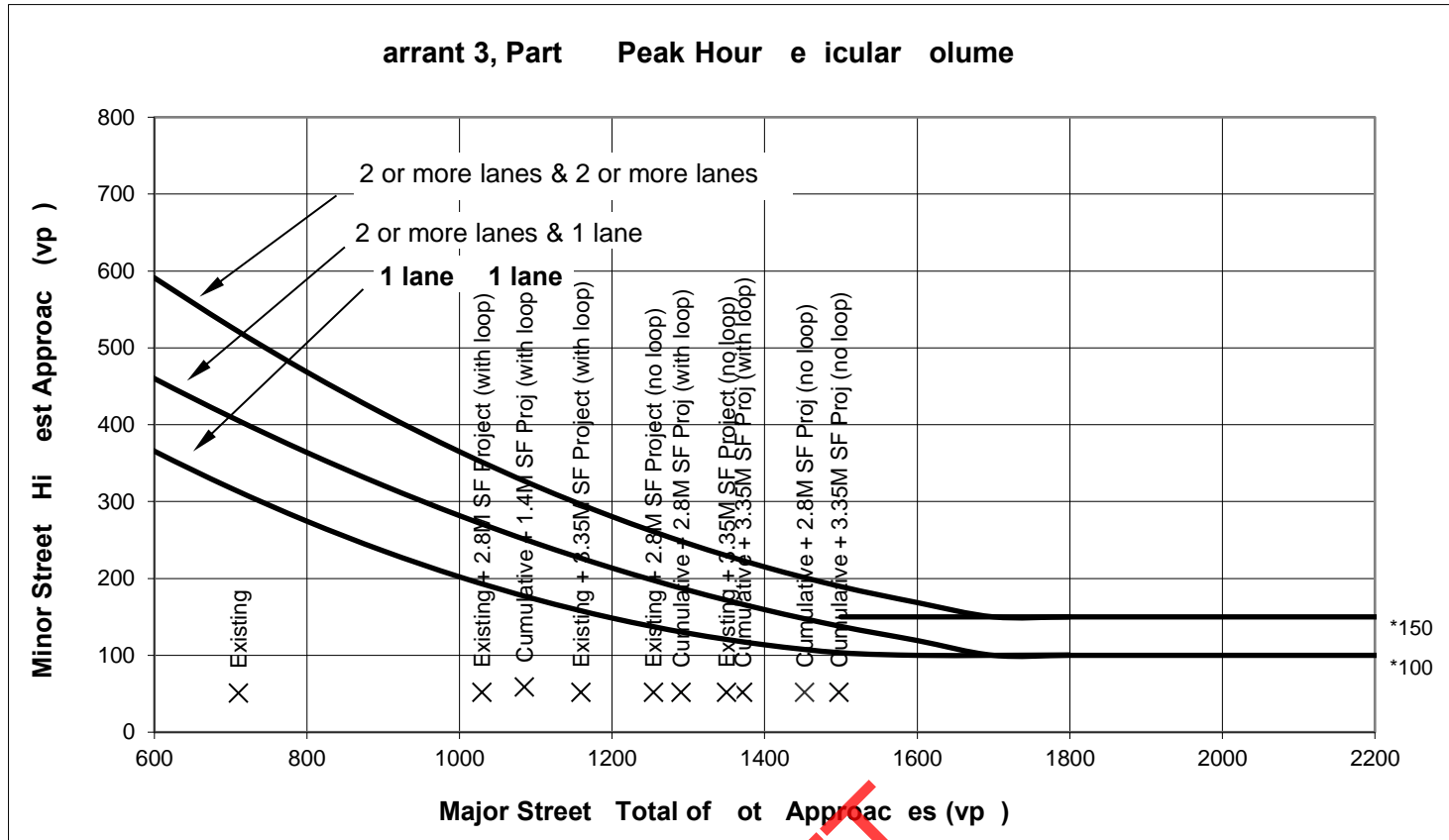
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

Clarke Ave Weeks St

AM PEAK PERIOD



Source: Figure 4C-3 from the Manual of Traffic Engineering (MTE 2009 Edition, updated in 2011).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

DRAFT

Warrant 3, Part B Peak Hour Equivalent Volume

		Approach Lanes		AM PEAK PERIOD									
		One	2 or More	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Major Street - Both Approaches	Clarke Ave	X		710	1254	1029	1350	1159	1085	1452	1290	1497	1371
Minor Street - Highest Approach	Weeks St	X		51	52	52	52	52	59	52	52	52	52
Signal Warranted based on Part B Peak Hour Volumes				o	o	o	o	o	o	o	o	o	o

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS WORKSHEET

Major Street: Clarke Ave
 Minor Street: Weeks St

Analyst: JL date: 7/14/22
 Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed eed

Critical speed of major street traffic > 50 mph (64 km/h)..... } Rural (R)
 In built up area of isolated community of < 10,000 population..... }
 Urban (U)

PM PEAK HOUR

Warrant 3 Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	EB	WB	WB	WB	WB	WB	WB	WB	WB	WB
Highest Minor Street Average Delay (sec/veh)	16.0	9.9	9.8	9.9	9.8	10.4	10.1	10.4	10.9	10.6
Corresponding Minor Street Approach Volume (veh/hr)	37	54	52	58	57	39	53	51	59	56
Minor Street Total Delay (veh-hrs)	0.2	0.1	0.1	0.2	0.2	0.1	0.1	0.1	0.2	0.2
Total Entering Volume (veh/hr)	786	1167	1139	1327	1212	1234	1475	1382	1600	1453

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No	No	No	No	No
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	No	No	No	No	No	No	No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	o	o	o	o	o	o	o	o	o	o

PART B

PM PEAK HOUR

	Approach Lanes	PM PEAK HOUR																			
		Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)										
Major Street - Both Approaches	Clarke Ave	X																			
Minor Street - Highest Approach	Weeks St	X																			
Signal warranted based on Part B		o	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o	o

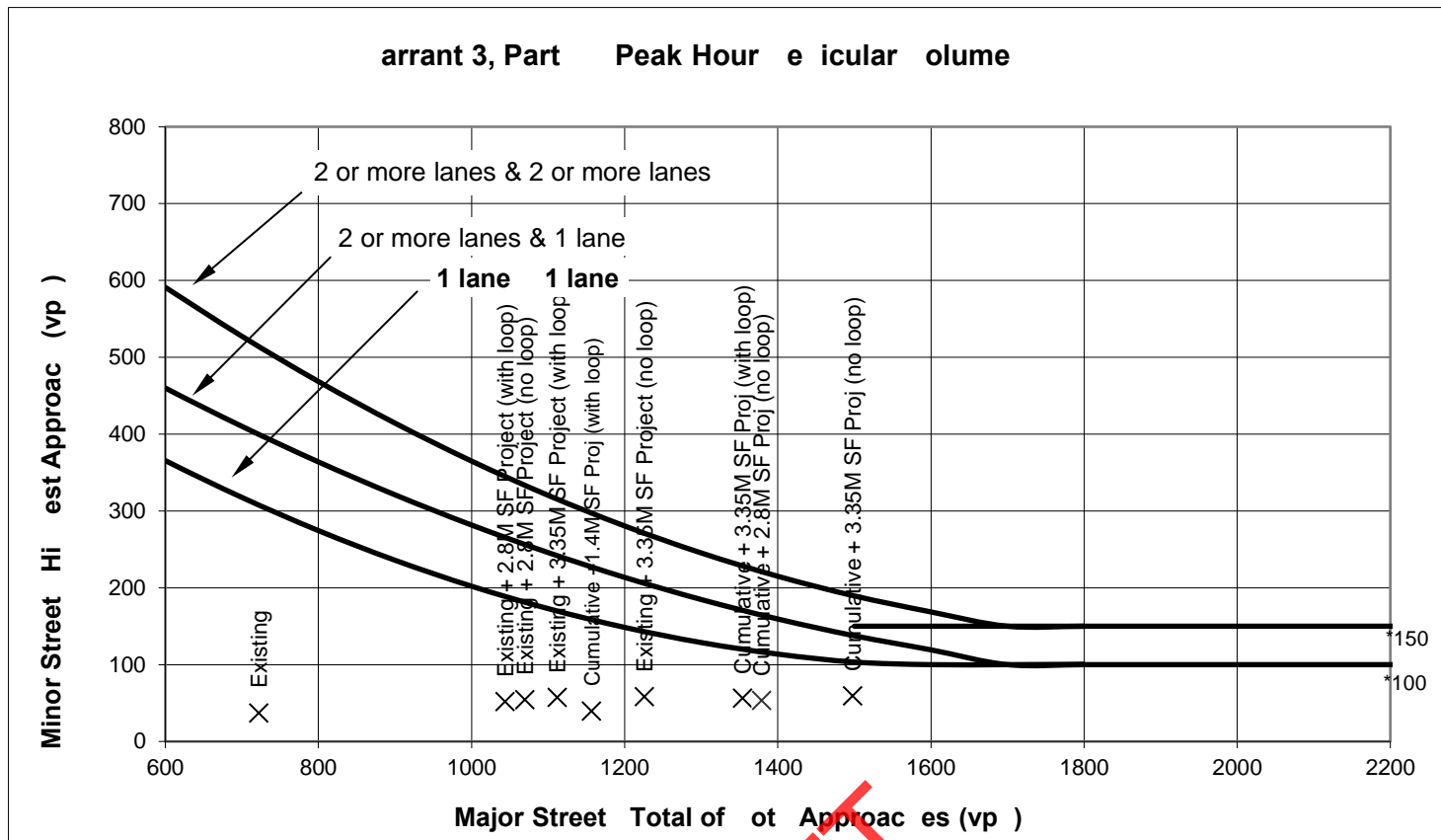
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

Clarke Ave Weeks St

PM PEA HOUR



Source: Figure 4C-3 from the California Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition, Appendix C, Table C-3.1.

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part Peak Hour Circular Volume

DRAFT

		Approach Lanes		PM PEAK HOUR									
		2 or More	One	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Major Street - Both Approaches	Clarke Ave	X		722	1070	1044	1226	1112	1157	1379	1288	1498	1354
Minor Street - Highest Approach	Weeks St	X		37	54	52	58	57	39	53	51	59	56
Signal Warrant Satisfied on Part Peak Hour Volumes				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS WORKSHEET

Major Street: Clarke Ave
 Minor Street: Runnymede St

Analyst: JL date: 7/1/22
 Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed 25

Critical speed of major street traffic > 50 mph (64 km/h).....
 or
 In built up area of isolated community of < 10,000 population..... } Rural (R)
 Urban (U)

AM PEAK PERIOD

Warrant 3 Peak Hour
 The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD									
	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35 SF Proj (no loop)	Cumulative + 3.35 SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	EB	EB	EB	EB	EB	EB	EB	EB	EB	EB
Highest Minor Street Average Delay (sec/veh)	12.6	341.2	96.3	341.2	174.6	24.0	150.5	95.3	222.0	146.5
Corresponding Minor Street Approach Volume (veh/hr)	258	600	466	688	545	301	540	474	614	535
Minor Street Total Delay (veh-hrs)	0.9	56.9	12.5	65.2	26.4	2.0	22.6	12.5	37.9	21.8
Total Entering Volume (veh/hr)	1159	2019	1733	2193	1910	1615	2105	1898	2203	2018
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	Yes	Yes	Yes	Yes	No	Yes	Yes	Yes	Yes
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

PART B

	Approach Lanes	AM PEAK PERIOD											
		One	2 or More	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35 SF Proj (no loop)	Cumulative + 3.35 SF Proj (with loop)
				Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35 SF Proj (no loop)	Cumulative + 3.35 SF Proj (with loop)
Major Street - Both Approaches	Clarke Ave	X		707	1109	984	1148	1053	1080	1316	1177	1336	1234
Minor Street - Highest Approach	Runnymede St	X		258	600	466	688	545	301	540	474	614	535
Signal warranted based on Part B		No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

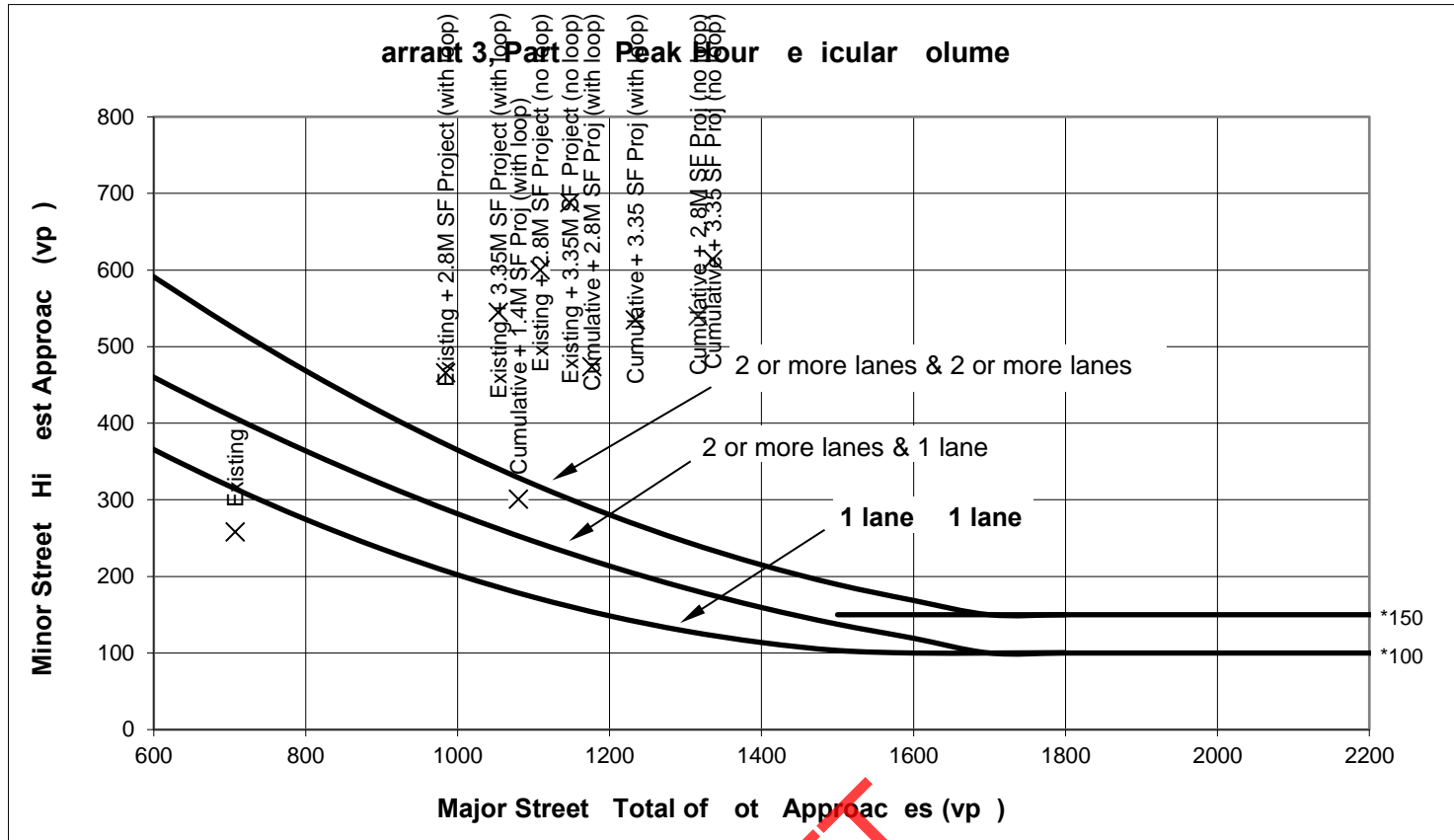
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

Clarke Ave Runnymede St

AM PEA PERIOD



Source: Figure 4C-3 *Minimum Volume Thresholds for Warrant 3* (M T D 2009 edition, updated online).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part Peak Hour e icular olume

		Approach Lanes		AM PEAK PERIOD									
		One	2 or More	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35 SF Proj (no loop)	Cumulative + 3.35 SF Proj (with loop)
Major Street - Both Approaches	Clarke Ave	X		707	1109	984	1148	1053	1080	1316	1177	1336	1234
Minor Street - Highest Approach	Runnymede St	X		258	600	466	688	545	301	540	474	614	535
Signal Warrant Based on Part Peak Hour volumes				0	es	es	es	es	es	es	es	es	es

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS SHEET

Major Street: Clarke Ave
 Minor Street: Runnymede St

Analyst: JL date: 7/1/22
 Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed eed

Critical speed of major street traffic > 50 mph (64 km/h)..... } Rural (R)
 or
 In built up area of isolated community of < 10,000 population..... }
 Urban (U)

PM PEAK HOUR

Warrant 3 Peak Hour
 The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35 SF Proj (no loop)	Cumulative + 3.35 SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	EB	WB	EB	WB	EB	EB	WB	EB	WB	EB
Highest Minor Street Average Delay (sec/veh)	12.8	65.6	59.0	132.9	57.2	29.7	76.0	41.0	150.8	50.2
Corresponding Minor Street Approach Volume (veh/hr)	261	417	390	517	377	329	411	349	510	365
Minor Street Total Delay (veh-hrs)	0.9	7.6	6.4	19.1	6.0	2.7	8.7	4.0	21.4	5.1
Total Entering Volume (veh/hr)	1008	1638	1593	1830	1704	1597	1941	1845	2097	1947

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

PART B

PM PEAK HOUR

	Approach Lanes	PM PEAK HOUR											
		Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35 SF Proj (no loop)	Cumulative + 3.35 SF Proj (with loop)		
Major Street - Both Approaches	Clarke Ave	X		643	920	898	1024	985	1057	1161	1196	1228	1251
Minor Street - Highest Approach	Runnymede St	X		261	417	390	517	377	329	411	349	510	365
Signal warranted based on Part B		No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

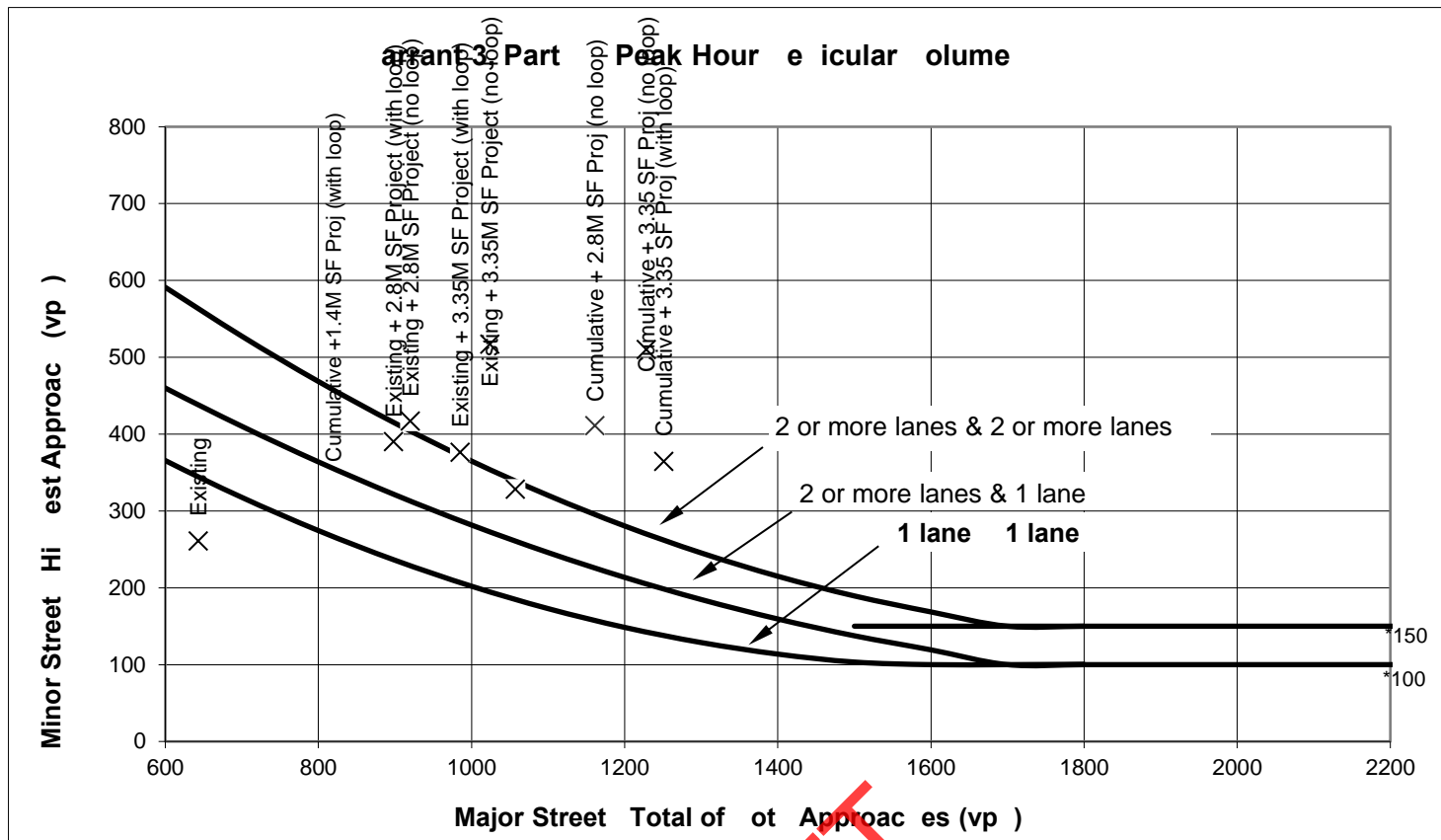
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

Clarke Ave Runnymede St

PM PEA HOUR



Source: Figure 4C-3 i o ni M nu on nio T ic ont o De ice o (e e t' n d i (M T D 2009 dition, e n d e d o u e i n i o n i).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

arrant 3, Part Peak Hour e icular olume

DRAFT

		Approach Lanes		PM PEAK HOUR									
		2 or More	One	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35 SF Proj (no loop)	Cumulative + 3.35 SF Proj (with loop)
Major Street - Both Approaches	Clarke Ave	X		643	920	898	1024	985	1057	1161	1196	1228	1251
Minor Street - Highest Approach	Runnymede St	X		261	417	390	517	377	329	411	349	510	365
Signal warranted based on Part Peak Hour volumes				o	es	es	es	es	es	es	es	es	es

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 7/14/22

Major Street: Pulgas Ave
 Minor Street: Weeks St

Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed 25

Critical speed of major street traffic > 50 mph (64 km/h).....
 In built up area of isolated community of < 10,000 population..... } Rural (R)
 Urban (U)

AM PEAK PERIOD

Warrant 3 Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD									
	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB	WB	WB	WB	WB	WB	WB	WB
Highest Minor Street Average Delay (sec/veh)	12.5	10.4	10.3	10.8	10.7	9.8	11.1	10.8	11.4	11.1
Corresponding Minor Street Approach Volume (veh/hr)	12	72	68	84	84	49	106	88	116	98
Minor Street Total Delay (veh-hrs)	0.0	0.2	0.2	0.3	0.2	0.1	0.3	0.3	0.4	0.3
Total Entering Volume (veh/hr)	630	1183	1171	1259	1227	1128	1268	1255	1352	1276
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No	No	No	No	No
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	No	No	No	Yes	Yes	Yes	No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	0	0	0	0	0	0	0	0	0	0

PART B

	Approach Lanes	One	2 or More	AM PEAK PERIOD									
				Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Major Street - Both Approaches	Pulgas Ave	X		590	1069	1060	1125	1095	1041	1122	1126	1190	1130
Minor Street - Highest Approach	Weeks St	X		28	72	68	84	84	49	106	88	116	98
Signal warranted based on Part B		0	0	0	0	0	0	0	0	0	0	0	0

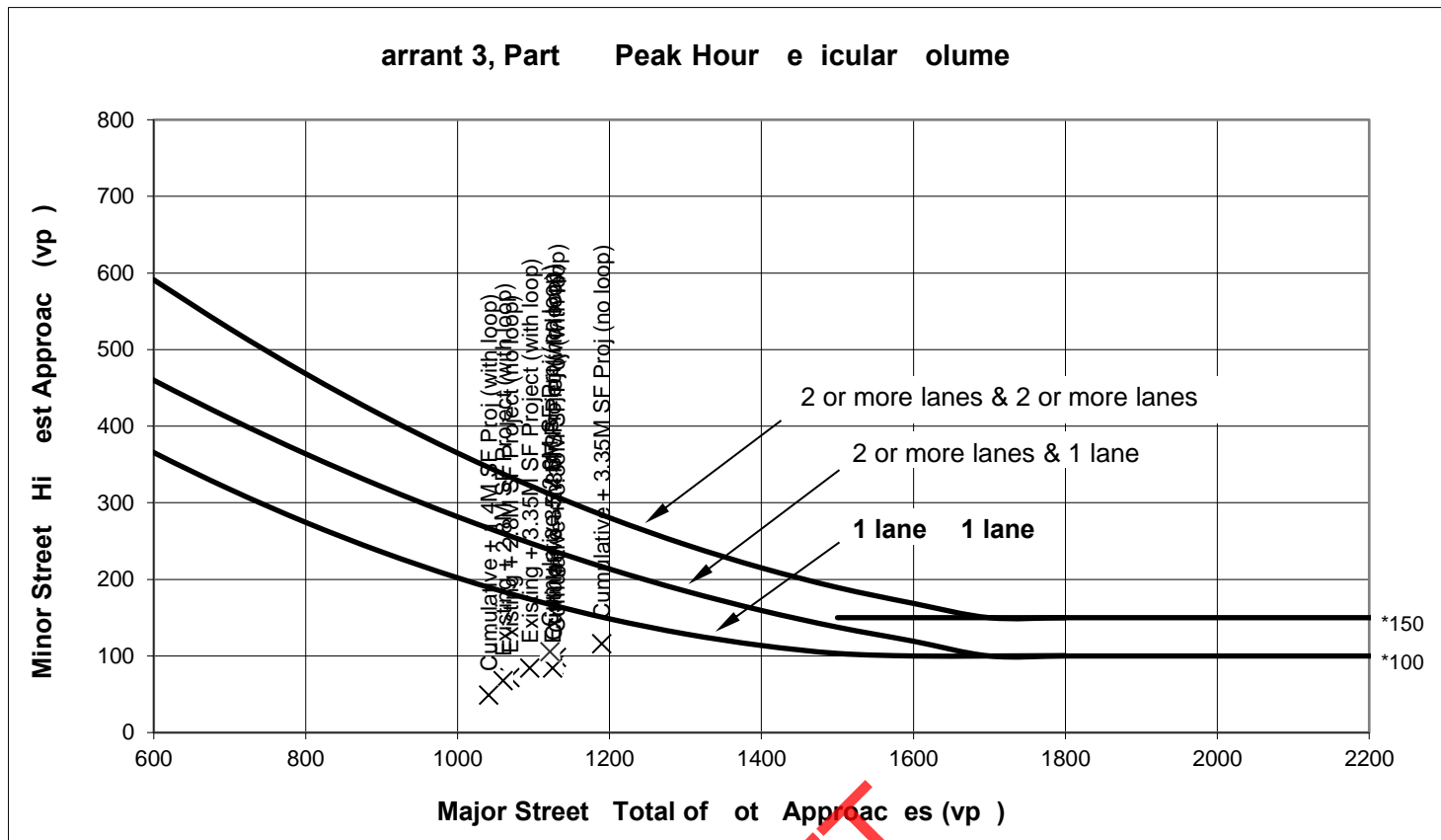
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

Pulgas Ave Weeks St

AM PEAK PERIOD



Source: Figure 4C-3 from the Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition, Appendix C.

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B Peak Hour Equivalent Volume

		Approach Lanes		AM PEAK PERIOD									
				Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
		One	2 or More										
Major Street - Both Approaches	Pulgas Ave	X		590	1069	1060	1125	1095	1041	1122	1126	1190	1130
Minor Street - Highest Approach	Weeks St	X		28	72	68	84	84	49	106	88	116	98
Signal Warrant Satisfied on Part B Peak Hour Volumes				<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS SHEET

Major Street: Pulgas Ave
 Minor Street: Weeks St

Analyst: JL date: 7/14/22
 Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed eed

Critical speed of major street traffic > 50 mph (64 km/h)..... } Rural (R)
 In built up area of isolated community of < 10,000 population..... }
 Urban (U)

PM PEAK HOUR

Warrant 3 Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB	WB	WB	WB	WB	WB	WB	WB
Highest Minor Street Average Delay (sec/veh)	13.7	16.4	16.1	20.5	19.0	11.4	17.4	16.9	21.6	20.5
Corresponding Minor Street Approach Volume (veh/hr)	8	286	282	344	324	157	293	261	345	348
Minor Street Total Delay (veh-hrs)	0.0	1.3	1.3	2.0	1.7	0.5	1.4	1.2	2.1	2.0
Total Entering Volume (veh/hr)	778	1272	1258	1340	1313	1281	1324	1356	1387	1400

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No	No	No	No	No
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	o	o	o	o	o	o	o	o	o	o

PART B

PM PEAK HOUR

	Approach Lanes		PM PEAK HOUR									
	One	2 or More	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Major Street - Both Approaches	Pulgas Ave	X	739	949	939	958	951	1088	995	1059	1005	1015
Minor Street - Highest Approach	Weeks St	X	31	286	282	344	324	157	293	261	345	348
Signal warranted based on Part B			o	es	es	es	es	o	es	es	es	es

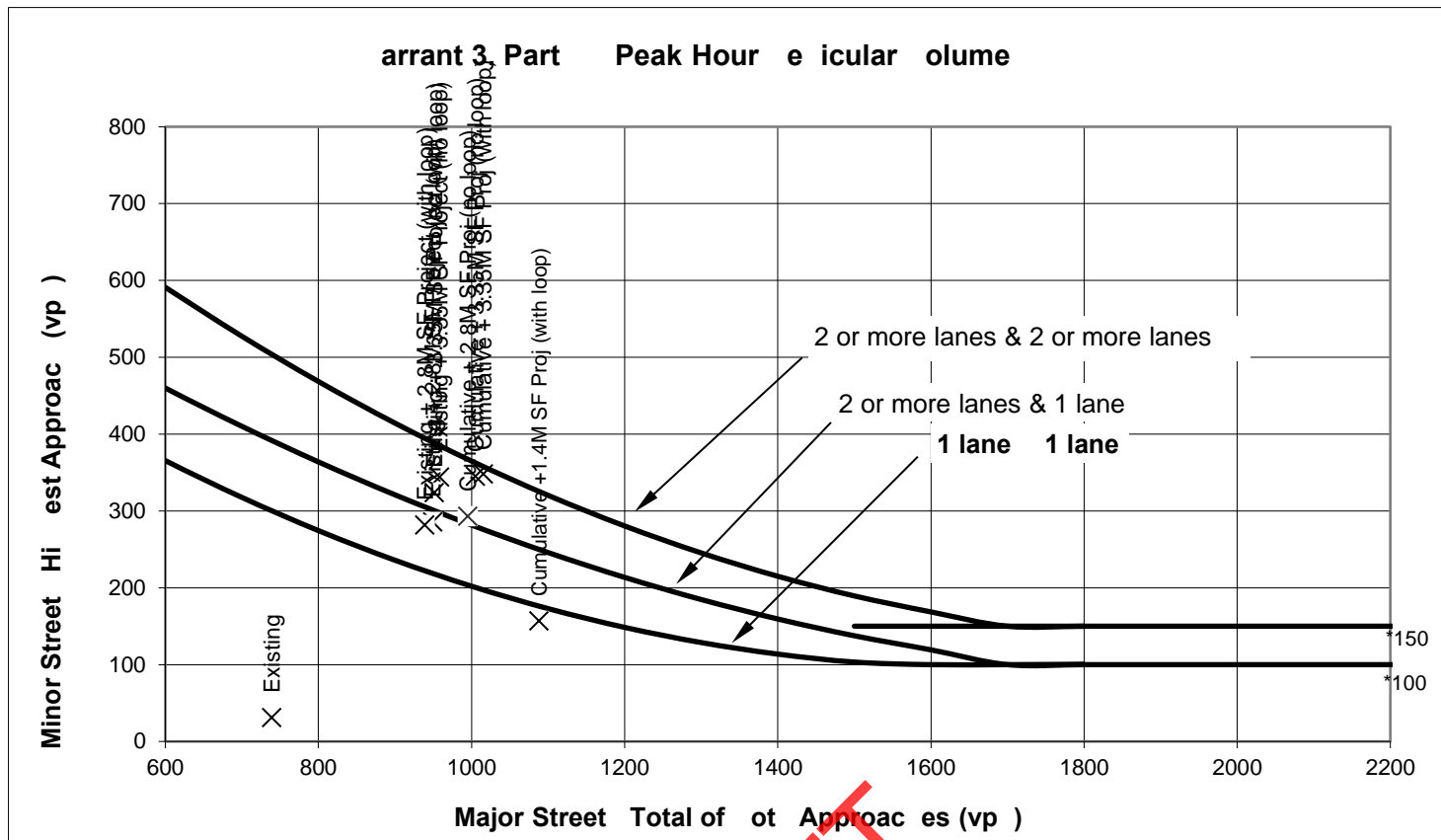
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

Pulgas Ave Weeks St

PM PEAK HOUR



Source: Figure 4C-3 from the California Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition, Appendix C.

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part Peak Hour Circular Volume

DRAFT

		Approach Lanes		PM PEAK HOUR									
		2 or More	One	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Major Street - Both Approaches	Pulgas Ave	X		739	949	939	958	951	1088	995	1059	1005	1015
Minor Street - Highest Approach	Weeks St	X		31	286	282	344	324	157	293	261	345	348
Signal Warranted based on Part Peak Hour Volumes				0	es	es	es	es	0	es	es	es	es

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 7/14/22

Major Street: Pulgas Ave
 Minor Street: Runnymede St

Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed 25

Critical speed of major street traffic > 50 mph (64 km/h).....
 In built up area of isolated community of < 10,000 population..... } Rural (R)
 Urban (U)

AM PEAK PERIOD

Warrant 3 Peak Hour
 The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD									
	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	WB	EB	EB	EB	EB	WB	EB	EB	EB	EB
Highest Minor Street Average Delay (sec/veh)	13.9	204.5	50.6	204.5	81.0	20.1	76.1	25.6	104.8	36.7
Corresponding Minor Street Approach Volume (veh/hr)	260	572	402	626	453	262	469	298	507	361
Minor Street Total Delay (veh-hrs)	1.0	32.5	5.6	35.5	10.2	1.5	9.9	2.1	14.8	3.7
Total Entering Volume (veh/hr)	1149	1837	1734	1919	1797	1654	1855	1765	1903	1814
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	No
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	No	Yes	Yes	Yes	Yes	No	Yes	No	Yes	No

PART B

	Approach Lanes	AM PEAK PERIOD												
		Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)			
Major Street - Both Approaches	Pulgas Ave	X												
Minor Street - Highest Approach	Runnymede St	X												
Signal warranted based on Part B		No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

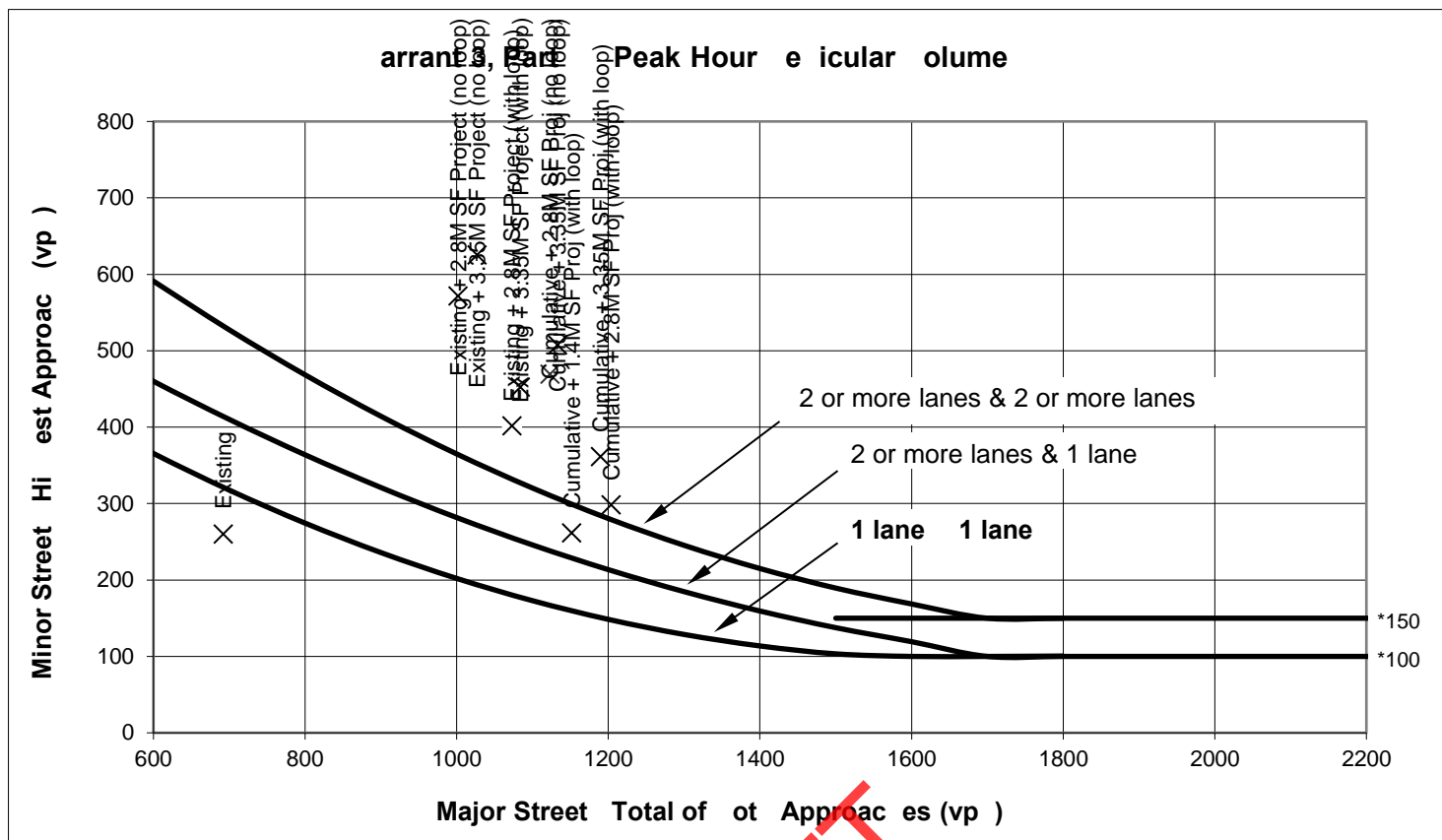
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

Pulgas Ave Runnymede St

AM PEAK PERIOD



Source: Figure 4C-3 from the Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition, Appendix C.

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B Peak Hour Circular Volume

		Approach Lanes		AM PEAK PERIOD									
				Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
		One	2 or More										
Major Street - Both Approaches	Pulgas Ave	X		692	1002	1073	1027	1084	1152	1123	1204	1133	1190
Minor Street - Highest Approach	Runnymede St	X		260	572	402	626	453	262	469	298	507	361
Signal Warrant Based on Part B Peak Hour Volumes				0	es	es	es	es	es	es	es	es	es

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 7/14/22

Major Street: Pulgas Ave
 Minor Street: Runnymede St

Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed eed

Critical speed of major street traffic > 50 mph (64 km/h)..... } Rural (R)
 In built up area of isolated community of < 10,000 population..... }
 Urban (U)

PM PEAK HOUR

Warrant 3 Peak Hour
 The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	EB	EB	EB	EB	EB	EB	EB	EB	EB	EB
Highest Minor Street Average Delay (sec/veh)	10.9	19.2	20.5	20.4	22.3	16.8	22.3	21.5	26.3	26.7
Corresponding Minor Street Approach Volume (veh/hr)	165	287	307	302	328	250	330	321	368	371
Minor Street Total Delay (veh-hrs)	0.5	1.5	1.7	1.7	2.0	1.2	2.0	1.9	2.7	2.7
Total Entering Volume (veh/hr)	1030	1641	1569	1760	1606	1550	1734	1689	1882	1773
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	No	No	No	No	No	No
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	o	o	o	o	o	o	o	o	o	o

PART B

PM PEAK HOUR

	Approach Lanes		PM PEAK HOUR									
	One	2 or More	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Major Street - Both Approaches	Pulgas Ave	X	785	1272	1180	1374	1198	1220	1325	1289	1435	1322
Minor Street - Highest Approach	Runnymede St	X	165	287	307	302	328	250	330	321	368	371
Signal warranted based on Part B			o	es	es	es	es	es	es	es	es	es

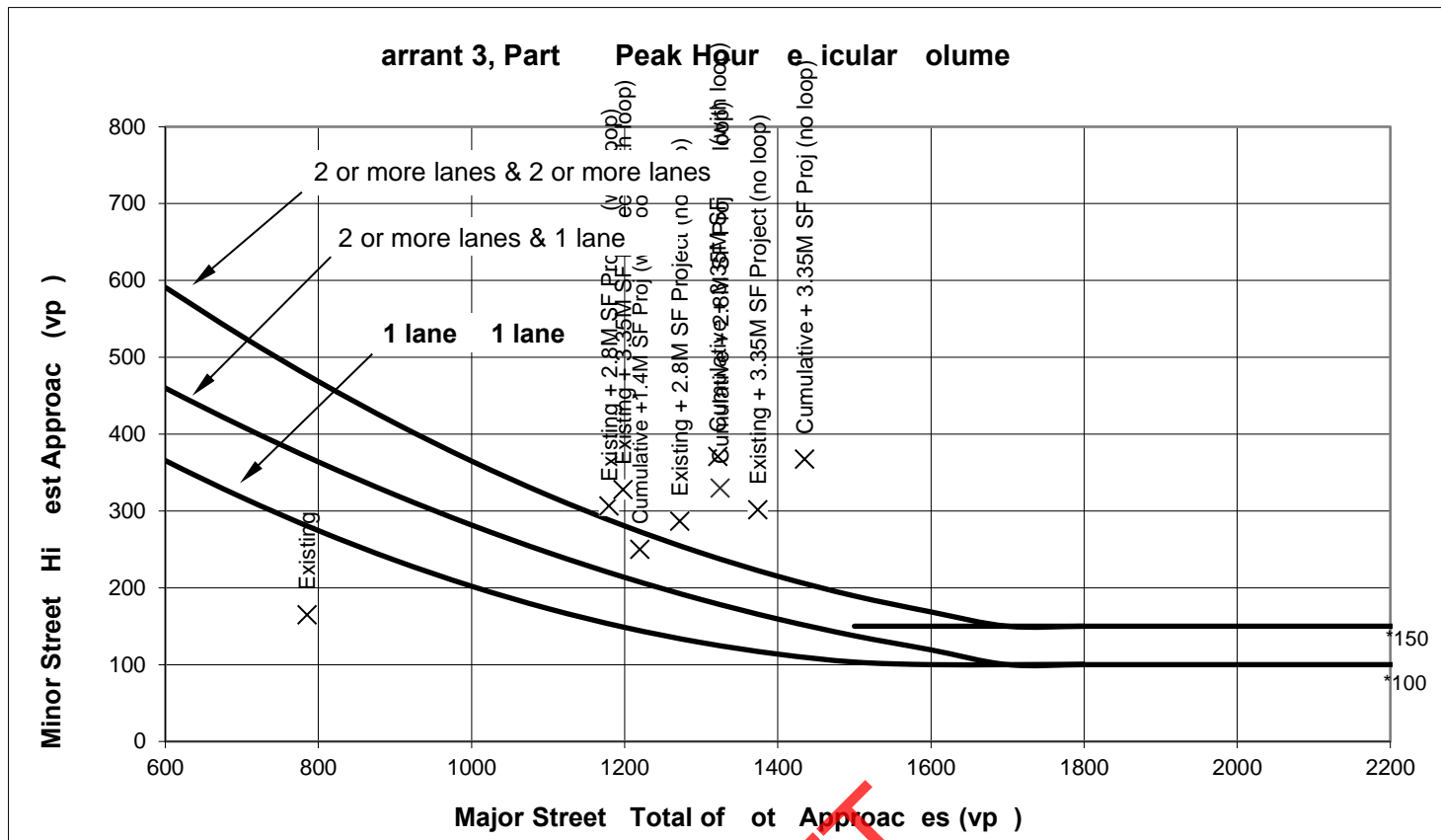
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

Pulgas Ave Runnymede St

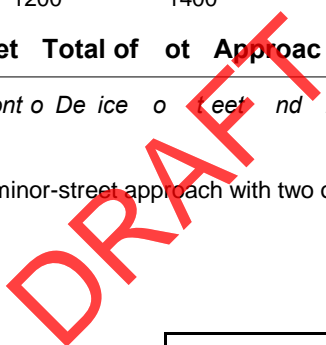
PM PEAK HOUR



Source: Figure 4C-3 i o ni M nu on nio T ic ont o De ice o keet' nd i (M T D 2009 dition, ended o ue in i o ni).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

arrant 3, Part Peak Hour e icular olume



		Approach Lanes		PM PEAK HOUR									
		2 or More	One	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Major Street - Both Approaches	Pulgas Ave	X		785	1272	1180	1374	1198	1220	1325	1289	1435	1322
Minor Street - Highest Approach	Runnymede St	X		165	287	307	302	328	250	330	321	368	371
Signal warranted based on Part Peak Hour volumes				o	es	es	es	es	es	es	es	es	es

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS WORKSHEET

Major Street: University Ave
 Minor Street: Adams Dr

Analyst: JL date: 6/20/22
 Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed 25

Critical speed of major street traffic > 50 mph (64 km/h)..... } Rural (R)
 or
 In built up area of isolated community of < 10,000 population..... }
 Urban (U)

AM PEAK PERIOD

Warrant 3 Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

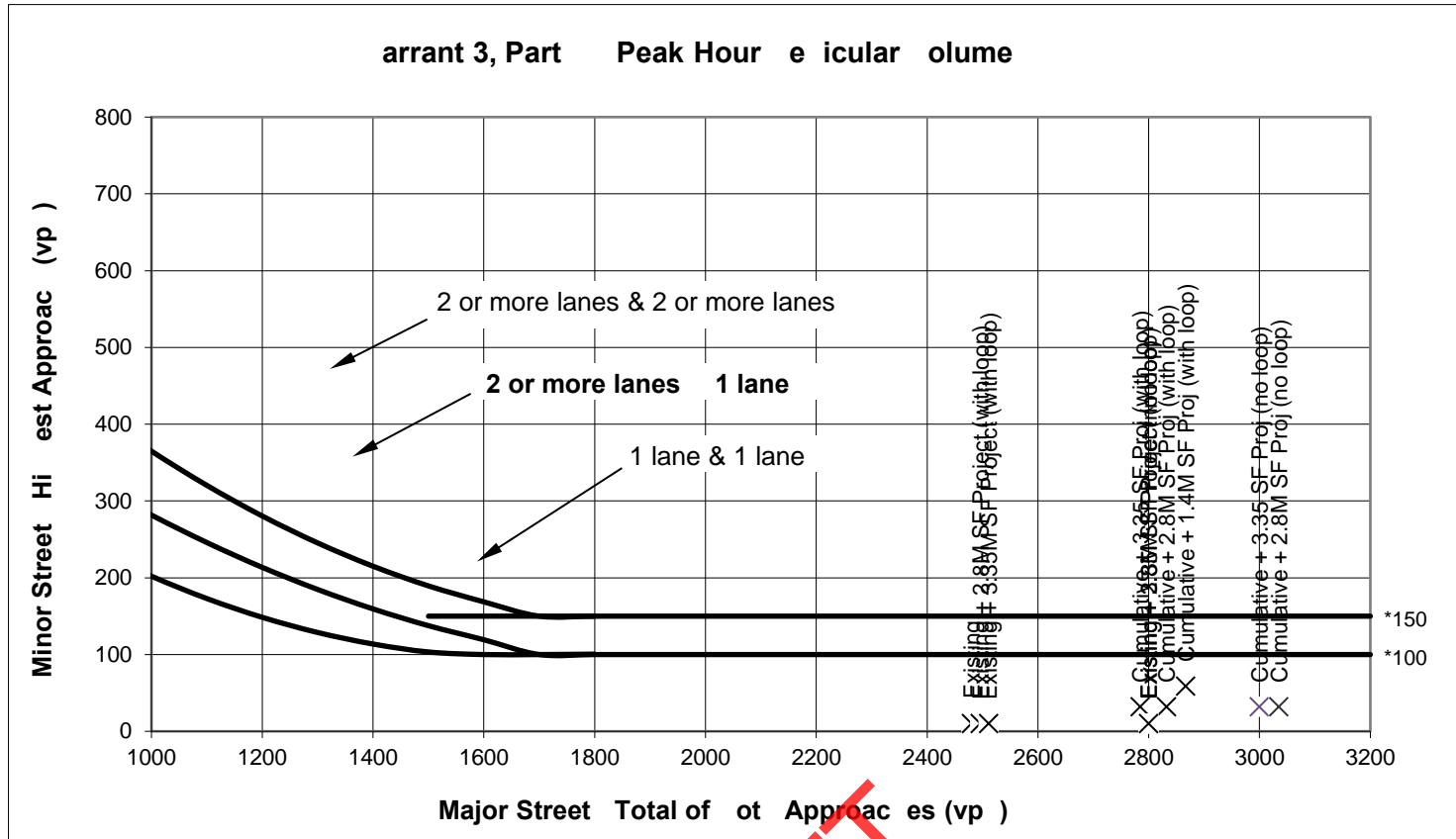
	AM PEAK PERIOD									
	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35 SF Proj (no loop)	Cumulative + 3.35 SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	EB	EB	EB	EB	EB	EB	EB	EB	EB	EB
Highest Minor Street Average Delay (sec/veh)	88.3	169.3	91.1	169.3	104.7	53.4	1054.8	786.5	786.5	459.7
Corresponding Minor Street Approach Volume (veh/hr)	10	10	10	10	10	59	32	32	32	32
Minor Street Total Delay (veh-hrs)	0.2	0.5	0.3	0.5	0.3	0.9	9.3	7.0	7.0	4.1
Total Entering Volume (veh/hr)	2490	2810	2506	2810	2521	2926	3067	2864	3032	2817
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No	Yes	Yes	Yes	Yes
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	No	No	No	No	No	No	No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	o	o	o	o	o	o	o	o	o	o

PART B

	Approach Lanes	AM PEAK PERIOD											
		Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35 SF Proj (no loop)	Cumulative + 3.35 SF Proj (with loop)		
Major Street - Both Approaches	University Ave		X	2480	2800	2496	2800	2511	2867	3035	2832	3000	2785
Minor Street - Highest Approach	Adams Dr	X		10	10	10	10	10	59	32	32	32	32
Signal warranted based on Part B		o	o	o	o	o	o	o	o	o	o	o	o

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).



Source: Figure 4C-3 from the Manual of Traffic Engineering (MTE) 2009 Edition, published by the Institute of Transportation Engineers (ITE).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B Peak Hour Equivalent Volume

DRAFT

		Approach Lanes		AM PEAK PERIOD										
				2 or More		Existing	Existing + 2.8M SF Proj (no loop)	Existing + 2.8M SF Proj (with loop)	Existing + 3.35M SF Proj (no loop)	Existing + 3.35M SF Proj (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
				One	More									
Major Street - Both Approaches	University Ave		X	2480	2800	2496	2800	2511	2867	3035	2832	3000	2785	
Minor Street - Highest Approach	Adams Dr	X		10	10	10	10	10	59	32	32	32	32	
Signal Warranted based on Part B Peak Hour Volumes					<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS SHEET

Major Street: University Ave
 Minor Street: Adams Dr

Analyst: JL date: 6/20/22
 Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed

Critical speed of major street traffic > 50 mph (64 km/h)..... }
 In built up area of isolated community of < 10,000 population..... } Rural (R)
 Urban (U)

PM PEAK HOUR

Warrant 3 Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35 SF Proj (no loop)	Cumulative + 3.35 SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	EB	EB	EB	EB	EB	EB	EB	EB	EB	EB
Highest Minor Street Average Delay (sec/veh)	235.8	369.5	235.8	413.0	235.8	440.0	1230.3	391.2	1400.0	386.2
Corresponding Minor Street Approach Volume (veh/hr)	245	278	245	291	245	320	453	375	476	369
Minor Street Total Delay (veh-hrs)	16.0	28.5	16.0	33.4	16.0	39.1	154.8	40.7	185.1	39.6
Total Entering Volume (veh/hr)	2441	2552	2441	2571	2441	2590	2914	2584	2968	2578
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	es	es	es	es	es	es	es	es	es	es

PART B

PM PEAK HOUR

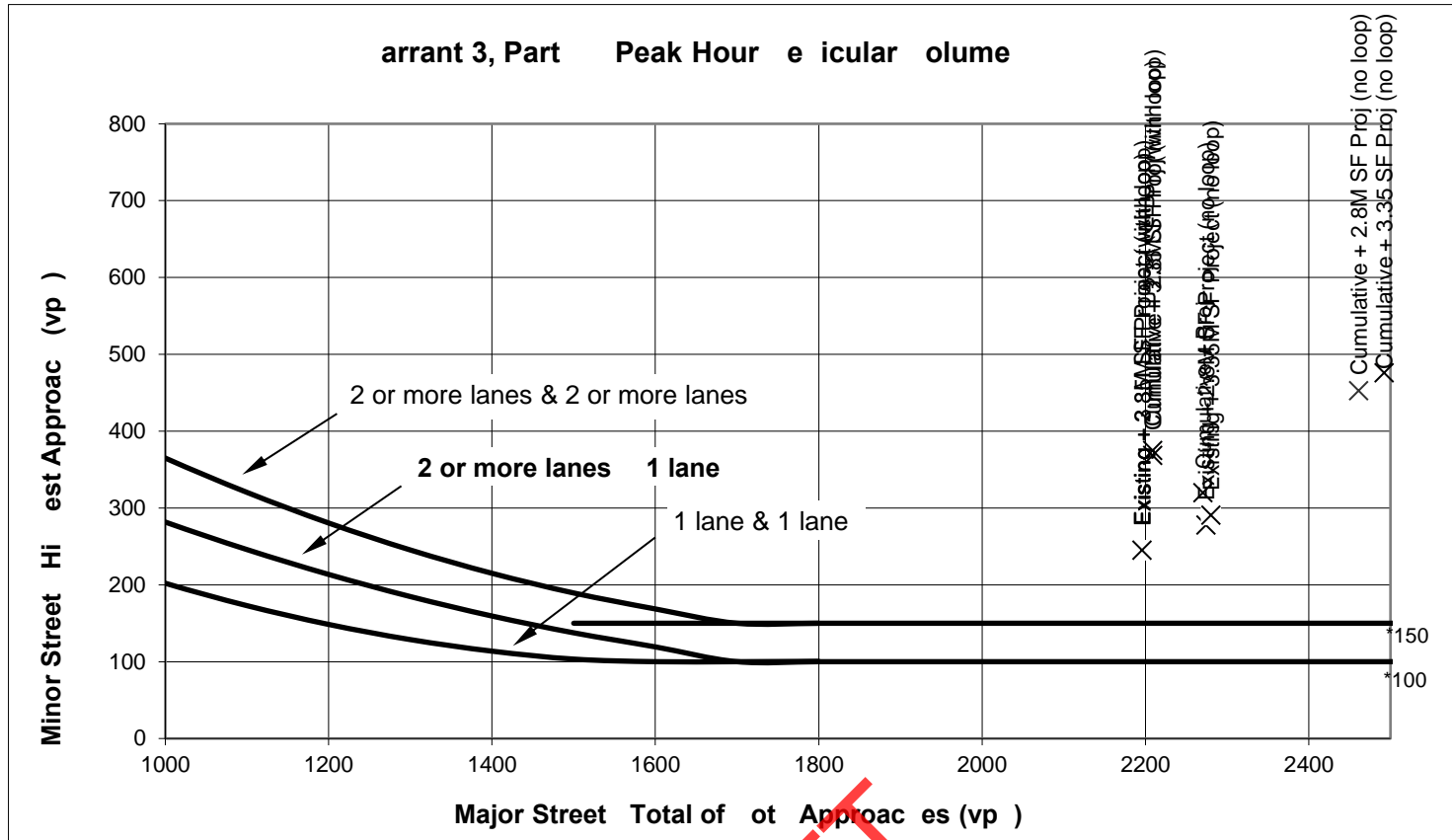
	Approach Lanes	PM PEAK HOUR											
		Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35 SF Proj (no loop)	Cumulative + 3.35 SF Proj (with loop)		
Major Street - Both Approaches	University Ave		X	2196	2274	2196	2280	2196	2270	2461	2209	2492	2209
Minor Street - Highest Approach	Adams Dr	X		245	278	245	291	245	320	453	375	476	369
Signal warranted based on Part B		es	es	es	es	es	es	es	es	es	es	es	es

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update
University Ave Adams Dr

PM PEA HOUR



Source: Figure 4C-3 Minimum Volume Thresholds for Warrant 3 (MTD 2009 Edition, updated in 2019).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B-Graph (PM) Peak Hour Equivalent Volume

DRAFT

		Approach Lanes		PM PEAK HOUR									
				2 or More		One		More		One		More	
				Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35 SF Proj (no loop)	Cumulative + 3.35 SF Proj (with loop)
Major Street - Both Approaches	University Ave		X	2196	2274	2196	2280	2196	2270	2461	2209	2492	2209
Minor Street - Highest Approach	Adams Dr	X		245	278	245	291	245	320	453	375	476	369
Signal Warranted based on Part B-Graph (PM) Peak Hour Volumes				es	es	es	es	es	es	es	es	es	es

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 7/14/22

Major Street: Clarke Ave
 Minor Street: Shembri Ln/ Garden St

Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed eed

Critical speed of major street traffic > 50 mph (64 km/h).....
 In built up area of isolated community of < 10,000 population..... } Rural (R)
 Urban (U)

AM PEAK PERIOD

Warrant 3 Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD									
	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB	WB	WB	WB	WB	WB	WB	WB
Highest Minor Street Average Delay (sec/veh)	9.9	11.3	11.0	11.3	11.2	11.6	12.0	12.1	12.1	12.2
Corresponding Minor Street Approach Volume (veh/hr)	119	119	119	119	119	135	138	140	141	143
Minor Street Total Delay (veh-hrs)	0.3	0.4	0.4	0.4	0.4	0.4	0.5	0.5	0.5	0.5
Total Entering Volume (veh/hr)	927	1258	1228	1308	1290	1300	1431	1433	1464	1463
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No	No	No	No	No
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	o	o	o	o	o	o	o	o	o	o

PART B

	Approach Lanes	One	2 or More	AM PEAK PERIOD									
				Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Major Street - Both Approaches	Clarke Ave	X		763	1094	1064	1144	1126	1120	1248	1248	1278	1275
Minor Street - Highest Approach	Shembri Ln/ Garden St	X		119	119	119	119	119	135	138	140	141	143
Signal warranted based on Part B		o	o	o	o	o	o	o	o	o	o	es	es

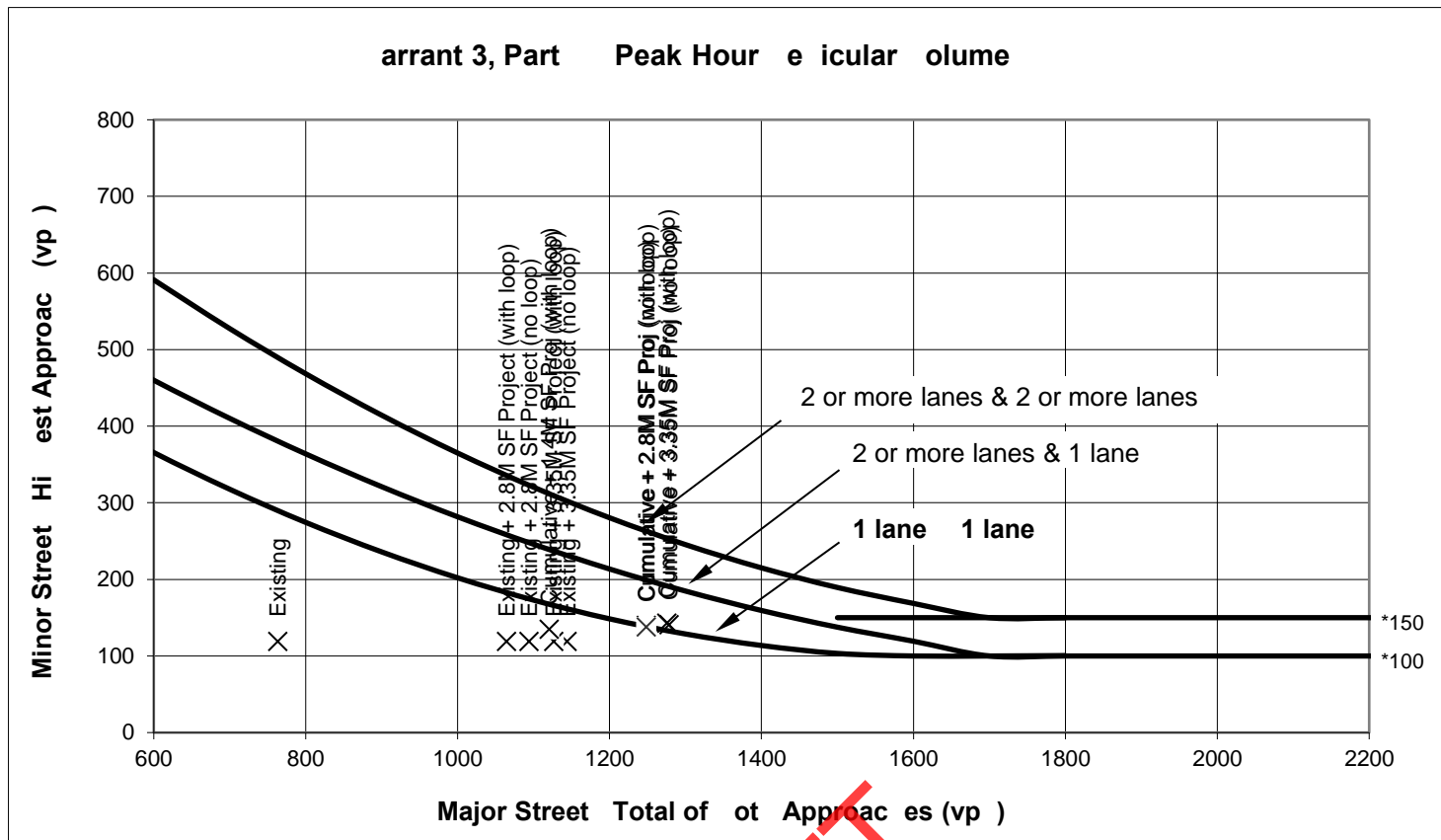
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

Clarke Ave Shembri Ln

AM PEAK PERIOD



Source: Figure 4C-3 from the Manual on Traffic Engineering (M T D 2009 edition, updated in 2010).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

DRAFT

Warrant 3, Part Peak Hour Equivalent Volume

		Approach Lanes		AM PEAK PERIOD													
				One		2 or More		Existing		Existing + 2.8M SF Project (no loop)		Existing + 2.8M SF Project (with loop)		Existing + 3.35M SF Project (no loop)		Existing + 3.35M SF Project (with loop)	
						1	2	1	2	1	2	1	2	1	2	1	2
Major Street - Both Approaches	Clarke Ave	X		763	1094	1064	1144	1126	1120	1248	1248	1278	1275				
Minor Street - Highest Approach	Shembri Ln/ Garden St	X		119	119	119	119	119	135	138	140	141	143				
Signal Warranted based on Part Peak Hour Volumes																	

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS SHEET

Major Street: Clarke Ave
 Minor Street: Shembri Ln/ Garden St

Analyst: JL date: 7/14/22
 Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed eed

Critical speed of major street traffic > 50 mph (64 km/h)..... } Rural (R)
 In built up area of isolated community of < 10,000 population..... }
 Urban (U)

PM PEAK HOUR

Warrant 3 Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	WB	EB	EB	EB	EB	EB	EB	EB	EB	EB
Highest Minor Street Average Delay (sec/veh)	8.8	8.9	9.0	9.0	9.1	9.7	9.4	9.6	9.4	9.6
Corresponding Minor Street Approach Volume (veh/hr)	39	44	44	44	44	44	44	44	44	44
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Total Entering Volume (veh/hr)	770	832	870	864	903	1115	1007	1111	1004	1086
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No	No	No	No	No
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	No	No	No	No	No	No	No
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	o	o	o	o	o	o	o	o	o	o

PART B

PM PEAK HOUR

	Approach Lanes		PM PEAK HOUR									
	One	2 or More	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Major Street - Both Approaches	Clarke Ave	X	687	749	787	781	820	1032	924	1028	921	1003
Minor Street - Highest Approach	Shembri Ln/ Garden St	X	44	44	44	44	44	44	44	44	44	44
Signal warranted based on Part B			o	o	o	o	o	o	o	o	o	o

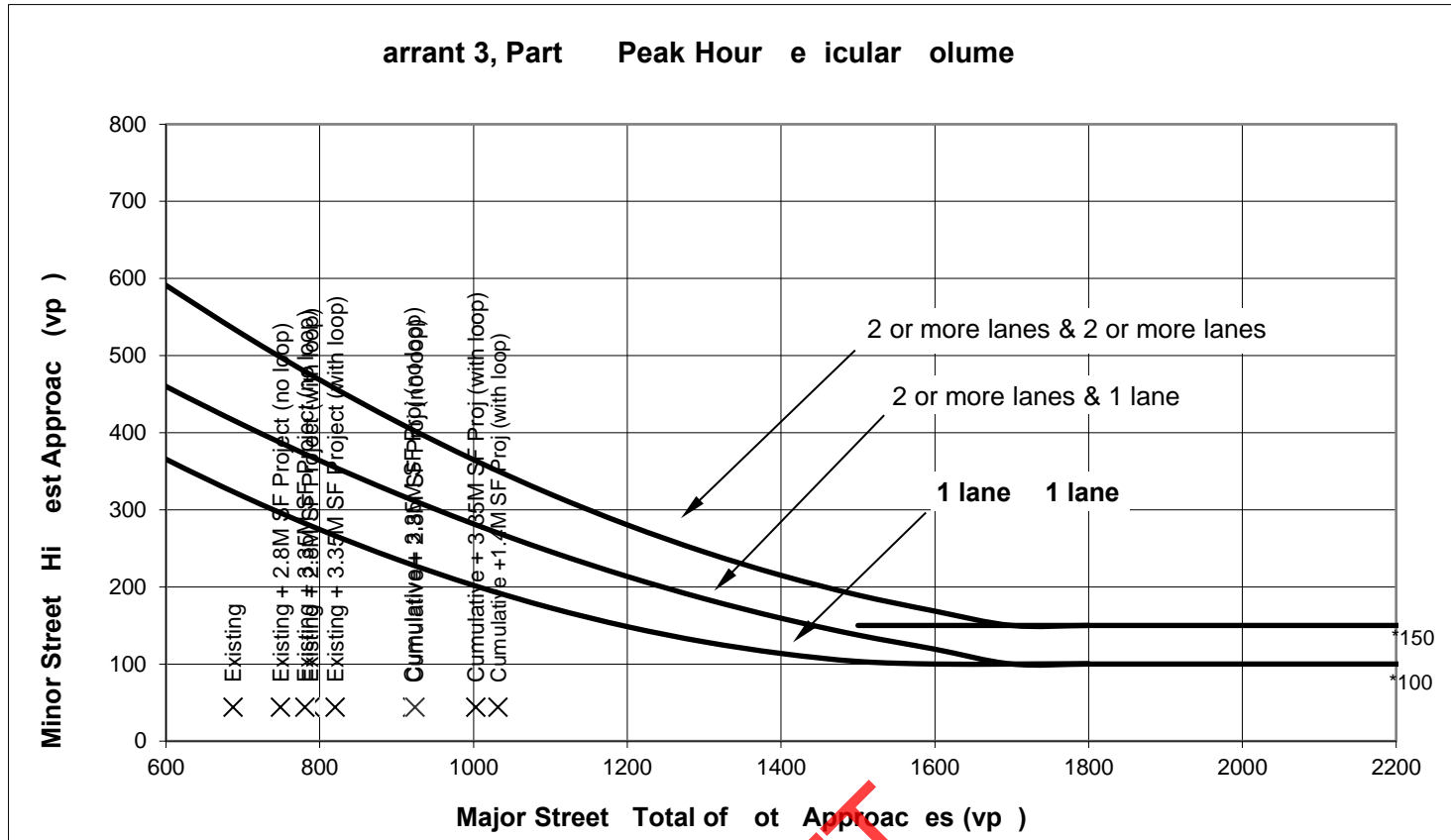
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

Clarke Ave Shembri Ln

PM PEA HOUR



Source: Figure 4C-3 from the Manual of Traffic Engineering (M T D 2009 edition, updated in 2011).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B Graph Peak Hour Circular Volume

DRAFT

		Approach Lanes		PM PEAK HOUR									
				Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
		2 or More	One										
Major Street - Both Approaches	Clarke Ave	X		687	749	787	781	820	1032	924	1028	921	1003
Minor Street - Highest Approach	Shembri Ln/ Garden St	X		44	44	44	44	44	44	44	44	44	44
Signal warranted based on Part B Graph Peak Hour Volumes				<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 7/14/22

Major Street: Pulgas Ave
 Minor Street: O'Connor St

Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed 25

Critical speed of major street traffic > 50 mph (64 km/h).....
 In built up area of isolated community of < 10,000 population..... } Rural (R)
 Urban (U)

AM PEAK PERIOD

Warrant 3 Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD									
	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB	WB	WB	WB	WB	WB	WB	WB
Highest Minor Street Average Delay (sec/veh)	15.5	17.0	17.1	17.0	17.3	17.6	18.5	18.7	18.9	19.2
Corresponding Minor Street Approach Volume (veh/hr)	262	290	290	294	294	288	297	297	302	300
Minor Street Total Delay (veh-hrs)	1.1	1.4	1.4	1.4	1.4	1.4	1.5	1.5	1.6	1.6
Total Entering Volume (veh/hr)	1011	1297	1316	1304	1320	1357	1378	1388	1382	1402
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No	No	No	No	No	No
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	o	o	o	o	o	o	o	o	o	o

PART B

	Approach Lanes	AM PEAK PERIOD												
		Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)			
Major Street - Both Approaches	Pulgas Ave	X												
Minor Street - Highest Approach	O'Connor St	X												
Signal warranted based on Part B		o	e	e	e	e	e	e	e	e	e	e	e	e

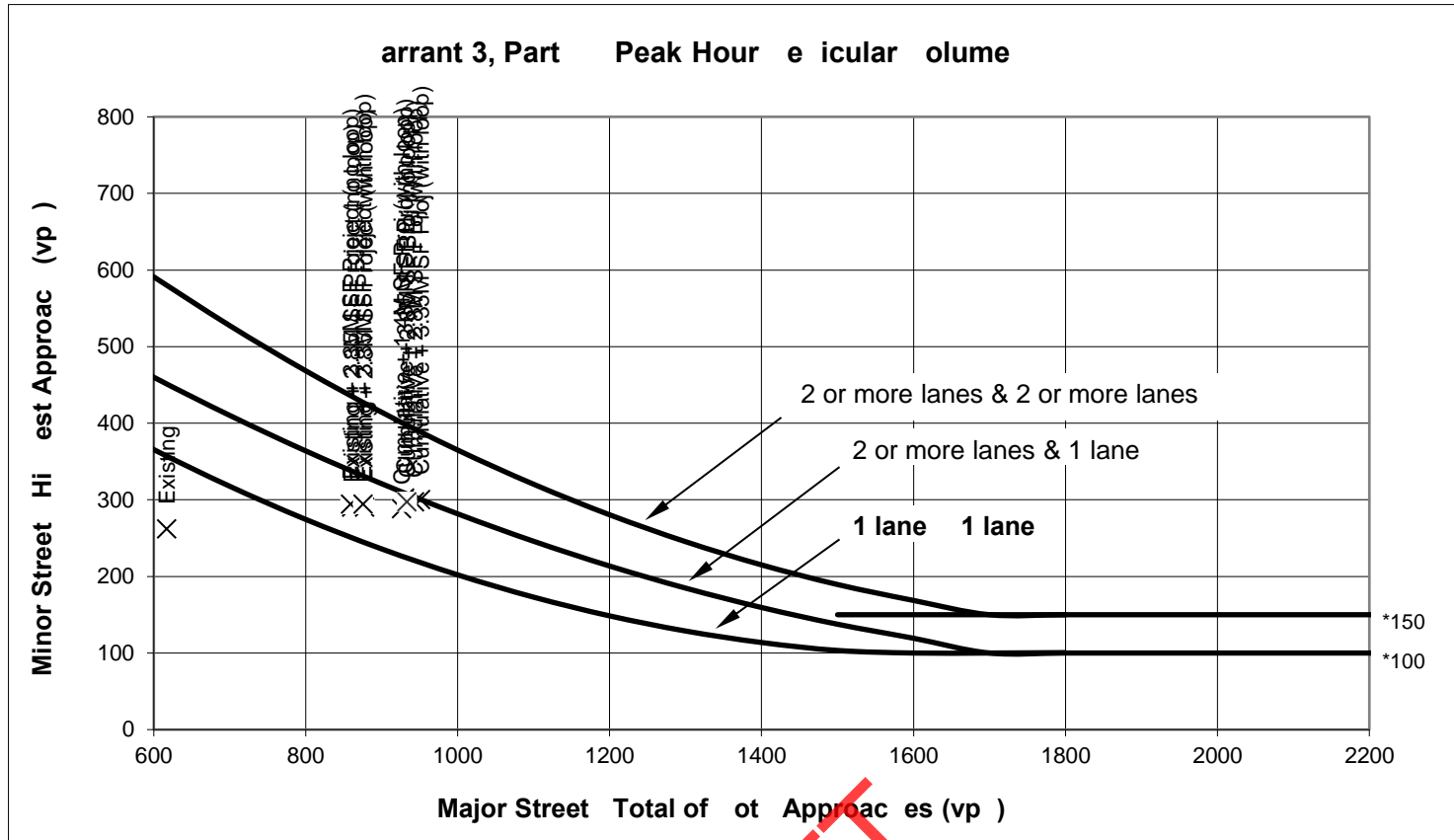
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

Pulgas Ave O'Connor St

AM PEAK PERIOD



Source: Figure 4C-3 from the Manual of Traffic Engineering (MTE 2009 Edition, updated online).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part Peak Hour Equivalent Volume

		Approach Lanes		AM PEAK PERIOD									
		One	2 or More	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Major Street - Both Approaches	Pulgas Ave	X		617	860	877	859	875	926	933	943	930	951
Minor Street - Highest Approach	O'Connor St	X		262	290	290	294	294	288	297	297	302	300
Signal Warrant Based on Part Peak Hour Volumes				0	es	es	es	es	es	es	es	es	es

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

Ravenswood Specific Plan Update

TRAFFIC SIGNAL WARRANTS SHEET

Major Street: Pulgas Ave
 Minor Street: O'Connor St

Analyst: JL date: 7/14/22
 Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 Proposed Speed eed

Critical speed of major street traffic > 50 mph (64 km/h)..... } Rural (R)
 In built up area of isolated community of < 10,000 population..... }
 Urban (U)

PM PEAK HOUR

Warrant 3 Peak Hour
 The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following categories (Parts A and B) are met

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Minor Street Approach Direction w/ Highest Delay	EB	EB	EB	EB	EB	EB	EB	EB	EB	EB
Highest Minor Street Average Delay (sec/veh)	12.9	18.0	16.0	19.0	16.8	15.9	16.3	16.3	16.3	16.5
Corresponding Minor Street Approach Volume (veh/hr)	223	274	249	282	257	226	228	228	229	228
Minor Street Total Delay (veh-hrs)	0.8	1.4	1.1	1.5	1.2	1.0	1.0	1.0	1.0	1.0
Total Entering Volume (veh/hr)	1120	1397	1353	1423	1378	1421	1444	1446	1474	1486

1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	No	No	No	No	No	No
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Signal warranted based on Part A	o	o	o	o	o	o	o	o	o	o

PART B

PM PEAK HOUR

	Approach Lanes	PM PEAK HOUR											
		Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)		
Major Street - Both Approaches	Pulgas Ave	X		708	920	902	936	916	988	1010	1013	1038	1051
Minor Street - Highest Approach	O'Connor St	X		223	274	249	282	257	226	228	228	229	228
Signal warranted based on Part B		o	es	es	es	es	es	es	es	es	es	es	es

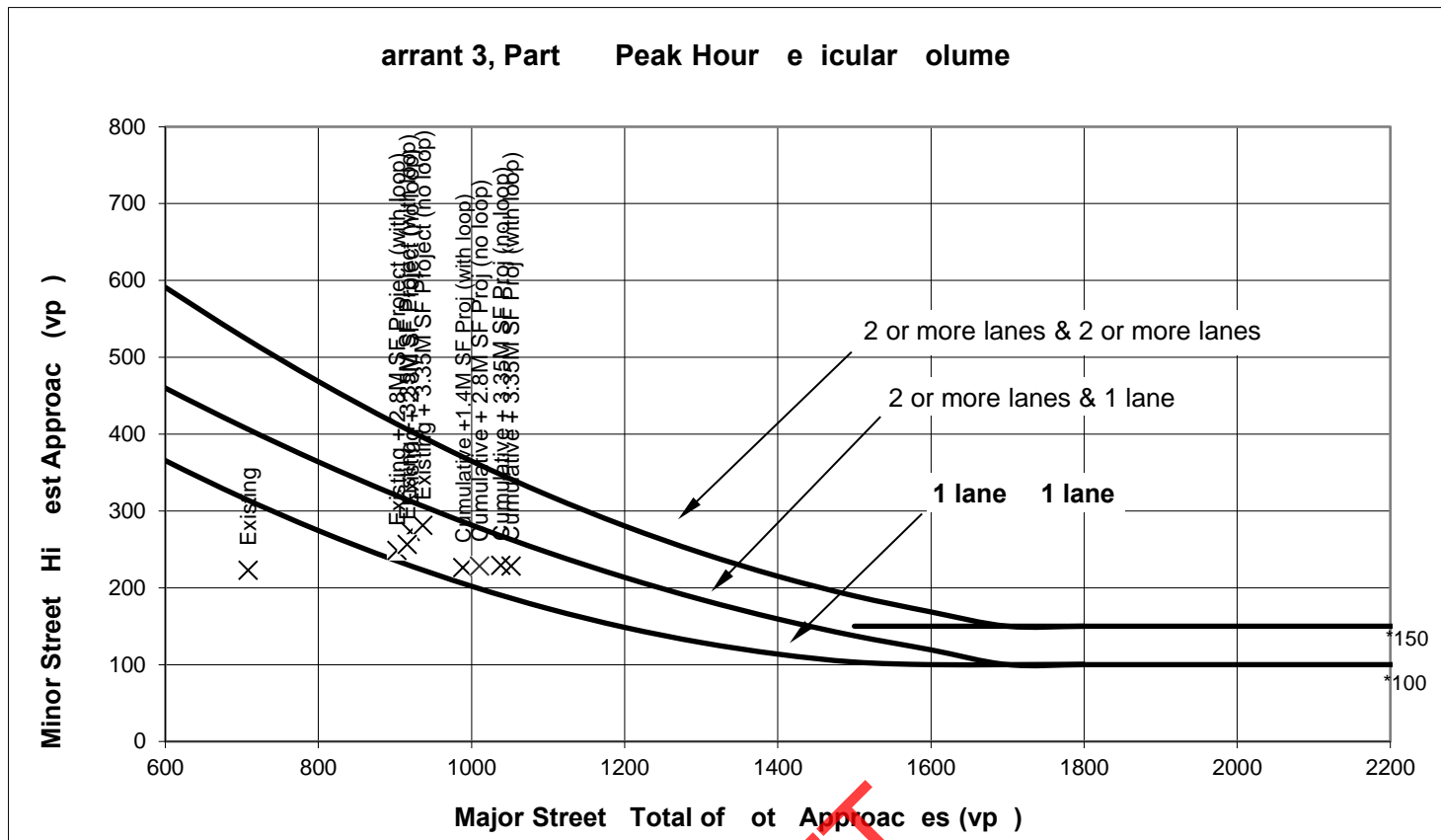
The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

Ravenswood Specific Plan Update

Pulgas Ave O'Connor St

PM PEA HOUR



Source: Figure 4C-3 from the California Manual on Uniform Traffic Control Devices (MUTCD) 2009 Edition, Appendix C.

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part Peak Hour Circular Volume

DRAFT

		Approach Lanes		PM PEAK HOUR									
		2 or More	One	Existing	Existing + 2.8M SF Project (no loop)	Existing + 2.8M SF Project (with loop)	Existing + 3.35M SF Project (no loop)	Existing + 3.35M SF Project (with loop)	Cumulative + 1.4M SF Proj (with loop)	Cumulative + 2.8M SF Proj (no loop)	Cumulative + 2.8M SF Proj (with loop)	Cumulative + 3.35M SF Proj (no loop)	Cumulative + 3.35M SF Proj (with loop)
Major Street - Both Approaches	Pulgas Ave	X		708	920	902	936	916	988	1010	1013	1038	1051
Minor Street - Highest Approach	O'Connor St	X		223	274	249	282	257	226	228	228	229	228
Signal Warranted based on Part Peak Hour Volumes				Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.