

## Appendix A

- City of Menlo Park Significant Impact Criteria
- Existing Traffic Condition

### **Significant Impact Criteria and ADT criteria**

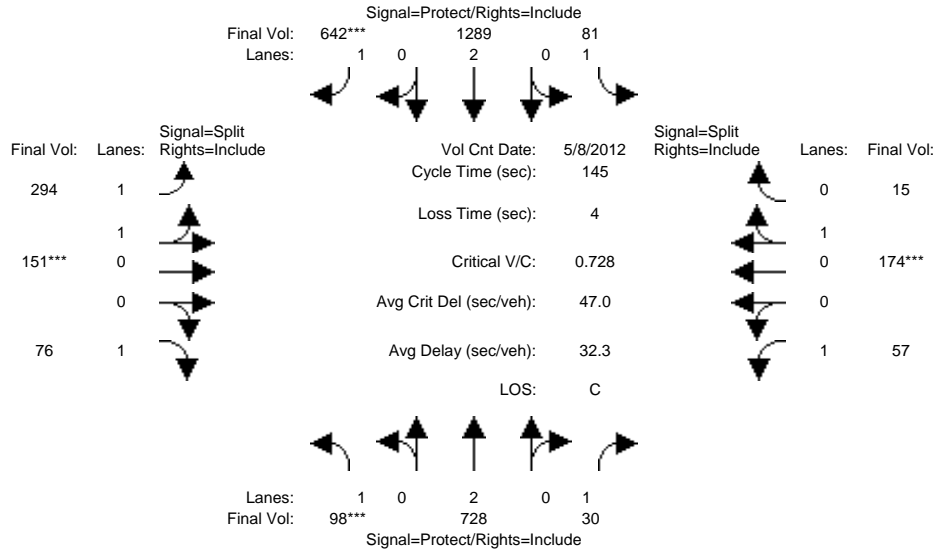
The City of Menlo Park's Circulation System Assessment document (CSA) specifies significant impact criteria for projects as follows:

- A project is considered to have a significant traffic impact if the addition of the 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. Significance is also defined as an impact which 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 of service (LOS E or F) or have an increase of 23 seconds or greater in average vehicle delay, whichever comes first.
- A project is also considered to have a significant traffic impact if the addition of the 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 have a significant impact if the addition of project traffic causes an increase of more than 0.8 seconds of average delay to vehicles on the most critical movements for intersections operating at a near term LOS E or F.
- On minor arterial streets, a traffic impact may be considered potentially significant if the existing Average Daily Traffic Volume (ADT) is:
  - greater than 18,000 (90 percent of capacity), and there is a net increase of 100 trips or more in ADT due to project related traffic;
  - the ADT is greater than 10,000 (50 percent of capacity) but less than 18,000, and the project related traffic increases the ADT by 12.5 percent or the ADT becomes 18,000 or more; or
  - the ADT is less than 10,000, and the project related traffic increases the ADT by 25 percent
- On collector streets, a traffic impact may be considered potentially significant if the existing Daily Traffic Volume (ADT) is:
  - (1) greater than 9,000 (90% of capacity), and there is a net increase of 50 trips or more in ADT due to project related traffic;
  - (2) the ADT is greater than 5,000 (50% of capacity) but less than 9,000, and the project related traffic increases the ADT by 12.5% or the ADT becomes 9,000 or more; or
  - (3) the ADT is less than 5,000, and the project related traffic increases the ADT by 25%.
- On local streets, a traffic impact may be considered potentially significant if the existing Daily Traffic Volume (ADT) is:
  - (1) greater than 1,350 (90% of capacity), and there is a net increase of 25 trips or more in ADT due to project related traffic;
  - (2) the ADT is greater than 750 (50% of capacity) but less than 1,350, and the project related traffic increases the ADT by 12.5% or the ADT becomes 1,350; or
  - (3) the ADT is less than 750, and the project related traffic increases the ADT by 25%.

TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing\_2012\_AM

Intersection #25: Int 1: El Camino Real & Valparaiso/Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	3.5	4.2	4.2	3.5	4.2	4.2	3.5	3.5	3.5	3.5	4.3	3.5

Volume Module:	>>	Count	Date:	8 May 2012	<<	8:00AM - 9:00AM						
Base Vol:	95	706	29	79	1250	623	285	146	74	55	169	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:	95	706	29	79	1250	623	285	146	74	55	169	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:	95	706	29	79	1250	623	285	146	74	55	169	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	98	728	30	81	1289	642	294	151	76	57	174	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	728	30	81	1289	642	294	151	76	57	174	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:	98	728	30	81	1289	642	294	151	76	57	174	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:	0.93	0.93	0.81	0.93	0.93	0.79	0.95	0.95	0.81	0.93	0.97	0.97
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.32	0.68	1.00	1.00	0.92	0.08
Final Sat.:	1769	3538	1544	1769	3538	1506	2384	1221	1542	1769	1689	150

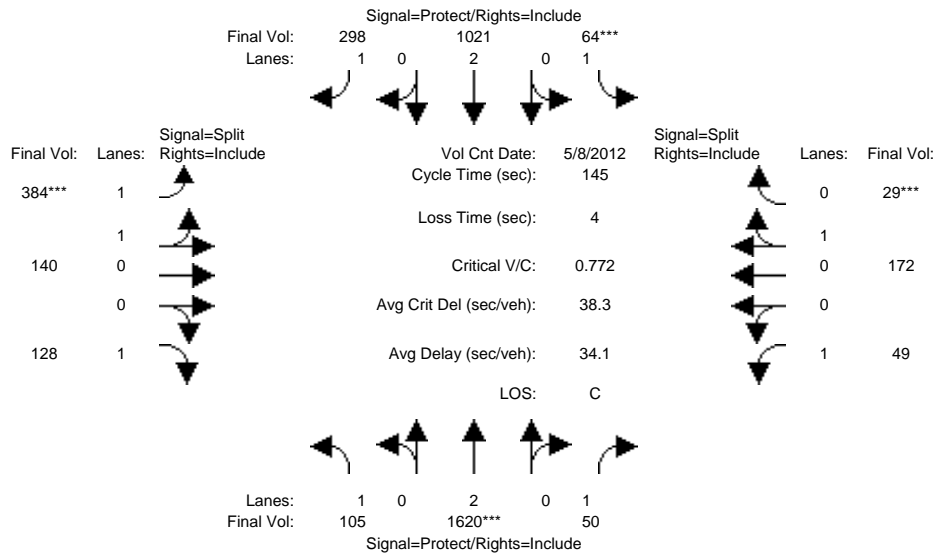
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.21	0.02	0.05	0.36	0.43	0.12	0.12	0.05	0.03	0.10	0.10
Crit Moves:	****					****	****			****		
Green Time:	11.0	78.4	78.4	17.5	84.9	84.9	24.5	24.5	24.5	20.5	20.5	20.5
Volume/Cap:	0.73	0.38	0.04	0.38	0.62	0.73	0.73	0.73	0.29	0.23	0.73	0.73
Delay/Veh:	83.6	19.4	15.6	59.9	20.2	24.8	61.5	61.5	53.3	55.7	69.5	69.5
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:	83.6	19.4	15.6	59.9	20.2	24.8	61.5	61.5	53.3	55.7	69.5	69.5
LOS by Move:	F	B	B	E	C	C	E	E	D	E	E	E
HCM2k95thQ:	11	18	1	7	33	36	17	17	6	5	18	18

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

TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing\_2012\_PM

Intersection #25: Int 1: El Camino Real & Valparaiso/Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	3.5	4.2	4.2	3.5	4.2	4.2	3.5	3.5	3.5	3.5	4.3	3.5

Volume Module:	>>	Count	Date:	8 May 2012	<<	5:00PM - 6:00PM						
Base Vol:	97	1490	46	59	939	274	353	129	118	45	158	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:	97	1490	46	59	939	274	353	129	118	45	158	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:	97	1490	46	59	939	274	353	129	118	45	158	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	105	1620	50	64	1021	298	384	140	128	49	172	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1620	50	64	1021	298	384	140	128	49	172	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	1620	50	64	1021	298	384	140	128	49	172	29

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:	0.93	0.93	0.78	0.93	0.93	0.81	0.95	0.95	0.82	0.93	0.96	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.46	0.54	1.00	1.00	0.85	0.15
Final Sat.:	1769	3538	1488	1769	3538	1540	2632	962	1549	1769	1554	266

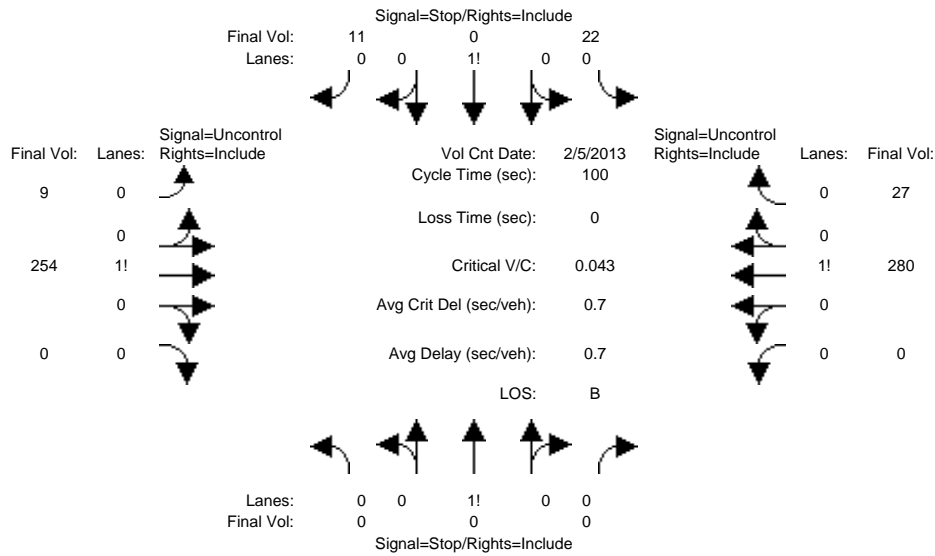
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.06	0.46	0.03	0.04	0.29	0.19	0.15	0.15	0.08	0.03	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.9	86.0	86.0	6.8	76.9	76.9	27.4	27.4	27.4	20.8	20.8	20.8
Volume/Cap:	0.54	0.77	0.06	0.77	0.54	0.36	0.77	0.77	0.44	0.19	0.77	0.77
Delay/Veh:	64.3	23.9	12.4	103.3	22.8	20.1	61.3	61.3	53.0	55.1	73.1	73.1
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:	64.3	23.9	12.4	103.3	22.8	20.1	61.3	61.3	53.0	55.1	73.1	73.1
LOS by Move:	E	C	B	F	C	C	E	E	D	E	E	E
HCM2kAvgQ:	5	29	1	4	15	8	11	11	5	2	10	10

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

TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing\_2012\_AM

Intersection #309: Int 2: San Antonio Ave & Greenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 5 Feb 2013 << 7:30 AM - 8:30 AM												
Base Vol:	0	0	0	22	0	11	9	254	0	0	280	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	22	0	11	9	254	0	0	280	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	22	0	11	9	254	0	0	280	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	22	0	11	9	254	0	0	280	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	22	0	11	9	254	0	0	280	27
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	411	420	254	405	405	86	102	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	473	450	790	517	459	835	1282	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	464	447	790	514	456	835	1282	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.01	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.8	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	0	xxxxxx	xxxx	590	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	11.5	xxxxxx	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

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Intersection #309 Int 2: San Antonio Ave & Gleenwood Ave

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Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	22 0 11	9 254 0	0 280 27
ApproachDel:	xxxxxx	11.5	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=33]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=603]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

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 SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

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 Intersection #309 Int 2: San Antonio Ave & Gleenwood Ave  
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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	22 0 11	9 254 0	0 280 27

Major Street Volume: 570  
 Minor Approach Volume: 33  
 Minor Approach Volume Threshold: 369

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 SIGNAL WARRANT DISCLAIMER

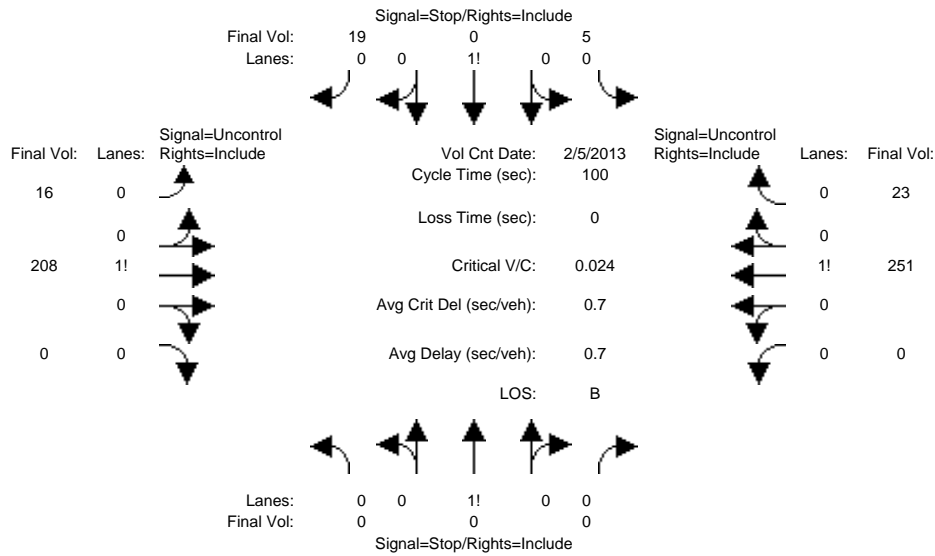
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TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing\_2012\_PM

Intersection #309: Int 2: San Antonio Ave & Greenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 5 Feb 2013 << 16:45 - 17:45												
Base Vol:	0	0	0	5	0	19	16	208	0	0	251	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	5	0	19	16	208	0	0	251	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	5	0	19	16	208	0	0	251	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	5	0	19	16	208	0	0	251	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	5	0	19	16	208	0	0	251	23
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	479	482	208	470	470	222	234	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	484	472	837	538	479	797	1303	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	468	466	837	533	473	797	1303	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.02	0.01	xxxx	xxxx	xxxxxx	xxxx	xxxxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.8	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	0	xxxxxx	xxxx	722	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	0.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	10.2	xxxxxx	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				10.2		xxxxxx			xxxxxx		
ApproachLOS:	*				B		*			*		*

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

Peak Hour Delay Signal Warrant Report

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Intersection #309 Int 2: San Antonio Ave & Greenwood Ave

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Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	5 0 19	16 208 0	0 251 23
ApproachDel:	xxxxxx	10.2	xxxxxx	xxxxxx

Approach[southbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=24]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=3][total volume=522]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

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 SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #309 Int 2: San Antonio Ave & Gleenwood Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	5 0 19	16 208 0	0 251 23

Major Street Volume: 498  
 Minor Approach Volume: 24  
 Minor Approach Volume Threshold: 405

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 SIGNAL WARRANT DISCLAIMER

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

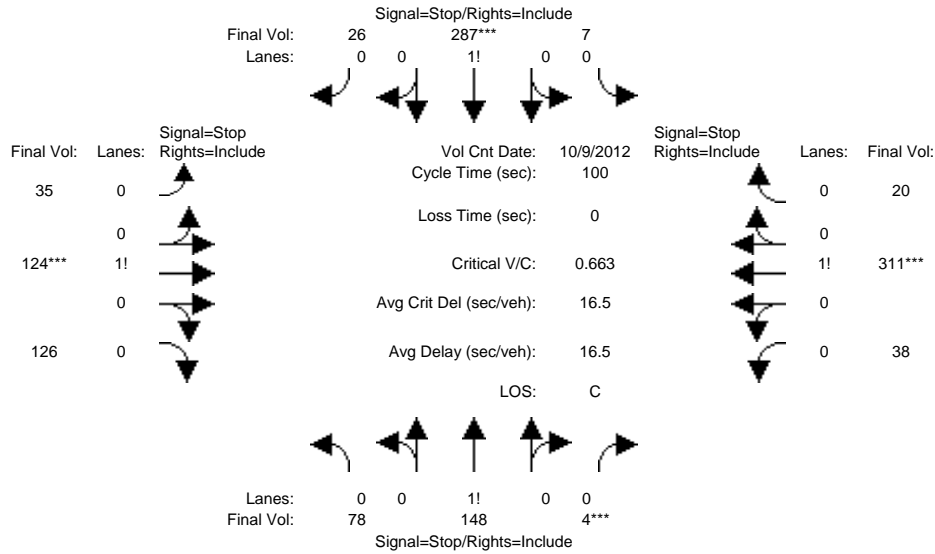
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TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Existing\_2012\_AM

Intersection #506: Int 4: 4-Way Stop: Laurel St & Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4

Volume Module:	>> Count Date: 9 Oct 2012 << 7:30 AM - 8:30 AM											
Base Vol:	54	102	3	6	241	22	30	105	107	25	205	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:	54	102	3	6	241	22	30	105	107	25	205	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:	54	102	3	6	241	22	30	105	107	25	205	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:	0.69	0.69	0.69	0.84	0.84	0.84	0.85	0.85	0.85	0.66	0.66	0.66
PHF Volume:	78	148	4	7	287	26	35	124	126	38	311	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	148	4	7	287	26	35	124	126	38	311	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:	78	148	4	7	287	26	35	124	126	38	311	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:	0.34	0.64	0.02	0.02	0.90	0.08	0.12	0.43	0.45	0.10	0.85	0.05
Final Sat.:	167	316	9	12	479	44	67	235	239	57	469	30

Capacity Analysis Module:	Vol/Sat: 0.47 0.47 0.47 0.60 0.60 0.60 0.53 0.53 0.53 0.66 0.66 0.66											
Crit Moves:	****			****			****			****		
Delay/Veh:	14.2	14.2	14.2	16.9	16.9	16.9	14.7	14.7	14.7	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:	14.2	14.2	14.2	16.9	16.9	16.9	14.7	14.7	14.7	18.9	18.9	18.9
LOS by Move:	B	B	B	C	C	C	B	B	B	C	C	C
ApproachDel:	14.2			16.9			14.7			18.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.2			16.9			14.7			18.9		
LOS by Appr:	B			C			B			C		
AllWayAvgQ:	0.6	0.6	0.6	1.1	1.1	1.1	0.8	0.8	0.8	1.5	1.5	1.5

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #506 Int 4: 4-Way Stop: Laurel St & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:				
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	54 102 3	6 241 22	30 105 107	25 205 13
Major Street Volume:	485			
Minor Approach Volume:	269			
Minor Approach Volume Threshold:	412			

SIGNAL WARRANT DISCLAIMER

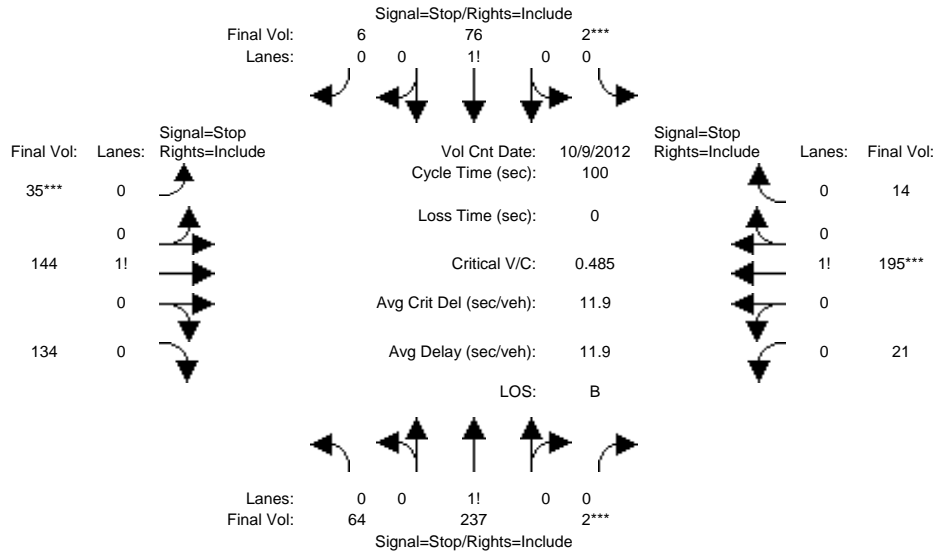
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Existing\_2012\_PM

Intersection #506: Int 4: 4-Way Stop: Laurel St & Glenwood Ave



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:	>> Count Date: 9 Oct 2012 << 5:00 PM - 6:00 PM											
Base Vol:	58	213	2	2	71	6	25	102	95	18	166	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:	58	213	2	2	71	6	25	102	95	18	166	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:	58	213	2	2	71	6	25	102	95	18	166	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:	0.90	0.90	0.90	0.93	0.93	0.93	0.71	0.71	0.71	0.85	0.85	0.85
PHF Volume:	64	237	2	2	76	6	35	144	134	21	195	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	237	2	2	76	6	35	144	134	21	195	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:	64	237	2	2	76	6	35	144	134	21	195	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:	0.21	0.78	0.01	0.02	0.90	0.08	0.11	0.46	0.43	0.09	0.85	0.06
Final Sat.:	133	488	5	14	499	42	76	309	288	58	531	38

Capacity Analysis Module:	Vol/Sat: 0.48 0.48 0.48 0.15 0.15 0.15 0.46 0.46 0.46 0.37 0.37 0.37											
Crit Moves:			****	****			****			****		
Delay/Veh:	12.9	12.9	12.9	9.6	9.6	9.6	12.0	12.0	12.0	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:	12.9	12.9	12.9	9.6	9.6	9.6	12.0	12.0	12.0	11.2	11.2	11.2
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
ApproachDel:		12.9			9.6			12.0			11.2	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		12.9			9.6			12.0			11.2	
LOS by Appr:		B			A			B			B	
AllWayAvgQ:	0.8	0.8	0.8	0.1	0.1	0.1	0.7	0.7	0.7	0.5	0.5	0.5

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

Peak Hour Volume Signal Warrant Report [Urban]

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 Intersection #506 Int 4: 4-Way Stop: Laurel St & Glenwood Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	58 213 2	2 71 6	25 102 95	18 166 12
Major Street Volume:	418			
Minor Approach Volume:	273			
Minor Approach Volume Threshold:	452			

## SIGNAL WARRANT DISCLAIMER

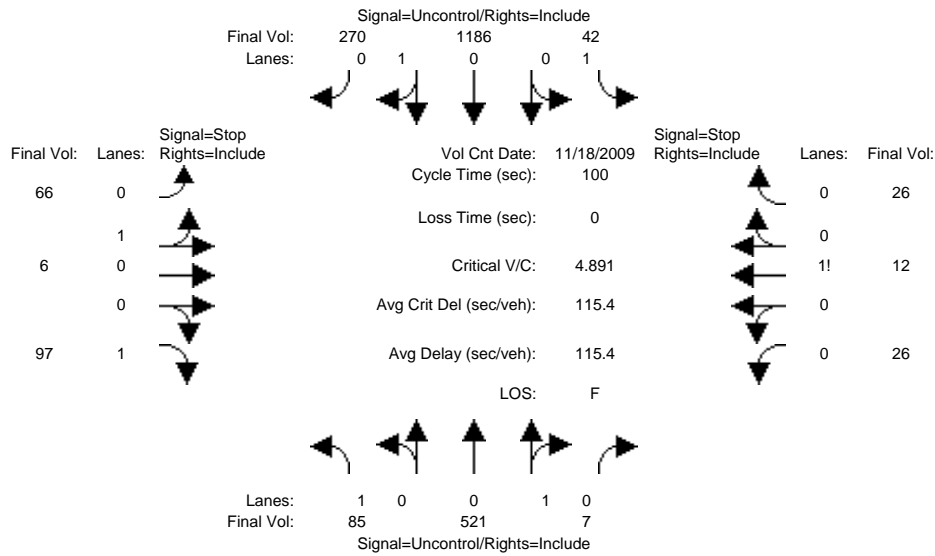
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TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing\_2012\_AM

Intersection #514: Int 5: Unsig:Middlefield Rd & Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 18 Nov 2009 << 7:45 AM - 8:45 AM												
Base Vol:	85	521	7	21	593	135	57	5	83	20	9	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:	85	521	7	21	593	135	57	5	83	20	9	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:	85	521	7	21	593	135	57	5	83	20	9	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	0.50	0.50	0.50	0.86	0.86	0.86	0.78	0.78	0.78
PHF Volume:	85	521	7	42	1186	270	66	6	97	26	12	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	85	521	7	42	1186	270	66	6	97	26	12	26
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	1456	xxxx	xxxxxx	362	xxxx	xxxxxx	2224	2206	1321	2262	2360	358
Potent Cap.:	471	xxxx	xxxxxx	1032	xxxx	xxxxxx	27	38	193	25	31	590
Move Cap.:	471	xxxx	xxxxxx	1032	xxxx	xxxxxx	14	30	193	9	24	590
Volume/Cap:	0.18	xxxx	xxxx	0.04	xxxx	xxxx	4.89	0.19	0.50	2.85	0.48	0.04
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	2.5	xxxx	xxxx	xxxxxx
Control Del:	14.3	xxxx	xxxxxx	8.6	xxxx	xxxxxx	xxxxxx	xxxx	40.8	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	A	*	*	*	*	E	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	14	xxxx	xxxxxx	xxxxx	19	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	10.0	xxxx	xxxxxx	xxxxxx	8.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2372	xxxx	xxxxxx	xxxxxx	1492	xxxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			1037.5			1492.0		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

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Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	85 521 7	21 593 135	57 5 83	20 9 20
ApproachDel:	xxxxxx	xxxxxx	1037.5	1492.0

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=41.8]  
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=145]  
FAIL - Approach volume less than 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1556]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=20.3]  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=49]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1556]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	85 521 7	21 593 135	57 5 83	20 9 20

Major Street Volume: 1362  
Minor Approach Volume: 145  
Minor Approach Volume Threshold: 241

SIGNAL WARRANT DISCLAIMER

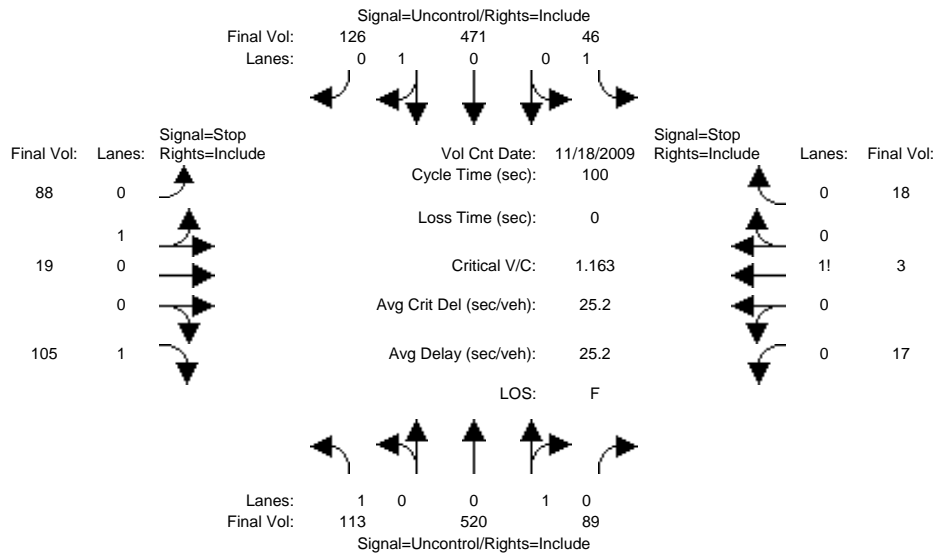
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TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing\_2012\_PM

Intersection #514: Int 5: Unsig:Middlefield Rd & Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 18 Nov 2009 << 4:30 PM - 5:30 PM												
Base Vol:	113	520	89	46	471	126	88	19	105	17	3	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:	113	520	89	46	471	126	88	19	105	17	3	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:	113	520	89	46	471	126	88	19	105	17	3	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:	113	520	89	46	471	126	88	19	105	17	3	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	113	520	89	46	471	126	88	19	105	17	3	18
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	597	xxxx	xxxxxx	348	xxxx	xxxxxx	1406	1450	534	1472	1473	291
Potent Cap.:	989	xxxx	xxxxxx	945	xxxx	xxxxxx	91	102	550	82	99	583
Move Cap.:	989	xxxx	xxxxxx	945	xxxx	xxxxxx	76	86	550	49	83	583
Volume/Cap:	0.11	xxxx	xxxx	0.05	xxxx	xxxx	1.16	0.22	0.19	0.35	0.04	0.03
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	0.7	xxxx	xxxx	xxxxxx
Control Del:	9.1	xxxx	xxxxxx	9.0	xxxx	xxxxxx	xxxxxx	xxxx	13.1	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	B	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	77	xxxx	xxxxxx	xxxx	91	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	1.7	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	328.6	xxxx	xxxxxx	xxxxxx	70.0	xxxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			172.3			70.0		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

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Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave

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Future Volume Alternative: Peak Hour Warrant Met

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

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	113 520 89	46 471 126	88 19 105	17 3 18
ApproachDel:	xxxxxx	xxxxxx	172.3	70.0

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=10.1]  
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=212]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1615]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.7]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=38]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1615]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	113 520 89	46 471 126	88 19 105	17 3 18

Major Street Volume: 1365  
Minor Approach Volume: 212  
Minor Approach Volume Threshold: 240

SIGNAL WARRANT DISCLAIMER

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

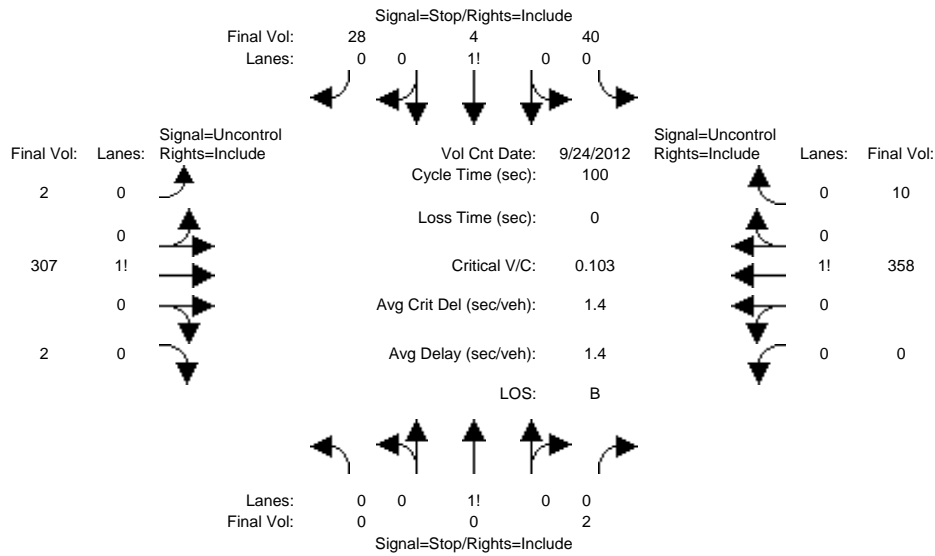
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TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing\_2012\_AM

Intersection #716: Int 3: Garwood Wy & Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 24 Sep 2012 << 7:30 AM - 8:30 AM												
Base Vol:	0	0	2	20	2	14	2	264	2	0	279	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:	0	0	2	20	2	14	2	264	2	0	279	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	2	20	2	14	2	264	2	0	279	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	0.50	0.50	0.50	0.86	0.86	0.86	0.78	0.78	0.78
PHF Volume:	0	0	2	40	4	28	2	307	2	0	358	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	2	40	4	28	2	307	2	0	358	10
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	6.2	7.1	6.5	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	308	538	538	171	177	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	737	391	387	751	1208	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	737	390	387	751	1208	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	0.00	0.10	0.01	0.04	0.00	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	9.9	xxxx	xxxx	xxxx	8.0	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	479	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	xxxx	xxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	13.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	9.9			13.8			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #716 Int 3: Garwood Wy & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 1! 0 0	0 0 1! 0 0	0 0 0 1 0
Initial Vol:	0 0 2	20 2 14	2 264 2	0 0 279 8
ApproachDel:	9.9	13.8	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=2]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=593]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=36]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=593]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #716 Int 3: Garwood Wy & Glenwood Ave  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 1! 0 0	0 0 1! 0 0	0 0 0 1 0
Initial Vol:	0 0 2	20 2 14	2 264 2	0 279 8

Major Street Volume: 555  
Minor Approach Volume: 36  
Minor Approach Volume Threshold: 376

SIGNAL WARRANT DISCLAIMER

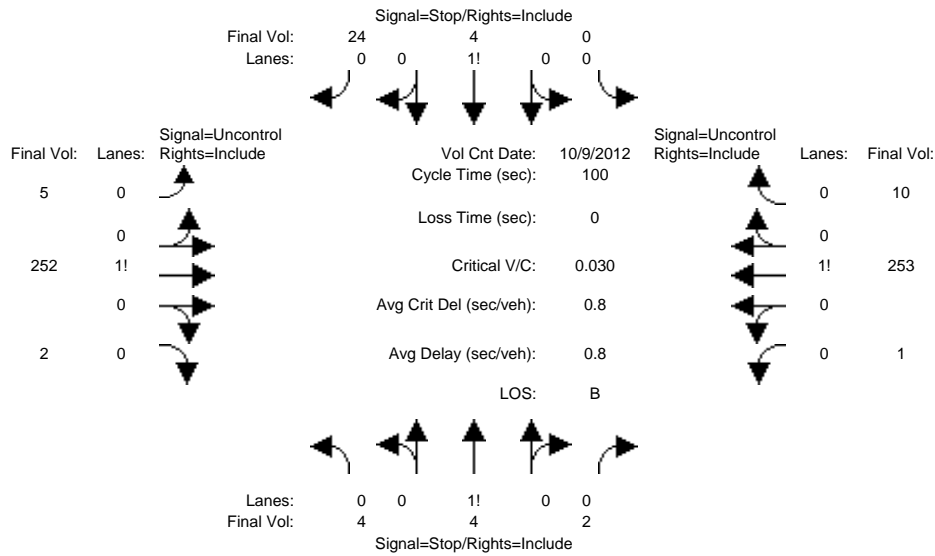
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TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
Existing Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing\_2012\_PM

Intersection #716: Int 3: Garwood Wy & Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 9 Oct 2012 << 5:00 PM - 6:00 PM												
Base Vol:	2	2	1	0	1	6	5	232	2	1	233	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:	2	2	1	0	1	6	5	232	2	1	233	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:	2	2	1	0	1	6	5	232	2	1	233	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:	0.50	0.50	0.50	0.25	0.25	0.25	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	4	4	2	0	4	24	5	252	2	1	253	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	4	4	2	0	4	24	5	252	2	1	253	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	507	498	253	xxxx	494	218	223	xxxx	xxxxxx	254	xxxx	xxxxxx
Potent Cap.:	464	462	790	xxxx	464	801	1315	xxxx	xxxxxx	1322	xxxx	xxxxxx
Move Cap.:	446	460	790	xxxx	462	801	1315	xxxx	xxxxxx	1322	xxxx	xxxxxx
Volume/Cap:	0.01	0.01	0.00	xxxx	0.01	0.03	0.00	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.7	xxxx	xxxxxx	7.7	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	495	xxxxxx	xxxx	xxxx	725	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	0.1	xxxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	12.4	xxxxxx	xxxxxx	xxxx	10.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	*	B	*	*	*	*	*	*
ApproachDel:	12.4			10.2			xxxxxxx			xxxxxxx		
ApproachLOS:	B			B			*			*		

Note: Queue reported is the number of cars per lane.  
 Peak Hour Delay Signal Warrant Report  
 \*\*\*\*\*  
 Intersection #716 Int 3: Garwood Wy & Glenwood Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met  
 -----

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	2	2		1		0		1		6	5	232		2		1	233		9	
ApproachDel:	12.4				10.2				xxxxxx				xxxxxx							

-----|-----|-----|-----|-----|  
Approach[northbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=5]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=494]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

-----|-----|-----|-----|-----|  
Approach[southbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=7]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=494]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #716 Int 3: Garwood Wy & Glenwood Ave  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	2	2		1		0		1		6	5	232		2		1	233		9	

-----|-----|-----|-----|-----|  
Major Street Volume: 482  
Minor Approach Volume: 7  
Minor Approach Volume Threshold: 414

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

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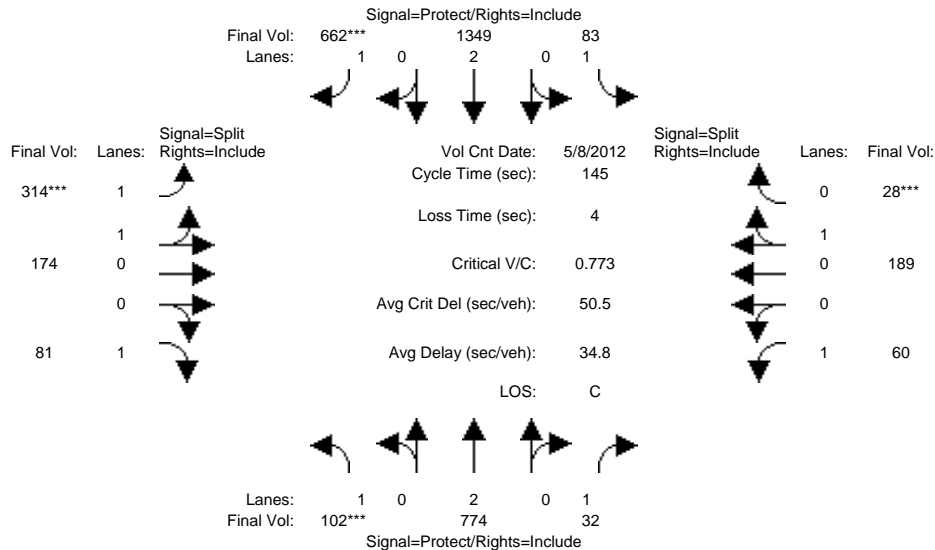
## Appendix B

### - LOS Calculation Sheets: Near Term Traffic Conditions

TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
 2014 Near Term Conditions  
 AM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Near Term\_2014\_AM

Intersection #25: Int 1: El Camino Real & Valparaiso/Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	3.5	4.2	4.2	3.5	4.2	4.2	3.5	3.5	3.5	3.5	4.3	3.5

Volume Module:	>>	Count	Date:	8 May 2012	<<	8:00AM - 9:00AM						
Base Vol:	95	706	29	79	1250	623	285	146	74	55	169	15
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	97	720	30	81	1275	636	291	149	75	56	172	15
Added Vol:	2	31	1	0	33	7	14	20	3	2	11	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	751	31	81	1308	643	305	169	78	58	183	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	102	774	32	83	1349	662	314	174	81	60	189	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	774	32	83	1349	662	314	174	81	60	189	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:	102	774	32	83	1349	662	314	174	81	60	189	28

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.81	0.93	0.93	0.79	0.95	0.95	0.81	0.93	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.29	0.71	1.00	1.00	0.87	0.13
Final Sat.:	1769	3538	1544	1769	3538	1506	2322	1287	1542	1769	1589	237

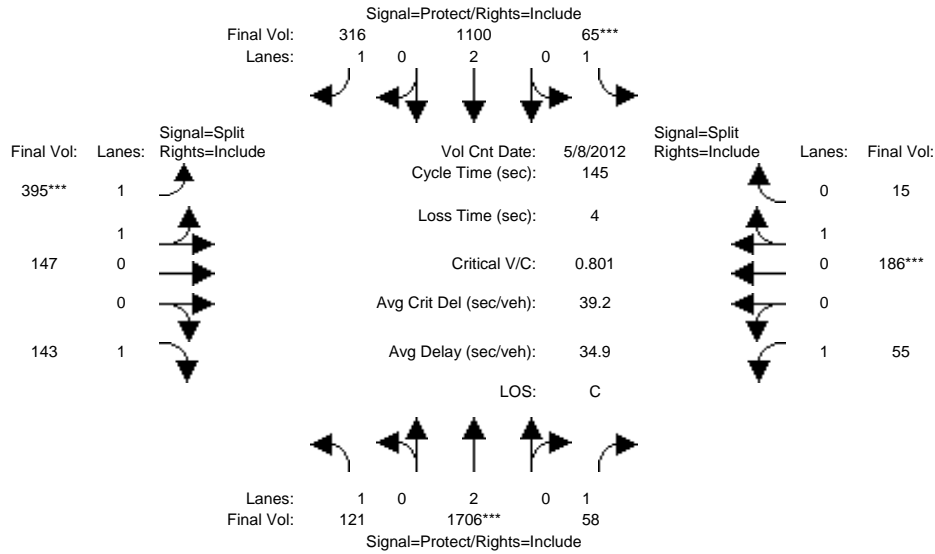
Capacity Analysis Module:	Vol/Sat:	0.06	0.22	0.02	0.05	0.38	0.44	0.14	0.14	0.05	0.03	0.12	0.12
Crit Moves:	****						****	****					****
Green Time:	10.8	76.8	76.8	16.5	82.5	82.5	25.4	25.4	25.4	22.3	22.3	22.3	
Volume/Cap:	0.77	0.41	0.04	0.41	0.67	0.77	0.77	0.77	0.30	0.22	0.77	0.77	
Delay/Veh:	90.0	20.7	16.4	61.1	22.7	28.5	62.9	62.9	52.7	54.1	71.4	71.4	
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:	90.0	20.7	16.4	61.1	22.7	28.5	62.9	62.9	52.7	54.1	71.4	71.4	
LOS by Move:	F	C	B	E	C	C	E	E	D	D	E	E	
HCM2k95thQ:	12	19	1	8	37	39	19	19	6	5	20	20	

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

TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
 2014 Near Term Conditions  
 AM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Near Term\_2014\_PM

Intersection #25: Int 1: El Camino Real & Valparaiso/Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	3.5	4.2	4.2	3.5	4.2	4.2	3.5	3.5	3.5	3.5	4.3	3.5

Volume Module:	>>	Count	Date:	8 May 2012	<<	5:00PM - 6:00PM
Base Vol:	97	1490	46	59	939	274
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	99	1520	47	60	958	280
Added Vol:	12	50	6	0	54	11
PasserByVol:	0	0	0	0	0	0
Initial Fut:	111	1570	53	60	1012	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	121	1706	58	65	1100	316
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	121	1706	58	65	1100	316
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:	121	1706	58	65	1100	316

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.93	0.93	0.78	0.93	0.93	0.81	0.95	0.95	0.82	0.93	0.97	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.46	0.54	1.00	1.00	0.93	
Final Sat.:	1769	3538	1488	1769	3538	1540	2617	977	1549	1769	1706	

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.48	0.04	0.04	0.31	0.21	0.15	0.15	0.09	0.03	0.11	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	16.9	87.3	87.3	6.7	77.1	77.1	27.3	27.3	27.3	19.7	19.7	
Volume/Cap:	0.58	0.80	0.06	0.80	0.58	0.39	0.80	0.80	0.49	0.23	0.80	
Delay/Veh:	65.0	24.5	12.0	109.9	23.6	20.3	63.1	63.1	53.9	56.3	77.4	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	65.0	24.5	12.0	109.9	23.6	20.3	63.1	63.1	53.9	56.3	77.4	
LOS by Move:	E	C	B	F	C	C	E	E	D	E	E	
HCM2k95thQ:	11	50	2	9	30	15	21	21	11	5	19	

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

TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2014 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Near Term\_2014\_AM

Intersection #309: Int 2: San Antonio Ave & Greenwood Ave

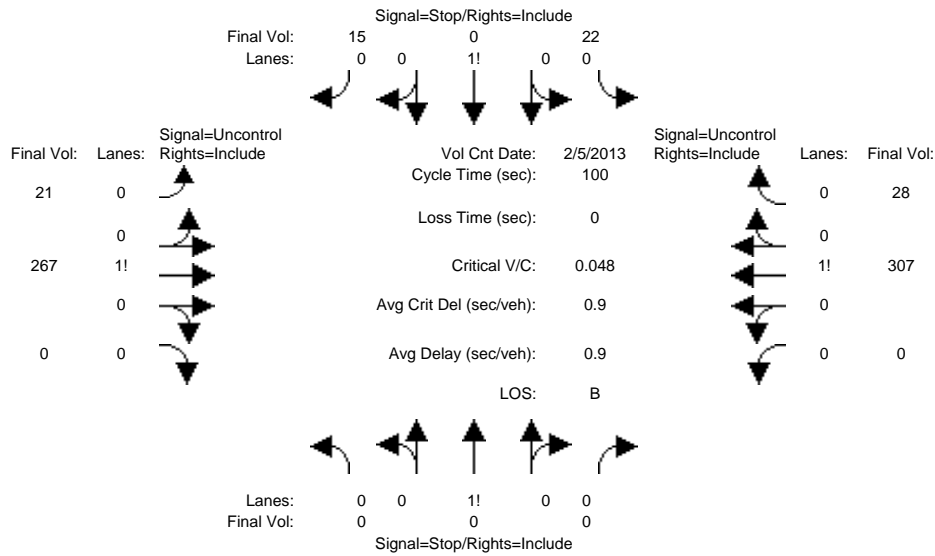


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module, providing detailed traffic analysis metrics.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #309 Int 2: San Antonio Ave & Greenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met



Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	22	0	0	15	0	21	267	0	0	0	0	307	28	0	0
ApproachDel:	xxxxxx				11.9				xxxxxx				xxxxxx							

```

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
    FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=38]
    FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=660]
    SUCCEED - Total volume greater than or equal to 650 for intersection
                with less than four approaches.
    
```

-----  
SIGNAL WARRANT DISCLAIMER  
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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #309 Int 2: San Antonio Ave & Gleenwood Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	22	0	0	15	0	21	267	0	0	0	0	307	28	0	0

```

Major Street Volume:          622
Minor Approach Volume:       38
Minor Approach Volume Threshold: 346
    
```

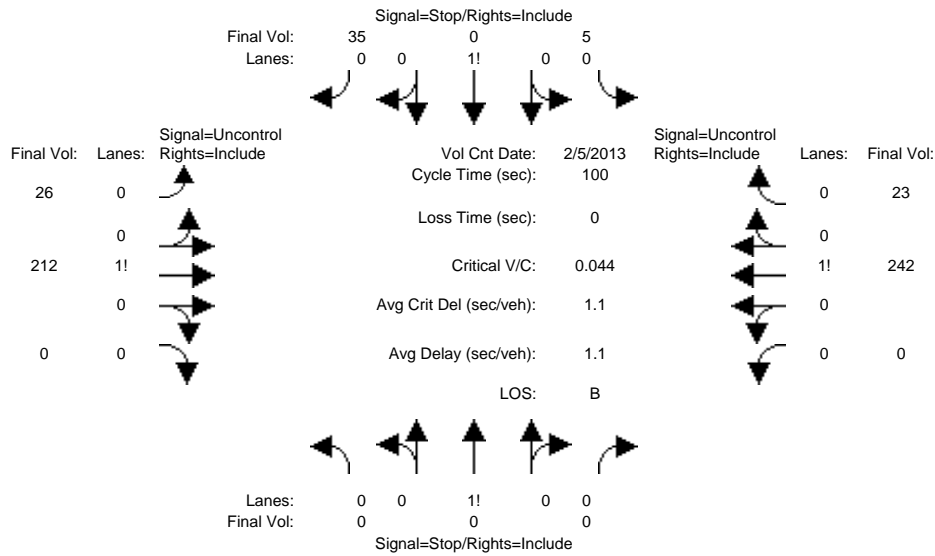
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SIGNAL WARRANT DISCLAIMER  
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TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
2014 Near Term Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Near Term\_2014\_PM

Intersection #309: Int 2: San Antonio Ave & Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 5 Feb 2013 << 16:45 - 17:45												
Base Vol:	0	0	0	5	0	19	16	208	0	0	251	23
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	0	0	0	5	0	19	16	212	0	0	256	23
Added Vol:	0	0	0	0	0	16	10	0	0	0	-14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	35	26	212	0	0	242	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	5	0	35	26	212	0	0	242	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	5	0	35	26	212	0	0	242	23
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	504	498	212	486	486	212	224	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Potent Cap.:	466	462	833	527	469	806	1313	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Move Cap.:	439	452	833	518	459	806	1313	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.04	0.02	xxxx	xxxx	xxxxxx	xxxx	xxxxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.8	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	0	xxxxxx	xxxx	754	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	10.0	xxxxxx	7.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx				10.0		xxxxxx			xxxxxx		
ApproachLOS:	*				B		*			*		*

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #309 Int 2: San Antonio Ave & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	5 0 35	26 212 0	0 242 23
ApproachDel:	xxxxxx	10.0	xxxxxx	xxxxxx

```

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
    FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=40]
    FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=544]
    FAIL - Total volume less than 650 for intersection
        with less than four approaches.
    
```

-----  
SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #309 Int 2: San Antonio Ave & Gleenwood Ave  
\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 1 0 0 0	0 0 0 1 0
Initial Vol:	0 0 0 0	5 0 35	26 212 0	0 242 23

```

Major Street Volume:      504
Minor Approach Volume:    40
Minor Approach Volume Threshold: 402
    
```

-----  
SIGNAL WARRANT DISCLAIMER

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

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2014 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Near Term\_2014\_AM

Intersection #506: Int 4: 4-Way Stop: Laurel St & Glenwood Ave

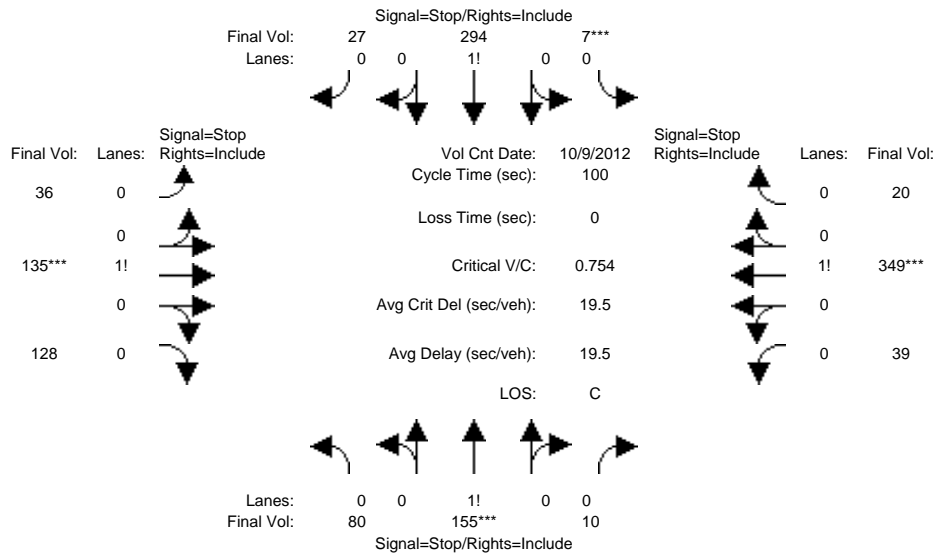


Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Min. Green, and Volume Module.

Volume Module data table showing counts, dates, and various adjustment factors (Growth Adj, PCE Adj, etc.) for each approach and movement.

Saturation Flow Module data table showing adjustment factors and saturation flow rates for each approach and movement.

Capacity Analysis Module data table showing volume/saturation ratios, critical moves, delay/veh, and LOS by move for each approach.

Note: Queue reported is the number of cars per lane.
Peak Hour Volume Signal Warrant Report [Urban]
Intersection #506 Int 4: 4-Way Stop: Laurel St & Glenwood Ave
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	55 107 7	6 247 22	31 115 109	26 230 13
Major Street Volume:	524			
Minor Approach Volume:	275			
Minor Approach Volume Threshold:	392			

SIGNAL WARRANT DISCLAIMER

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

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2014 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Near Term\_2014\_PM

Intersection #506: Int 4: 4-Way Stop: Laurel St & Glenwood Ave

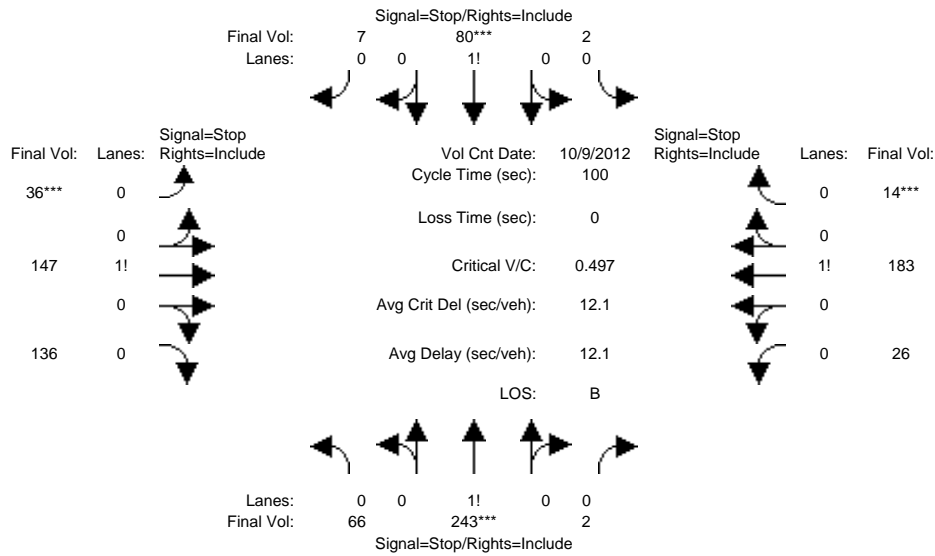


Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 sub-columns for Movements (L, T, R). Rows include Min. Green and Volume Module data.

Volume Module data table showing counts and dates for various traffic movements across the four approaches.

Saturation Flow Module data table showing adjustment factors and saturation flow rates for each movement.

Capacity Analysis Module data table showing delay, LOS, and other performance metrics for each movement.

Note: Queue reported is the number of cars per lane.
Peak Hour Volume Signal Warrant Report [Urban]
Intersection #506 Int 4: 4-Way Stop: Laurel St & Glenwood Ave
Future Volume Alternative: Peak Hour Warrant NOT Met

	North Bound	South Bound	East Bound	West Bound
Approach:				
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	59 218 2	2 74 6	26 104 97	22 155 12
Major Street Volume:	416			
Minor Approach Volume:	279			
Minor Approach Volume Threshold:	453			

SIGNAL WARRANT DISCLAIMER

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2014 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Near Term\_2014\_AM

Intersection #514: Int 5: Unsig:Middlefield Rd & Glenwood Ave

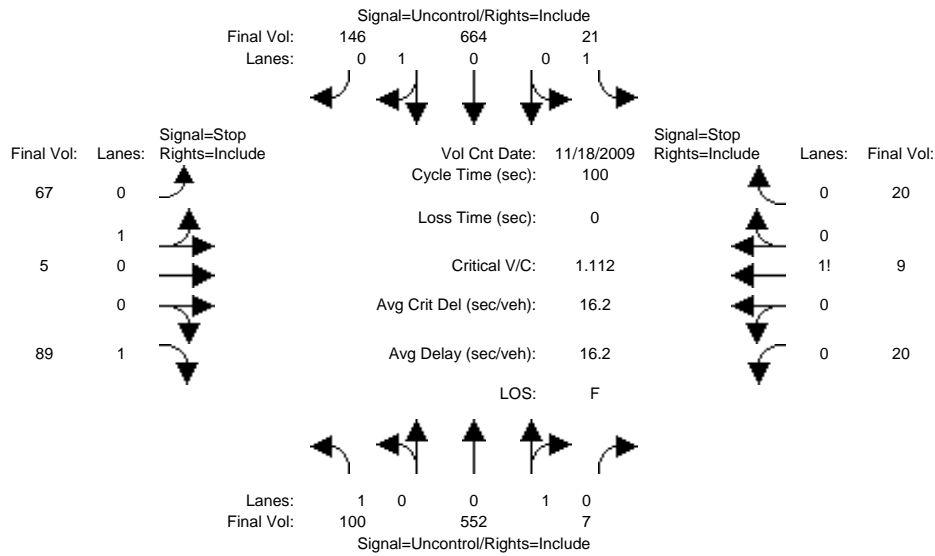


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Data includes counts, delays, and LOS values.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant Met



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	100 552 7	21 664 146	67 5 89	20 9 20
ApproachDel:	xxxxxx	xxxxxx	135.6	92.2

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

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=6.1]  
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=161]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1701]  
SUCCEED - Total volume greater than or equal to 800 for intersection  
with four or more approaches.

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

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=1.3]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=50]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1701]  
SUCCEED - Total volume greater than or equal to 800 for intersection  
with four or more approaches.

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

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	100 552 7	21 664 146	67 5 89	20 9 20

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

Major Street Volume: 1490  
Minor Approach Volume: 161  
Minor Approach Volume Threshold: 202

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

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

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

TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2014 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Near Term\_2014\_PM

Intersection #514: Int 5: Unsig:Middlefield Rd & Glenwood Ave

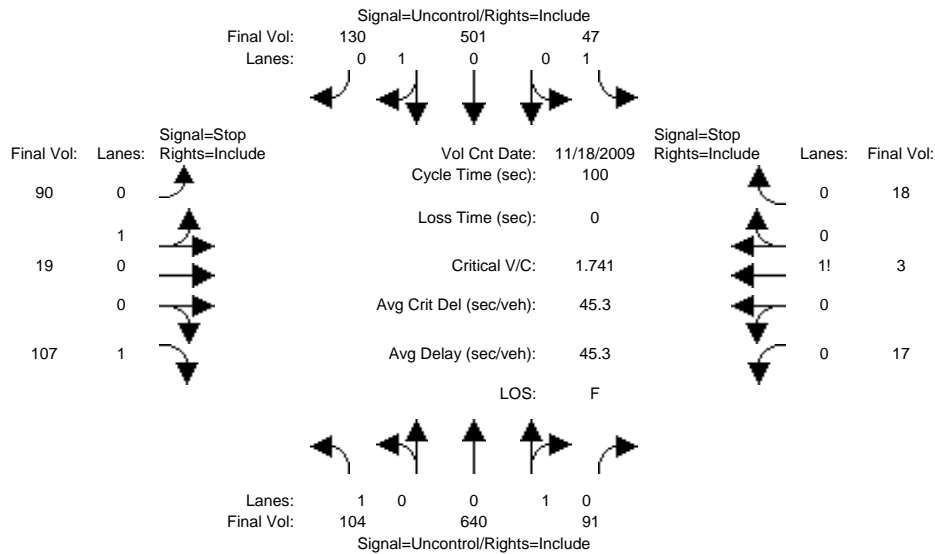


Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module, providing detailed traffic performance metrics.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	104 640 91	47 501 130	90 19 107	17 3 18
ApproachDel:	xxxxxx	xxxxxx	337.4	146.8

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=20.3]  
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=216]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1768]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=1.6]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=39]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1768]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	104 640 91	47 501 130	90 19 107	17 3 18

Major Street Volume: 1513  
Minor Approach Volume: 216  
Minor Approach Volume Threshold: 196

SIGNAL WARRANT DISCLAIMER

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

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2014 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Near Term\_2014\_AM

Intersection #716: Int 3: Garwood Wy & Glenwood Ave

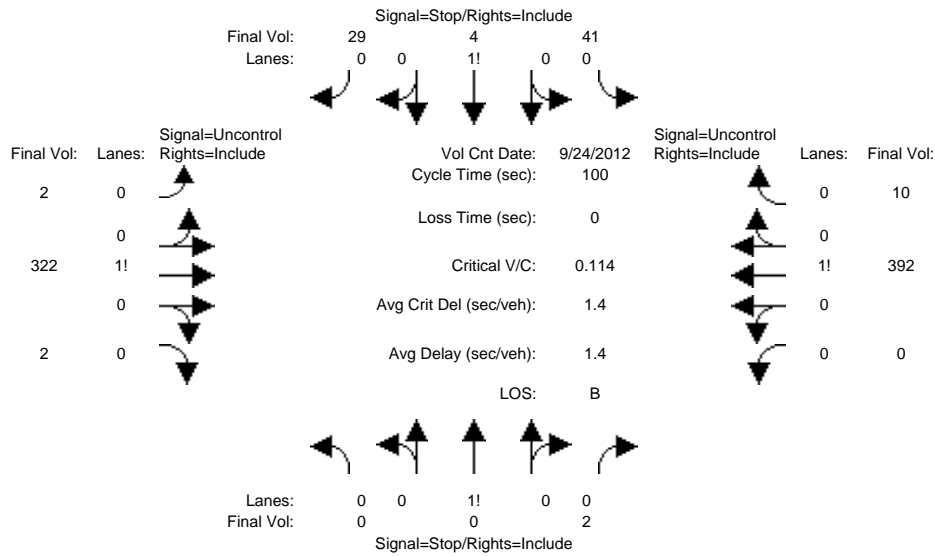


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Data includes counts, delays, and LOS values.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #716 Int 3: Garwood Wy & Glenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 1! 0 0	0 0 1! 0 0	0 0 0 1 0
Initial Vol:	0 0 2	20 2 14	2 277 2	0 0 306 8
ApproachDel:	10.0	14.7	xxxxxx	xxxxxx

-----  
 Approach[northbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=2]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=634]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

-----  
 Approach[southbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=37]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=634]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #716 Int 3: Garwood Wy & Glenwood Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 1! 0 0	0 0 1! 0 0	0 0 0 1 0
Initial Vol:	0 0 2	20 2 14	2 277 2	0 306 8

-----  
 Major Street Volume: 595  
 Minor Approach Volume: 37  
 Minor Approach Volume Threshold: 358  
 -----

SIGNAL WARRANT DISCLAIMER

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

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2014 Near Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Near Term\_2014\_PM

Intersection #716: Int 3: Garwood Wy & Glenwood Ave

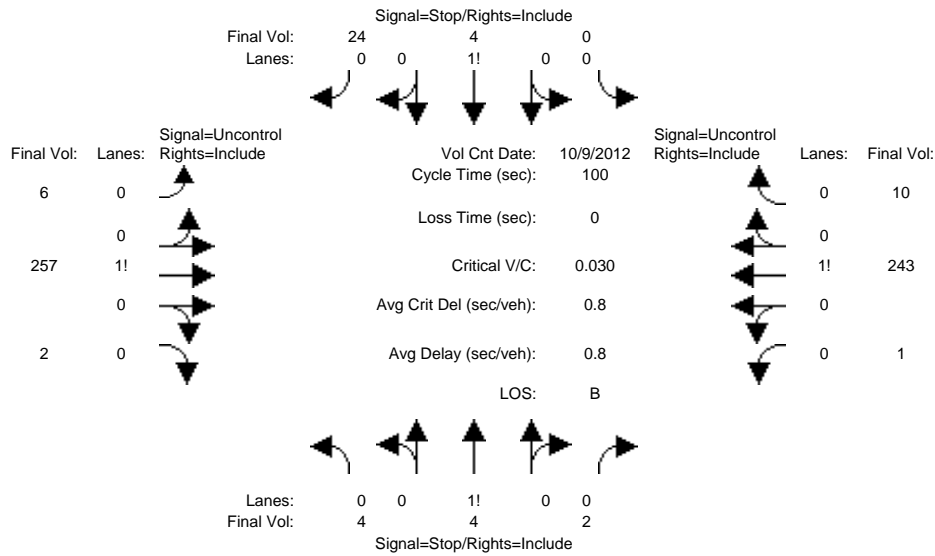


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module, providing detailed traffic analysis data.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #716 Int 3: Garwood Wy & Glenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	2	2		1		0		1		6	5	237		2		1	224		9	
ApproachDel:	12.4				10.1				xxxxxxx				xxxxxxx							

-----  
 Approach[northbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=5]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=490]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

-----  
 Approach[southbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=7]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=490]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #716 Int 3: Garwood Wy & Glenwood Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	2	2		1		0		1		6	5	237		2		1	224		9	

-----  
 Major Street Volume: 478  
 Minor Approach Volume: 7  
 Minor Approach Volume Threshold: 416  
 -----

SIGNAL WARRANT DISCLAIMER

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

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## Appendix C

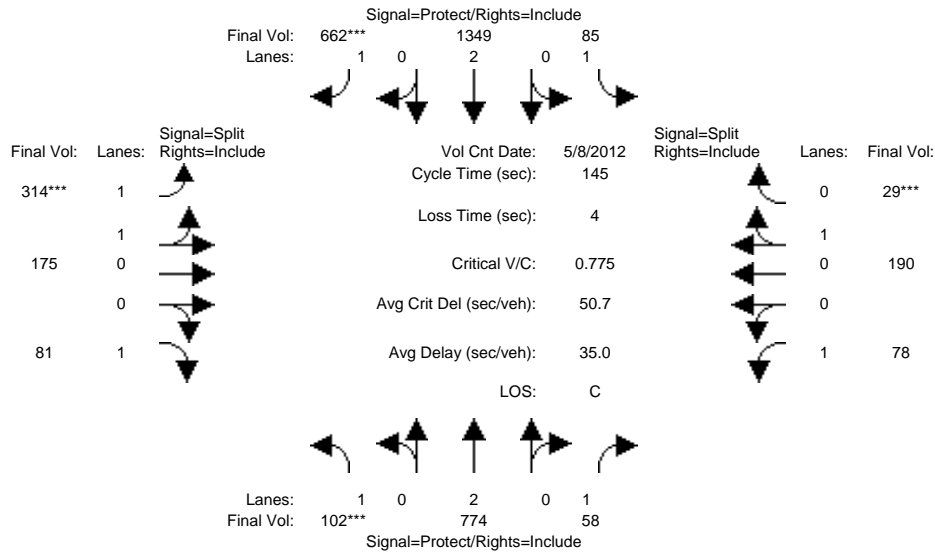
- LOS Calculation Sheets: Near Term plus Project Traffic  
Conditions



TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
 2014 Near Term Plus Project Conditions  
 AM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 2014\_Plus MRI Proj\_AM

Intersection #25: Int 1: El Camino Real & Valparaiso/Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	3.5	4.2	4.2	3.5	4.2	4.2	3.5	3.5	3.5	3.5	4.3	3.5

Volume Module:	>>	Count	Date:	8 May 2012	<<	8:00AM - 9:00AM						
Base Vol:	95	706	29	79	1250	623	285	146	74	55	169	15
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	97	720	30	81	1275	636	291	149	75	56	172	15
Added Vol:	2	31	27	2	33	7	14	21	3	20	12	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	751	57	83	1308	643	305	170	78	76	184	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:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	102	774	58	85	1349	662	314	175	81	78	190	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	774	58	85	1349	662	314	175	81	78	190	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	102	774	58	85	1349	662	314	175	81	78	190	29

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.81	0.93	0.93	0.79	0.95	0.95	0.81	0.93	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.28	0.72	1.00	1.00	0.87	0.13
Final Sat.:	1769	3538	1544	1769	3538	1506	2317	1292	1542	1769	1581	243

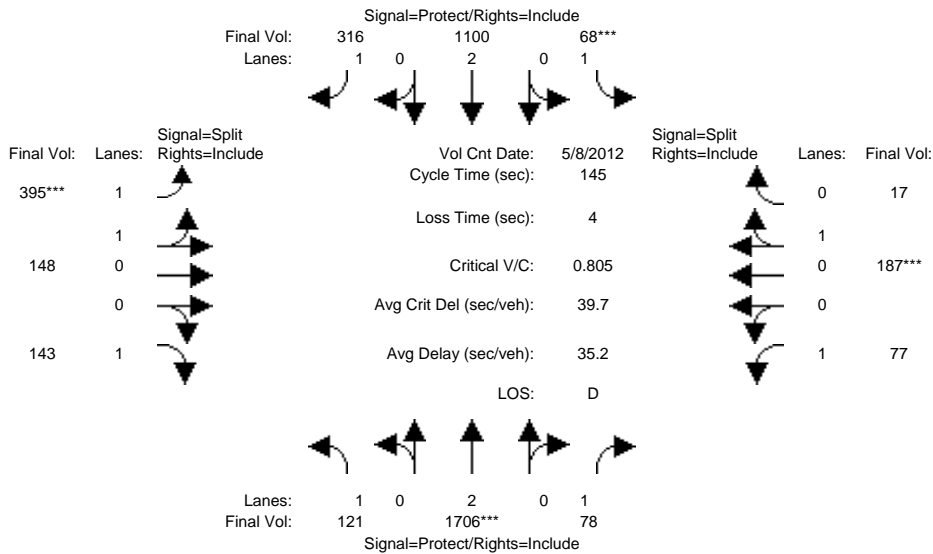
Capacity Analysis Module:	Vol/Sat:	0.06	0.22	0.04	0.05	0.38	0.44	0.14	0.14	0.05	0.04	0.12	0.12
Crit Moves:	****						****	****					****
Green Time:	10.8	76.3	76.3	16.8	82.3	82.3	25.4	25.4	25.4	22.5	22.5	22.5	
Volume/Cap:	0.77	0.42	0.07	0.42	0.67	0.77	0.77	0.77	0.30	0.29	0.77	0.77	
Delay/Veh:	90.3	21.0	16.9	60.9	22.8	28.6	63.0	63.0	52.7	54.7	71.3	71.3	
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:	90.3	21.0	16.9	60.9	22.8	28.6	63.0	63.0	52.7	54.7	71.3	71.3	
LOS by Move:	F	C	B	E	C	C	E	E	D	D	E	E	
HCM2k95thQ:	12	20	3	8	37	39	19	19	6	6	20	20	

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

TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
 2014 Near Term Plus Project Conditions  
 AM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 2014\_Plus MRI Proj\_PM

Intersection #25: Int 1: El Camino Real & Valparaiso/Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	3.5	4.2	4.2	3.5	4.2	4.2	3.5	3.5	3.5	3.5	4.3	3.5
Volume Module: >> Count Date: 8 May 2012 << 5:00PM - 6:00PM												
Base Vol:	97	1490	46	59	939	274	353	129	118	45	158	27
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	99	1520	47	60	958	280	360	132	120	46	161	28
Added Vol:	12	50	25	2	54	11	3	5	11	25	11	-12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1570	72	62	1012	291	363	137	131	71	172	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	121	1706	78	68	1100	316	395	148	143	77	187	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	1706	78	68	1100	316	395	148	143	77	187	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	1706	78	68	1100	316	395	148	143	77	187	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.78	0.93	0.93	0.81	0.95	0.95	0.82	0.93	0.97	0.97
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.45	0.55	1.00	1.00	0.92	0.08
Final Sat.:	1769	3538	1488	1769	3538	1540	2611	982	1549	1769	1687	152
Capacity Analysis Module:												
Vol/Sat:	0.07	0.48	0.05	0.04	0.31	0.21	0.15	0.15	0.09	0.04	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.9	86.9	86.9	6.9	76.9	76.9	27.2	27.2	27.2	20.0	20.0	20.0
Volume/Cap:	0.59	0.80	0.09	0.80	0.59	0.39	0.80	0.80	0.49	0.32	0.80	0.80
Delay/Veh:	65.1	24.8	12.3	109.7	23.7	20.4	63.3	63.3	54.0	57.1	77.5	77.5
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	24.8	12.3	109.7	23.7	20.4	63.3	63.3	54.0	57.1	77.5	77.5
LOS by Move:	E	C	B	F	C	C	E	E	D	E	E	E
HCM2k95thQ:	11	51	3	9	30	15	21	21	11	7	20	20

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

TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2014 Near Term Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2014\_Plus MRI Proj\_AM

Intersection #309: Int 2: San Antonio Ave & Greenwood Ave

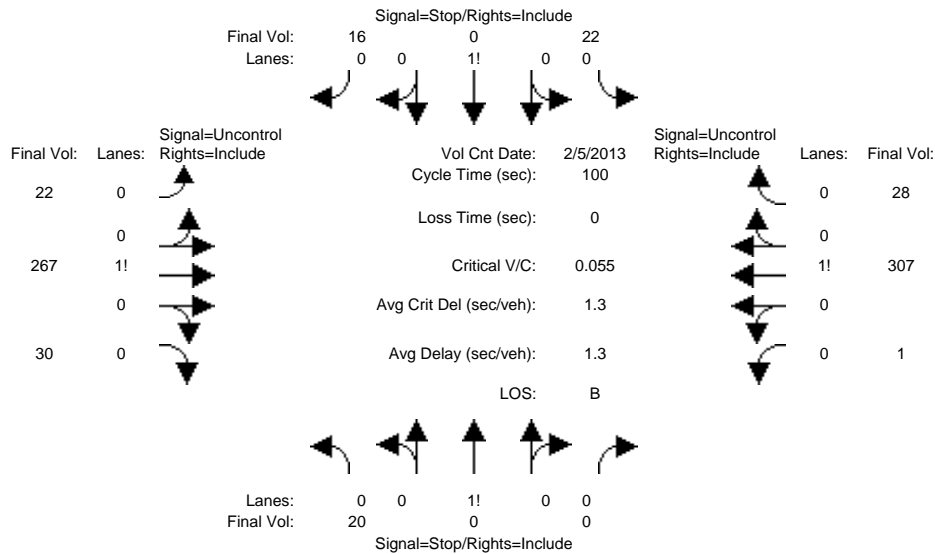


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module, providing detailed traffic analysis data.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #309 Int 2: San Antonio Ave & Gleenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	20 0 0	22 0 16	22 267 30	1 307 28
ApproachDel:	14.6	12.5	xxxxxx	xxxxxx

-----  
 Approach[northbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=20]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=713]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

-----  
 Approach[southbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=39]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=713]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #309 Int 2: San Antonio Ave & Gleenwood Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	20 0 0	22 0 16	22 267 30	1 307 28

-----  
 Major Street Volume: 654  
 Minor Approach Volume: 39  
 Minor Approach Volume Threshold: 332  
 -----

SIGNAL WARRANT DISCLAIMER

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

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2014 Near Term Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2014\_Plus MRI Proj\_PM

Intersection #309: Int 2: San Antonio Ave & Greenwood Ave

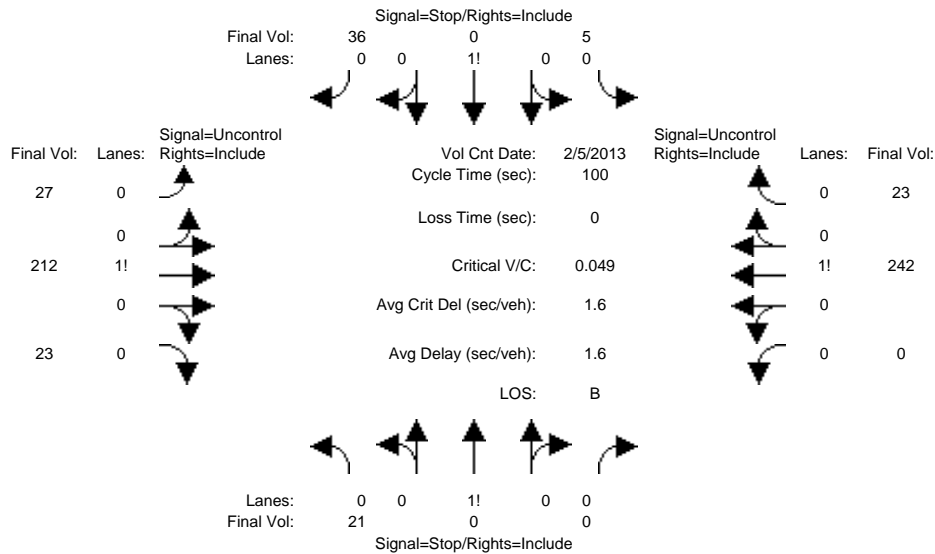


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Data includes counts, delays, and LOS values.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #309 Int 2: San Antonio Ave & Greenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met
\*\*\*\*\*

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 0 1 0
Initial Vol:	21 0 0	5 0 36	27 212 23	0 242 23
ApproachDel:	13.8	10.2	xxxxxx	xxxxxx

-----  
 Approach[northbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=21]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=590]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

-----  
 Approach[southbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=41]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=590]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #309 Int 2: San Antonio Ave & Gleenwood Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 0 1 0
Initial Vol:	21 0 0	5 0 36	27 212 23	0 242 23

-----  
 Major Street Volume: 528  
 Minor Approach Volume: 41  
 Minor Approach Volume Threshold: 390  
 -----

SIGNAL WARRANT DISCLAIMER

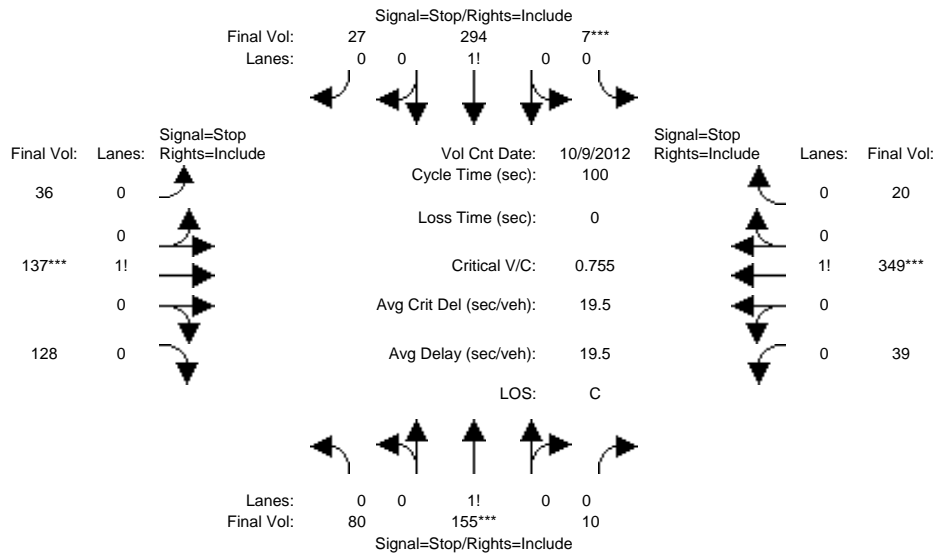
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
2014 Near Term Plus Project Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
2014\_Plus MRI Proj\_AM

Intersection #506: Int 4: 4-Way Stop: Laurel St & Glenwood Ave



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:	>> Count Date: 9 Oct 2012 << 7:30 AM - 8:30 AM											
Base Vol:	54	102	3	6	241	22	30	105	107	25	205	13
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	55	104	3	6	246	22	31	107	109	26	209	13
Added Vol:	0	3	4	0	1	0	0	9	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	107	7	6	247	22	31	116	109	26	230	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:	0.69	0.69	0.69	0.84	0.84	0.84	0.85	0.85	0.85	0.66	0.66	0.66
PHF Volume:	80	155	10	7	294	27	36	137	128	39	349	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	155	10	7	294	27	36	137	128	39	349	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:	80	155	10	7	294	27	36	137	128	39	349	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:	0.33	0.63	0.04	0.02	0.90	0.08	0.12	0.45	0.43	0.09	0.86	0.05
Final Sat.:	152	296	20	11	454	41	61	233	219	51	462	27

Capacity Analysis Module:	Vol/Sat: 0.52 0.52 0.52 0.65 0.65 0.65 0.59 0.59 0.59 0.75 0.75 0.75											
Crit Moves:	****			****			****			****		
Delay/Veh:	15.8	15.8	15.8	19.1	19.1	19.1	16.6	16.6	16.6	24.3	24.3	24.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.8	15.8	15.8	19.1	19.1	19.1	16.6	16.6	16.6	24.3	24.3	24.3
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
ApproachDel:	15.8			19.1			16.6			24.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.8			19.1			16.6			24.3		
LOS by Appr:	C			C			C			C		
AllWayAvgQ:	0.8	0.8	0.8	1.3	1.3	1.3	1.0	1.0	1.0	2.2	2.2	2.2

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #506 Int 4: 4-Way Stop: Laurel St & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	55 107 7	6 247 22	31 116 109	26 230 13
Major Street Volume:	525			
Minor Approach Volume:	275			
Minor Approach Volume Threshold:	391			

## SIGNAL WARRANT DISCLAIMER

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

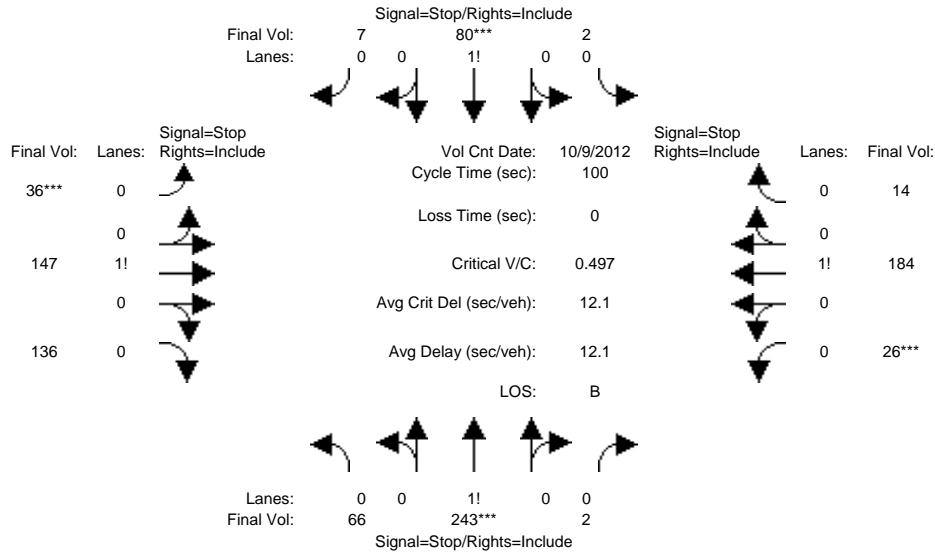
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.



TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
2014 Near Term Plus Project Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
2014\_Plus MRI Proj\_PM

Intersection #506: Int 4: 4-Way Stop: Laurel St & Glenwood Ave



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:	>> Count Date: 9 Oct 2012 << 5:00 PM - 6:00 PM											
Base Vol:	58	213	2	2	71	6	25	102	95	18	166	12
Growth Adj:	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02	1.02
Initial Bse:	59	217	2	2	72	6	26	104	97	18	169	12
Added Vol:	0	1	0	0	2	0	0	0	0	4	-13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	218	2	2	74	6	26	104	97	22	156	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:	0.90	0.90	0.90	0.93	0.93	0.93	0.71	0.71	0.71	0.85	0.85	0.85
PHF Volume:	66	243	2	2	80	7	36	147	136	26	184	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	243	2	2	80	7	36	147	136	26	184	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:	66	243	2	2	80	7	36	147	136	26	184	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:	0.21	0.78	0.01	0.02	0.91	0.07	0.11	0.46	0.43	0.12	0.82	0.06
Final Sat.:	132	488	5	14	498	41	75	308	287	73	507	40

Capacity Analysis Module:	Vol/Sat: 0.50 0.50 0.50 0.16 0.16 0.16 0.48 0.48 0.48 0.36 0.36 0.36											
Crit Moves:	****			****			****			****		
Delay/Veh:	13.2	13.2	13.2	9.7	9.7	9.7	12.2	12.2	12.2	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:	13.2	13.2	13.2	9.7	9.7	9.7	12.2	12.2	12.2	11.2	11.2	11.2
LOS by Move:	B	B	B	A	A	A	B	B	B	B	B	B
ApproachDel:	13.2			9.7			12.2			11.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.2			9.7			12.2			11.2		
LOS by Appr:	B			A			B			B		
AllWayAvgQ:	0.8	0.8	0.8	0.1	0.1	0.1	0.8	0.8	0.8	0.5	0.5	0.5

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #506 Int 4: 4-Way Stop: Laurel St & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	59 218 2	2 74 6	26 104 97	22 156 12
Major Street Volume:	417			
Minor Approach Volume:	279			
Minor Approach Volume Threshold:	452			

SIGNAL WARRANT DISCLAIMER

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

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

TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2014 Near Term Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2014\_Plus MRI Proj\_AM

Intersection #514: Int 5: Unsig:Middlefield Rd & Glenwood Ave

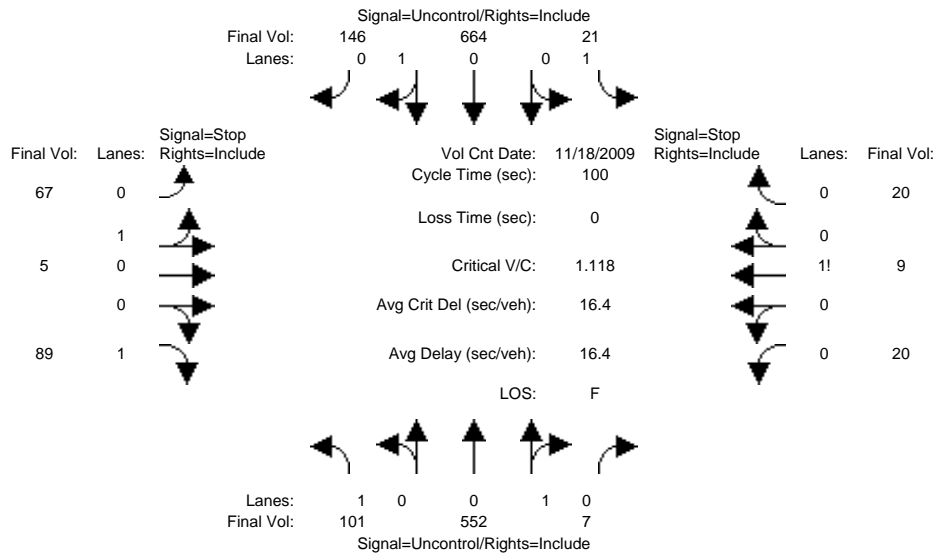


Table with columns for Approach (North Bound, South Bound, East Bound, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	101 552 7	21 664 146	67 5 89	20 9 20
ApproachDel:	xxxxxx	xxxxxx	136.8	93.0

```

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=6.1]
    SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=161]
    SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1702]
    SUCCEED - Total volume greater than or equal to 800 for intersection
    with four or more approaches.

```

```

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
    FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
    FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1702]
    SUCCEED - Total volume greater than or equal to 800 for intersection
    with four or more approaches.

```

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

```

*****
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave
*****
Future Volume Alternative: Peak Hour Warrant NOT Met

```

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	101 552 7	21 664 146	67 5 89	20 9 20

```

Major Street Volume:          1491
Minor Approach Volume:       161
Minor Approach Volume Threshold: 202

```

SIGNAL WARRANT DISCLAIMER

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

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2014 Near Term Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2014\_Plus MRI Proj\_PM

Intersection #514: Int 5: Unsig:Middlefield Rd & Glenwood Ave

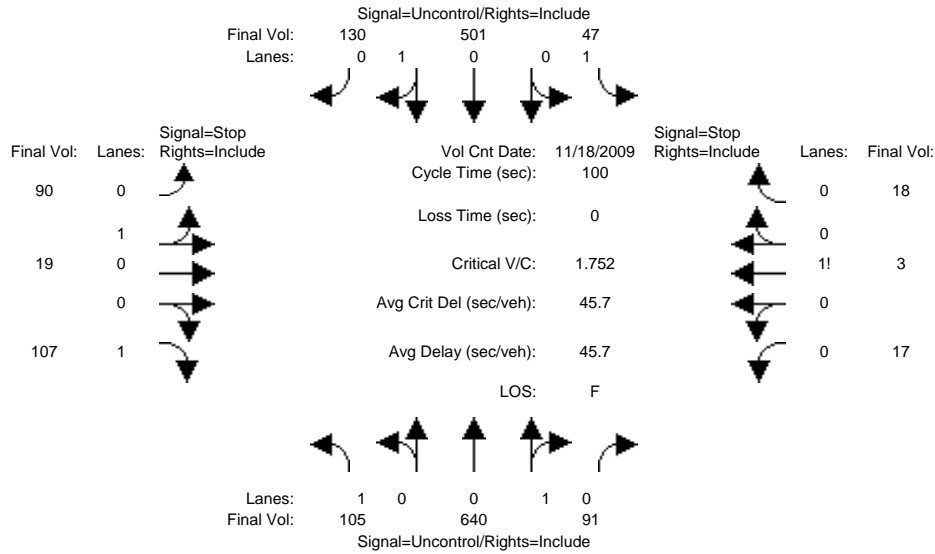


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Data includes counts, delays, and LOS values.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	105 640 91	47 501 130	90 19 107	17 3 18
ApproachDel:	xxxxxx	xxxxxx	340.6	148.7

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=20.5]  
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=216]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1769]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=1.6]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=39]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=1769]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	105 640 91	47 501 130	90 19 107	17 3 18

Major Street Volume: 1514  
Minor Approach Volume: 216  
Minor Approach Volume Threshold: 196

SIGNAL WARRANT DISCLAIMER

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

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

TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2014 Near Term Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2014\_Plus MRI Proj\_AM

Intersection #716: Int 3: Garwood Wy & Glenwood Ave

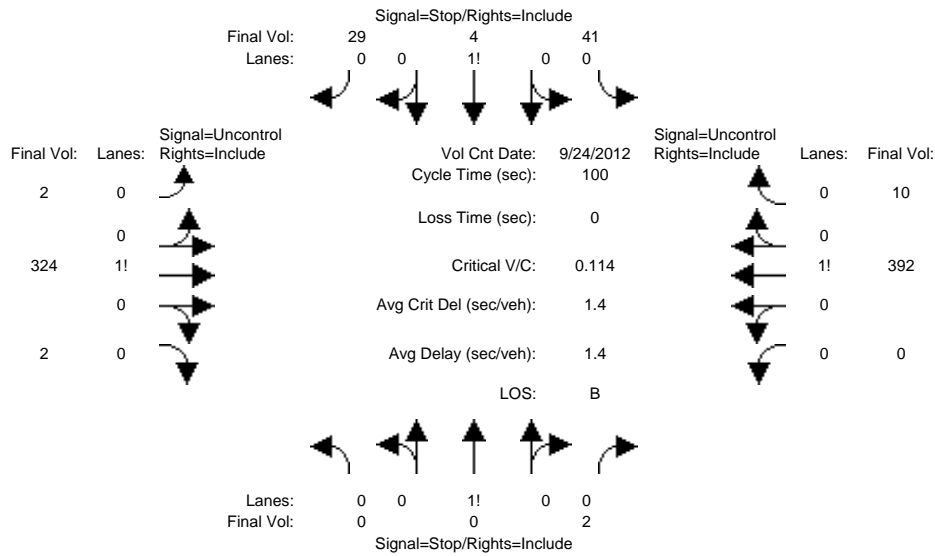


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level of Service Module, providing detailed traffic performance metrics.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #716 Int 3: Garwood Wy & Glenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 1! 0 0	0 0 1! 0 0	0 0 0 1 0
Initial Vol:	0 0 2	20 2 14	2 278 2	0 0 306 8
ApproachDel:	10.0	14.7	xxxxxx	xxxxxx

-----|-----|-----|-----|-----|  
 Approach[northbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=2]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=635]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

-----|-----|-----|-----|-----|  
 Approach[southbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=37]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=635]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #716 Int 3: Garwood Wy & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 1! 0 0	0 0 1! 0 0	0 0 0 1 0
Initial Vol:	0 0 2	20 2 14	2 278 2	0 306 8

Major Street Volume: 596  
 Minor Approach Volume: 37  
 Minor Approach Volume Threshold: 357

SIGNAL WARRANT DISCLAIMER

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

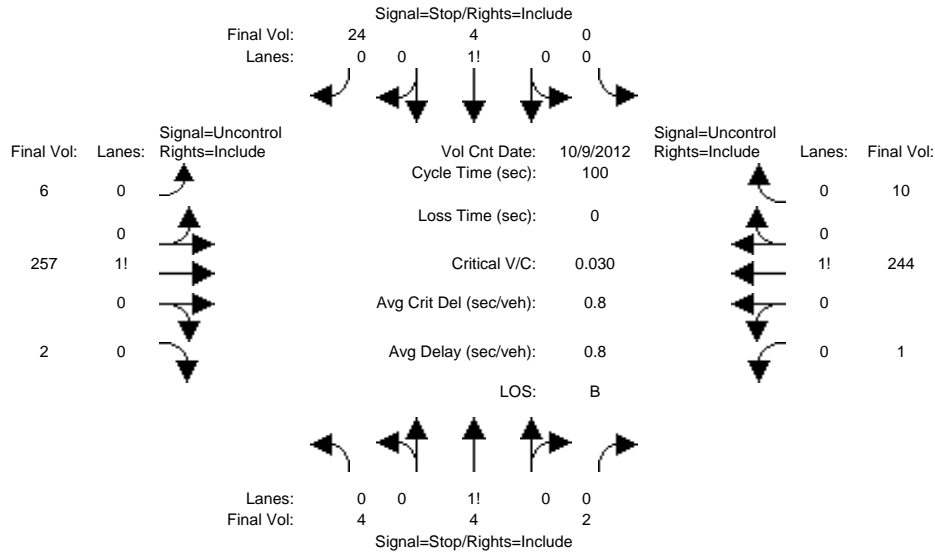
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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2014 Near Term Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2014\_Plus MRI Proj\_PM

Intersection #716: Int 3: Garwood Wy & Glenwood Ave



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, Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Final Volume. Rows represent different traffic movements and approaches.

Table for Critical Gap Module showing Critical Gp and FollowUpTim values for various movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for different movements.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*

Intersection #716 Int 3: Garwood Wy & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

-----

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	2	2		1		0		1		6	5	237		2		1	225		9	
ApproachDel:	12.4				10.1				xxxxxx				xxxxxx							

-----  
 Approach[northbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=5]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=491]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

-----  
 Approach[southbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=7]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=491]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #716 Int 3: Garwood Wy & Glenwood Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	2	2		1		0		1		6	5	237		2		1	225		9	

-----  
 Major Street Volume: 479  
 Minor Approach Volume: 7  
 Minor Approach Volume Threshold: 416  
 -----

SIGNAL WARRANT DISCLAIMER

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

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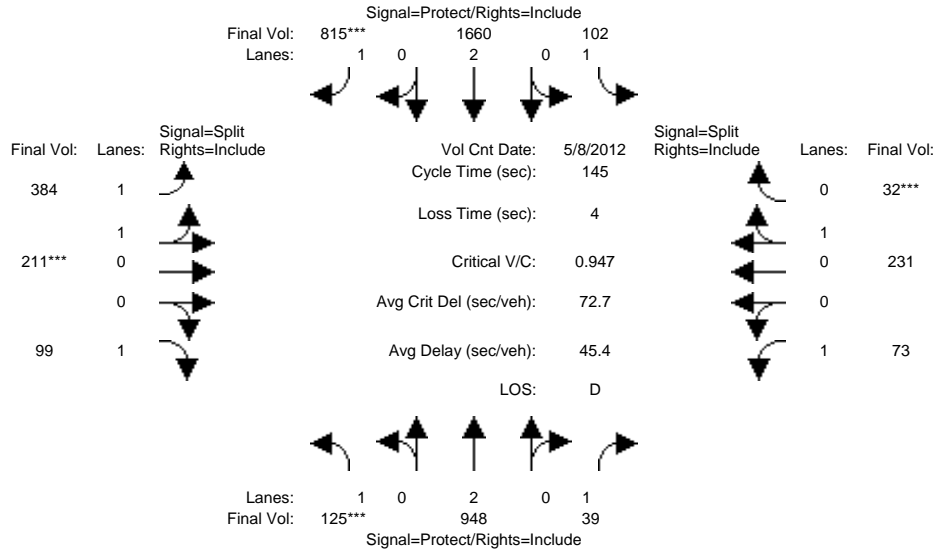
## Appendix D

### - LOS Calculation Sheets: Cumulative Traffic Condition

TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
 2035 Long Term Conditions  
 AM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Long Term\_2035\_AM

Intersection #25: Int 1: El Camino Real & Valparaiso/Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	3.5	4.2	4.2	3.5	4.2	4.2	3.5	3.5	3.5	3.5	4.3	3.5

Volume Module:	>>	Count	Date:	8 May 2012	<<	8:00AM - 9:00AM
Base Vol:	95	706	29	79	1250	623
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	119	888	36	99	1572	783
Added Vol:	2	32	1	0	39	7
PasserByVol:	0	0	0	0	0	0
Initial Fut:	121	920	37	99	1611	790
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	125	948	39	102	1660	815
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	125	948	39	102	1660	815
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:	125	948	39	102	1660	815

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.81	0.93	0.93	0.79	0.95	0.95	0.81	0.93	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.29	0.71	1.00	1.00	0.88	0.12
Final Sat.:	1769	3538	1544	1769	3538	1506	2329	1280	1542	1769	1607	221

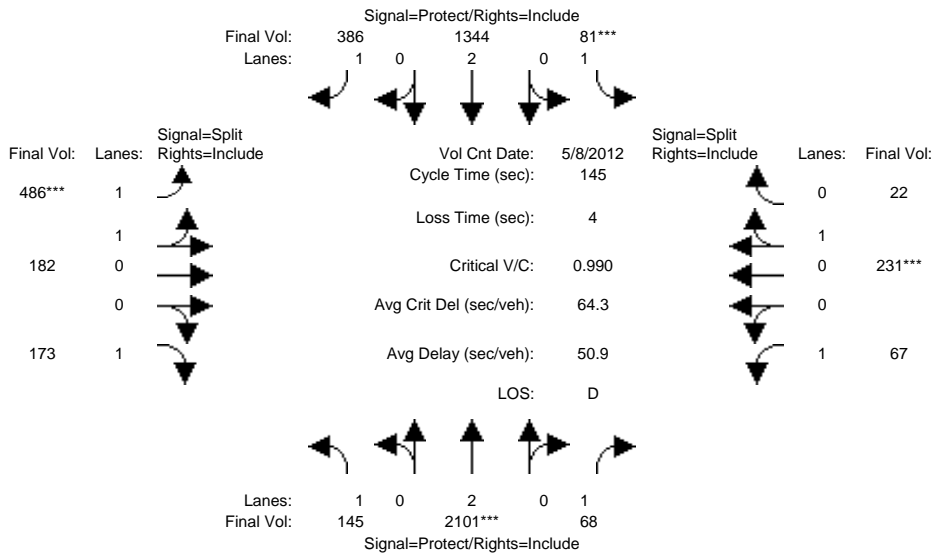
Capacity Analysis Module:	Vol/Sat:	0.07	0.27	0.03	0.06	0.47	0.54	0.16	0.16	0.06	0.04	0.14	0.14
Crit Moves:	****						****	****					****
Green/Cycle:	0.07	0.53	0.53	0.11	0.57	0.57	0.17	0.17	0.17	0.15	0.15	0.15	
Volume/Cap:	0.95	0.50	0.05	0.50	0.82	0.95	0.95	0.95	0.37	0.27	0.95	0.95	
Delay/Veh:	128.5	22.0	16.4	62.3	27.9	47.9	82.7	82.7	53.7	54.9	100	100.5	
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:	128.5	22.0	16.4	62.3	27.9	47.9	82.7	82.7	53.7	54.9	100	100.5	
LOS by Move:	F	C	B	E	C	D	F	F	D	D	F	F	
HCM2k95thQ:	16	25	2	9	52	60	25	25	7	6	27	27	

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

TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
 2035 Long Term Conditions  
 AM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Long Term\_2035\_PM

Intersection #25: Int 1: El Camino Real & Valparaiso/Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	3.5	4.2	4.2	3.5	4.2	4.2	3.5	3.5	3.5	3.5	4.3	3.5

Volume Module:	>>	Count	Date:	8 May 2012	<<	5:00PM - 6:00PM						
Base Vol:	97	1490	46	59	939	274	353	129	118	45	158	27
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	122	1873	58	74	1181	344	444	162	148	57	199	34
Added Vol:	11	60	5	0	56	11	3	5	11	5	14	-14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1933	63	74	1237	355	447	167	159	62	213	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	145	2101	68	81	1344	386	486	182	173	67	231	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	2101	68	81	1344	386	486	182	173	67	231	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:	145	2101	68	81	1344	386	486	182	173	67	231	22

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.78	0.93	0.93	0.81	0.95	0.95	0.82	0.93	0.97	0.96
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.46	0.54	1.00	1.00	0.91	0.09
Final Sat.:	1769	3538	1488	1769	3538	1540	2615	979	1549	1769	1680	158

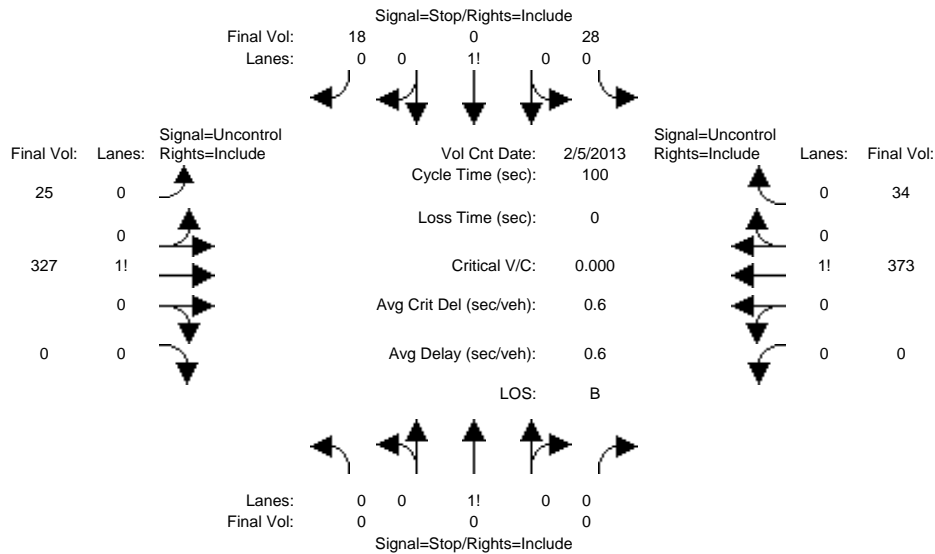
Capacity Analysis Module:	Vol/Sat:	0.08	0.59	0.05	0.05	0.38	0.25	0.19	0.19	0.11	0.04	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.11	0.60	0.60	0.05	0.53	0.53	0.19	0.19	0.19	0.14	0.14	0.14	
Volume/Cap:	0.71	0.99	0.08	0.99	0.71	0.47	0.99	0.99	0.60	0.27	0.99	0.99	
Delay/Veh:	73.4	45.8	12.2	165.4	27.0	21.7	90.8	90.8	57.2	56.5	116	115.8	
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:	73.4	45.8	12.2	165.4	27.0	21.7	90.8	90.8	57.2	56.5	116	115.8	
LOS by Move:	E	D	B	F	C	C	F	F	E	E	F	F	
HCM2k95thQ:	14	84	3	12	40	19	29	29	13	6	27	27	

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

TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
2035 Long Term Conditions  
AM Peak Hour

Level Of Service Computation Report  
1994 HCM Unsignalized (Future Volume Alternative)  
Long Term\_2035\_AM

Intersection #309: Int 2: San Antonio Ave & Greenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 5 Feb 2013 << 7:30 AM - 8:30 AM	0	0	0	22	0	11	9	254	0	0	280	27
Base Vol:	0	0	0	22	0	11	9	254	0	0	280	27
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	0	0	0	28	0	14	11	319	0	0	352	34
Added Vol:	0	0	0	0	0	4	14	8	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	28	0	18	25	327	0	0	373	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	0	0	28	0	18	25	327	0	0	373	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	28	0	18	25	327	0	0	373	34
Adjusted Volume Module:	0%			0%			0%			0%		
Grade:	0%			0%			0%			0%		
% Cycle/Cars:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
% Truck/Comb:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
PCE Adj:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	1.00	1.00	1.10	1.00	1.00
Cycl/Car PCE:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Trck/Cmb PCE:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Adj Vol.:	0	0	0	30	0	20	28	327	0	0	373	34
Critical Gap Module:												
MoveUp Time:	xxxxx	xxxx	xxxxx	3.4	xxxx	2.6	2.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Critical Gp:	xxxxxx	xxxx	xxxxxx	6.5	xxxx	5.5	5.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	743	xxxx	390	407	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	393	xxxx	878	1097	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Adj Cap:	xxxx	xxxx	xxxxxx	0.97	xxxx	1.00	1.00	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	381	xxxx	878	1097	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Level Of Service Module:												
Control Del:	xxxxx	xxxx	xxxxxx	10.2	xxxx	4.2	3.4	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	490	xxxxxx	1097	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	8.1	xxxxxx	4.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx	8.1			0.3			0.0				

Peak Hour Delay Signal Warrant Report

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Intersection #309 Int 2: San Antonio Ave & Gleenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Adj Vol.:	0	0	0	0	0	30	0	20	0	0	28	327	0	0	0	0	373	34	0	0
ApproachDel:	xxxxxx				8.1				0.3				0.0							

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

Signal Warrant Rule #1: [vehicle-hours=0.1]

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

Signal Warrant Rule #2: [approach volume=50]

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

Signal Warrant Rule #3: [approach count=3][total volume=812]

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

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #309 Int 2: San Antonio Ave & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Adj Vol.:	0	0	0	0	0	30	0	20	0	0	28	327	0	0	0	0	373	34	0	0

Major Street Volume: 762

Minor Approach Volume: 50

Minor Approach Volume Threshold: 292

SIGNAL WARRANT DISCLAIMER

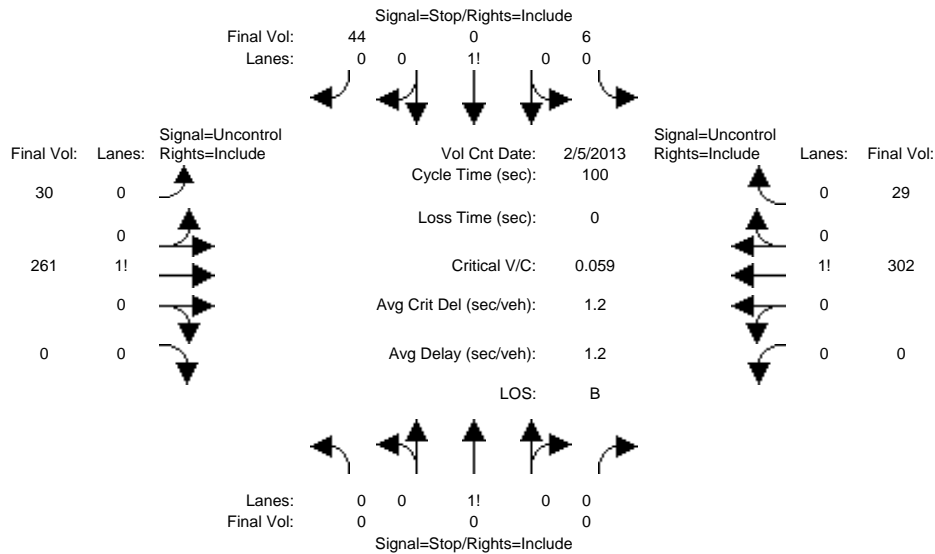
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TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
2035 Long Term Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Long Term\_2035\_PM

Intersection #309: Int 2: San Antonio Ave & Greenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 5 Feb 2013 << 16:45 - 17:45												
Base Vol:	0	0	0	5	0	19	16	208	0	0	251	23
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	0	0	0	6	0	24	20	261	0	0	316	29
Added Vol:	0	0	0	0	0	20	10	0	0	0	-14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	44	30	261	0	0	302	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	6	0	44	30	261	0	0	302	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	6	0	44	30	261	0	0	302	29
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	624	616	261	601	601	266	281	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	384	392	782	448	400	746	1241	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	355	382	782	439	390	746	1241	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.06	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.0	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	0	xxxxxx	xxxx	686	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	10.7	xxxxxx	8.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	*	*	*
ApproachDel:	xxxxxx			10.7			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

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Intersection #309 Int 2: San Antonio Ave & Gleenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

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Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	6	0	0	44	0	30	261	0	0	0	0	302	29	0	0
ApproachDel:	xxxxxx				10.7				xxxxxx				xxxxxx							

```

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
    FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=50]
    FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=672]
    SUCCEED - Total volume greater than or equal to 650 for intersection
                with less than four approaches.
    
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 SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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 Intersection #309 Int 2: San Antonio Ave & Gleenwood Ave  
 \*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	6	0	0	44	0	30	261	0	0	0	0	302	29	0	0

Major Street Volume: 622  
 Minor Approach Volume: 50  
 Minor Approach Volume Threshold: 346

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 SIGNAL WARRANT DISCLAIMER

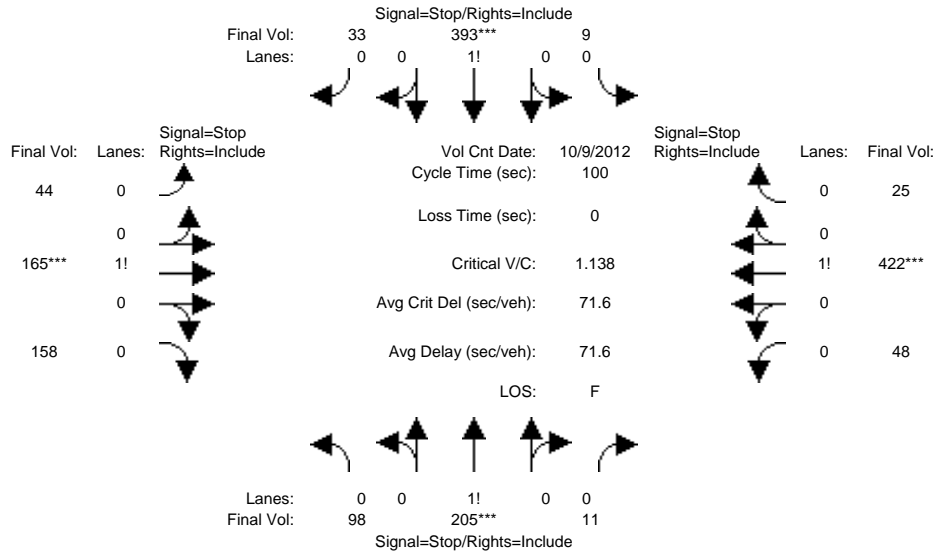
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TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
2035 Long Term Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
Long Term\_2035\_AM

Intersection #506: Int 4: 4-Way Stop: Laurel St & Glenwood Ave



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:	>> Count Date: 9 Oct 2012 << 7:30 AM - 8:30 AM											
Base Vol:	54	102	3	6	241	22	30	105	107	25	205	13
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	68	128	4	8	303	28	38	132	135	31	258	16
Added Vol:	0	13	4	0	27	0	0	8	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	141	8	8	330	28	38	140	135	31	279	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:	0.69	0.69	0.69	0.84	0.84	0.84	0.85	0.85	0.85	0.66	0.66	0.66
PHF Volume:	98	205	11	9	393	33	44	165	158	48	422	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	205	11	9	393	33	44	165	158	48	422	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:	98	205	11	9	393	33	44	165	158	48	422	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:	0.31	0.65	0.04	0.02	0.90	0.08	0.12	0.45	0.43	0.10	0.85	0.05
Final Sat.:	126	262	14	9	394	33	52	191	184	42	371	22

Capacity Analysis Module:	Vol/Sat: 0.78 0.78 0.78 1.00 1.00 1.00 0.86 0.86 0.86 1.14 1.14 1.14											
Crit Moves:	****			****			****			****		
Delay/Veh:	35.9	35.9	35.9	71.7	71.7	71.7	43.9	43.9	43.9	114.9	115	114.9
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:	35.9	35.9	35.9	71.7	71.7	71.7	43.9	43.9	43.9	114.9	115	114.9
LOS by Move:	E	E	E	F	F	F	E	E	E	F	F	F
ApproachDel:	35.9			71.7			43.9			114.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	35.9			71.7			43.9			114.9		
LOS by Appr:	E			F			E			F		
AllWayAvgQ:	2.7	2.7	2.7	7.3	7.3	7.3	3.9	3.9	3.9	12.5	12.5	12.5

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

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #506 Int 4: 4-Way Stop: Laurel St & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	68 141 8	8 330 28	38 140 135	31 279 16
Major Street Volume:	639			
Minor Approach Volume:	365			
Minor Approach Volume Threshold:	339			

SIGNAL WARRANT DISCLAIMER

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2035 Long Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Long Term\_2035\_PM

Intersection #506: Int 4: 4-Way Stop: Laurel St & Glenwood Ave

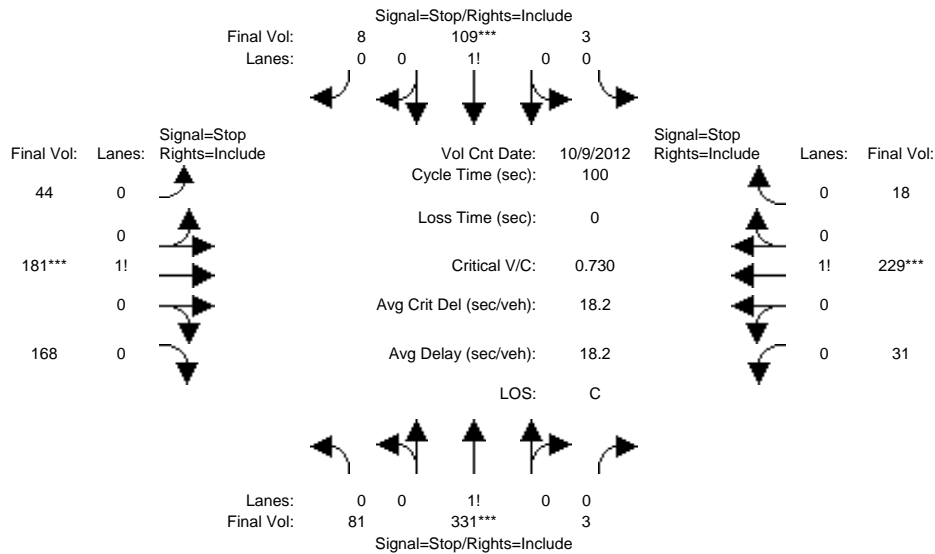


Table with 4 columns: Approach (North Bound, South Bound, East Bound, West Bound) and 3 rows: Movement (L, T, R), Min. Green, and Volume Module.

Volume Module data table showing counts, dates, and various adjustment factors (Growth Adj, PHF Adj, etc.) for each approach and movement.

Saturation Flow Module data table showing adjustment factors and saturation flow rates for each approach and movement.

Capacity Analysis Module data table showing volume per saturation, critical moves, delay per vehicle, and LOS by move for each approach.

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

Peak Hour Volume Signal Warrant Report [Urban]
Intersection #506 Int 4: 4-Way Stop: Laurel St & Glenwood Ave
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	73 298 3	3 101 8	31 128 119	27 195 15
Major Street Volume:	516			
Minor Approach Volume:	373			
Minor Approach Volume Threshold:	396			

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 SIGNAL WARRANT DISCLAIMER

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2035 Long Term Conditions
AM Peak Hour

Level Of Service Computation Report
1994 HCM Unsignalized (Future Volume Alternative)
Long Term\_2035\_AM

Intersection #514: Int 5: Unsig:Middlefield Rd & Glenwood Ave

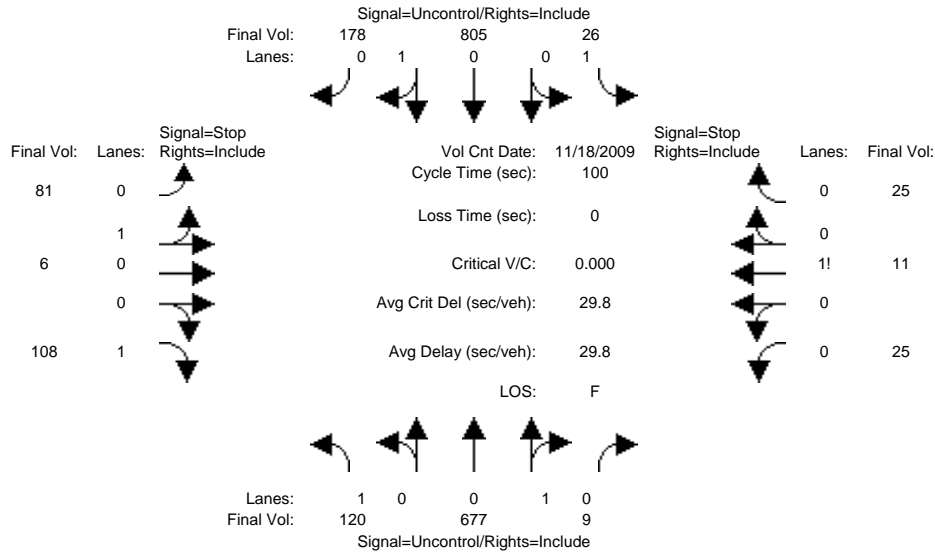


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module, Grade, PCE, Critical Gap Module, Capacity Module, and Level Of Service Module.

Peak Hour Delay Signal Warrant Report

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Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	1	0	0	0	1
Adj Vol.:	132	677	9	29	805	178	89	7	119	28	12	28
ApproachDel:	1.3			0.1			260.8			85.7		

Approach[eastbound][lanes=2][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=15.6]

SUCCEED - Vehicle-hours >= 5 for two or more lane approach.

Signal Warrant Rule #2: [approach volume=215]

SUCCEED - Approach volume >= 150 for two or more lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2112]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

Signal Warrant Rule #1: [vehicle-hours=1.6]

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

Signal Warrant Rule #2: [approach volume=68]

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

Signal Warrant Rule #3: [approach count=4][total volume=2112]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1	0	0	1	0	0	0	1	0	0	0	1
Adj Vol.:	132	677	9	29	805	178	89	7	119	28	12	28
Major Street Volume:	1829											
Minor Approach Volume:	215											
Minor Approach Volume Threshold:	114 [less than minimum of 150]											

SIGNAL WARRANT DISCLAIMER

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2035 Long Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Long Term\_2035\_PM

Intersection #514: Int 5: Unsig:Middlefield Rd & Glenwood Ave

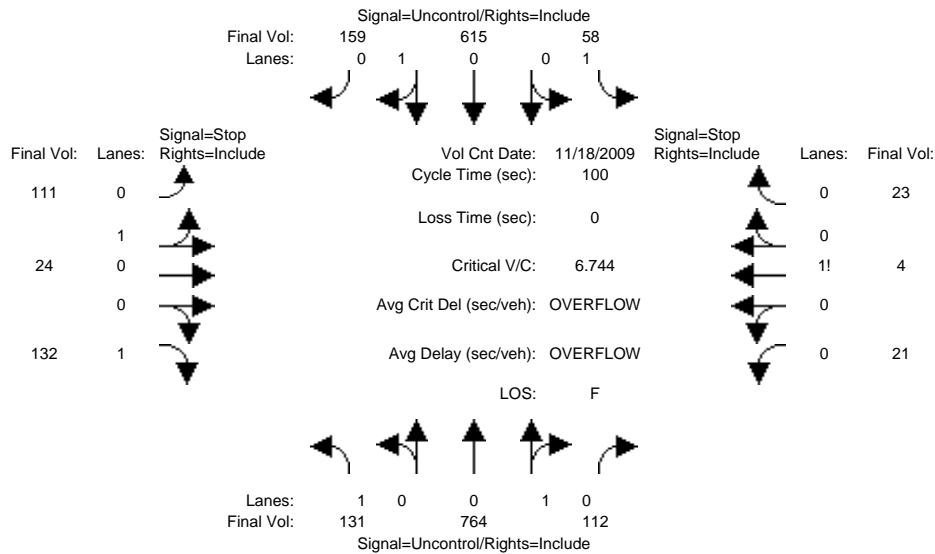


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Data includes counts, delays, and LOS values.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant Met



Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	131 764 112	58 615 159	111 24 132	21 4 23
ApproachDel:	xxxxxx	xxxxxx	+Inf	xxxxxx

Approach[eastbound][lanes=2][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]  
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.  
Signal Warrant Rule #2: [approach volume=267]  
SUCCEED - Approach volume >= 150 for two or more lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=2153]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]  
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=48]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=2153]  
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	131 764 112	58 615 159	111 24 132	21 4 23

Major Street Volume: 1839  
Minor Approach Volume: 267  
Minor Approach Volume Threshold: 112 [less than minimum of 150]

SIGNAL WARRANT DISCLAIMER

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2035 Long Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Long Term\_2035\_AM

Intersection #716: Int 3: Garwood Wy & Glenwood Ave

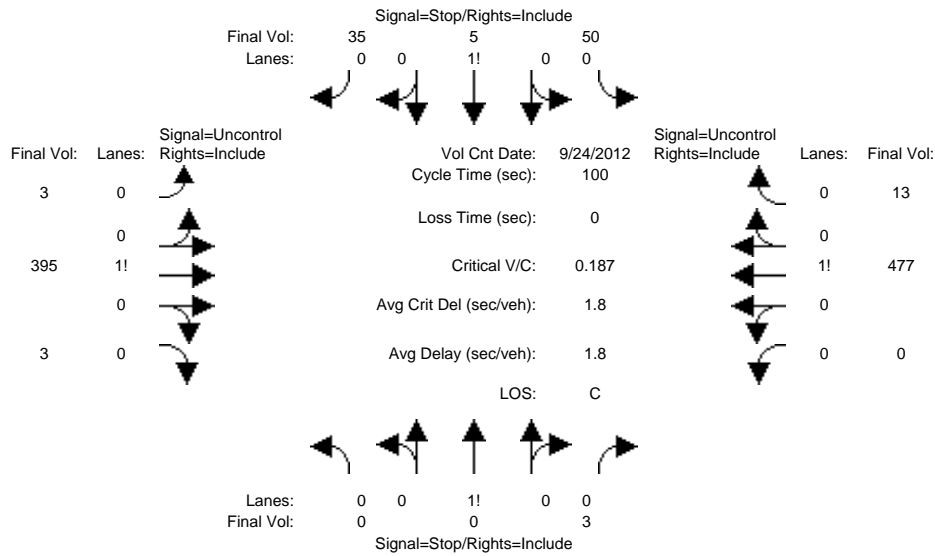


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module, providing detailed traffic analysis data.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #716 Int 3: Garwood Wy & Glenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 1! 0 0	0 0 1! 0 0	0 0 0 1 0
Initial Vol:	0 0 3	25 3 18	3 340 3	0 0 372 10
ApproachDel:	10.5	18.8	xxxxxx	xxxxxx

-----  
 Approach[northbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=3]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=775]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

-----  
 Approach[southbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.2]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=45]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=775]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #716 Int 3: Garwood Wy & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 1! 0 0	0 0 1! 0 0	0 0 0 1 0
Initial Vol:	0 0 3	25 3 18	3 340 3	0 372 10

-----  
 Major Street Volume: 727  
 Minor Approach Volume: 45  
 Minor Approach Volume Threshold: 305  
 -----

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2035 Long Term Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Long Term\_2035\_PM

Intersection #716: Int 3: Garwood Wy & Glenwood Ave

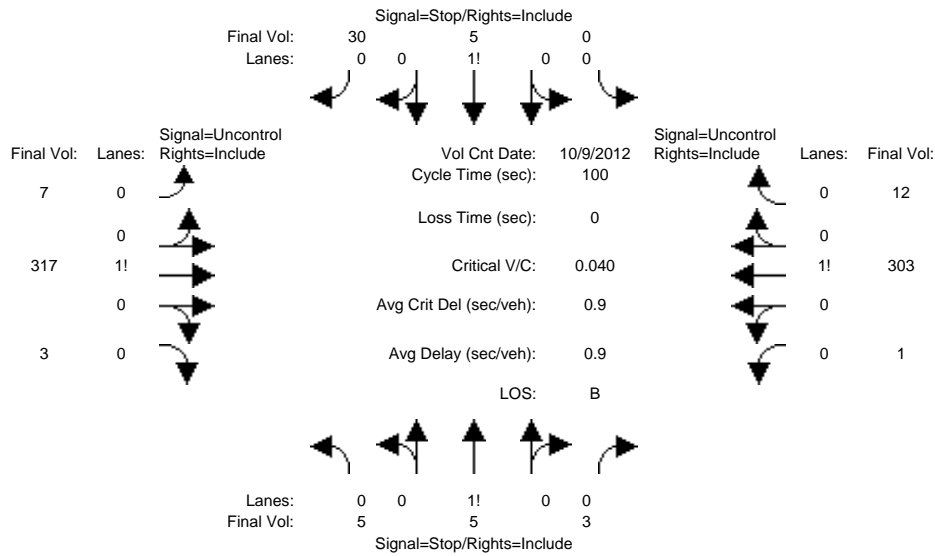


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Data includes counts, volumes, delays, and LOS values.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #716 Int 3: Garwood Wy & Glenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	3	3		1		0		1		8	6	292		3		1	279		11	
ApproachDel:	13.9				10.7				xxxxxx				xxxxxx							

```

-----|-----|-----|-----|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=607]
  FAIL - Total volume less than 650 for intersection
        with less than four approaches.
-----|-----|-----|-----|

```

```

-----|-----|-----|-----|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
  FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=9]
  FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=607]
  FAIL - Total volume less than 650 for intersection
        with less than four approaches.
-----|-----|-----|-----|

```

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

```

*****
Intersection #716 Int 3: Garwood Wy & Glenwood Ave
*****
Future Volume Alternative: Peak Hour Warrant NOT Met

```

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	3	3		1		0		1		8	6	292		3		1	279		11	

```

-----|-----|-----|-----|
Major Street Volume:          592
Minor Approach Volume:       9
Minor Approach Volume Threshold: 359
-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

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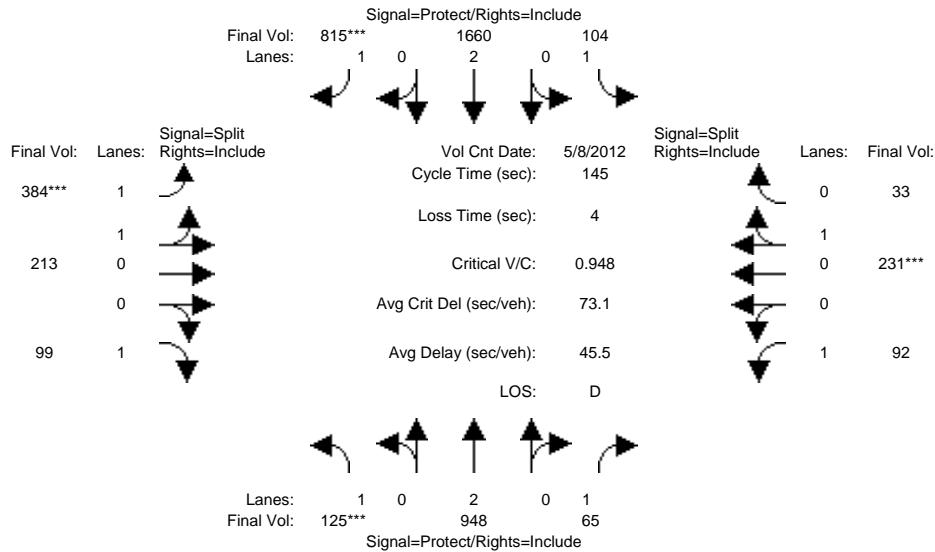
## Appendix E

- LOS Calculation Sheets: Cumulative plus Project Traffic Condition

TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
 2035 Long Term Plus Project Conditions  
 AM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 2035\_Plus MRI Proj\_AM

Intersection #25: Int 1: El Camino Real & Valparaiso/Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	3.5	4.2	4.2	3.5	4.2	4.2	3.5	3.5	3.5	3.5	4.3	3.5

Volume Module:	>>	Count	Date:	8 May 2012	<<	8:00AM - 9:00AM
Base Vol:	95	706	29	79	1250	623
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	119	888	36	99	1572	783
Added Vol:	2	32	27	2	39	7
PasserByVol:	0	0	0	0	0	0
Initial Fut:	121	920	63	101	1611	790
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	125	948	65	104	1660	815
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	125	948	65	104	1660	815
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:	125	948	65	104	1660	815

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.81	0.93	0.93	0.79	0.95	0.95	0.81	0.93	0.96	0.96
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.29	0.71	1.00	1.00	0.88	0.12
Final Sat.:	1769	3538	1544	1769	3538	1506	2321	1288	1542	1769	1599	227

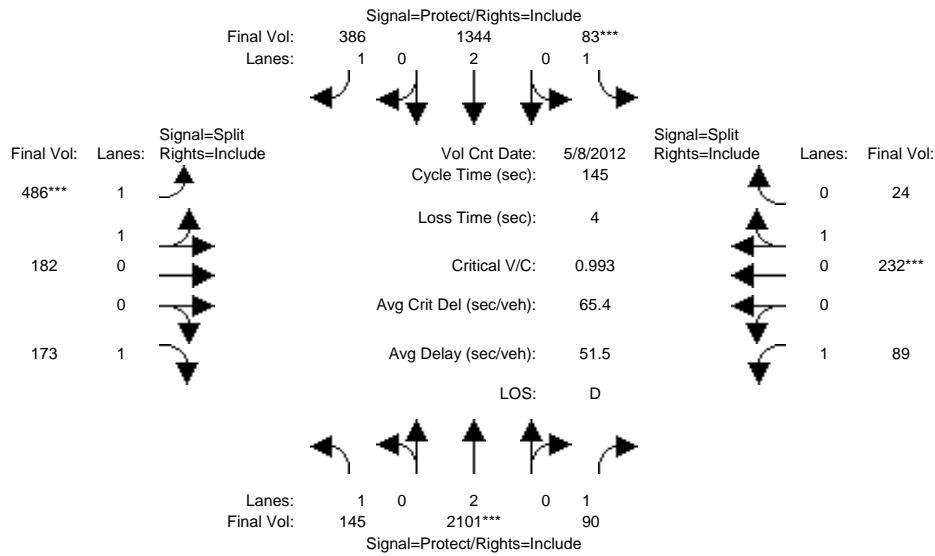
Capacity Analysis Module:	Vol/Sat:	0.07	0.27	0.04	0.06	0.47	0.54	0.17	0.17	0.06	0.05	0.14	0.14
Crit Moves:	****						****	****				****	
Green Time:	10.8	76.7	76.7	16.9	82.7	82.7	25.3	25.3	25.3	22.1	22.1	22.1	
Volume/Cap:	0.95	0.51	0.08	0.51	0.82	0.95	0.95	0.95	0.37	0.34	0.95	0.95	
Delay/Veh:	129.0	22.2	16.9	62.2	28.0	48.3	82.9	82.9	53.7	55.7	101	100.7	
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:	129.0	22.2	16.9	62.2	28.0	48.3	82.9	82.9	53.7	55.7	101	100.7	
LOS by Move:	F	C	B	E	C	D	F	F	D	E	F	F	
HCM2k95thQ:	16	25	3	10	52	60	25	25	7	8	27	27	

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

TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
 2035 Long Term Plus Project Conditions  
 AM Peak Hour

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 2035\_Plus MRI Proj\_PM

Intersection #25: Int 1: El Camino Real & Valparaiso/Glenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	3.5	4.2	4.2	3.5	4.2	4.2	3.5	3.5	3.5	3.5	4.3	3.5

Volume Module:	>>	Count	Date:	8 May 2012	<<	5:00PM - 6:00PM
Base Vol:	97	1490	46	59	939	274
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	122	1873	58	74	1181	344
Added Vol:	11	60	25	2	56	11
PasserByVol:	0	0	0	0	0	0
Initial Fut:	133	1933	83	76	1237	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	145	2101	90	83	1344	386
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	145	2101	90	83	1344	386
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:	145	2101	90	83	1344	386

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.93	0.93	0.78	0.93	0.93	0.81	0.95	0.95	0.82	0.93	0.97	
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.46	0.54	1.00	1.00	0.91	
Final Sat.:	1769	3538	1488	1769	3538	1540	2615	979	1549	1769	1664	

Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.08	0.59	0.06	0.05	0.38	0.25	0.19	0.19	0.11	0.05	0.14	
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	
Green Time:	16.6	86.7	86.7	6.8	77.0	77.0	27.1	27.1	27.1	20.4	20.4	
Volume/Cap:	0.72	0.99	0.10	0.99	0.72	0.47	0.99	0.99	0.60	0.36	0.99	
Delay/Veh:	73.5	46.8	12.5	165.3	27.1	21.7	91.8	91.8	57.4	57.3	116	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	73.5	46.8	12.5	165.3	27.1	21.7	91.8	91.8	57.4	57.3	116	
LOS by Move:	E	D	B	F	C	C	F	F	E	E	F	
HCM2k95thQ:	14	85	3	12	40	19	29	29	13	7	28	

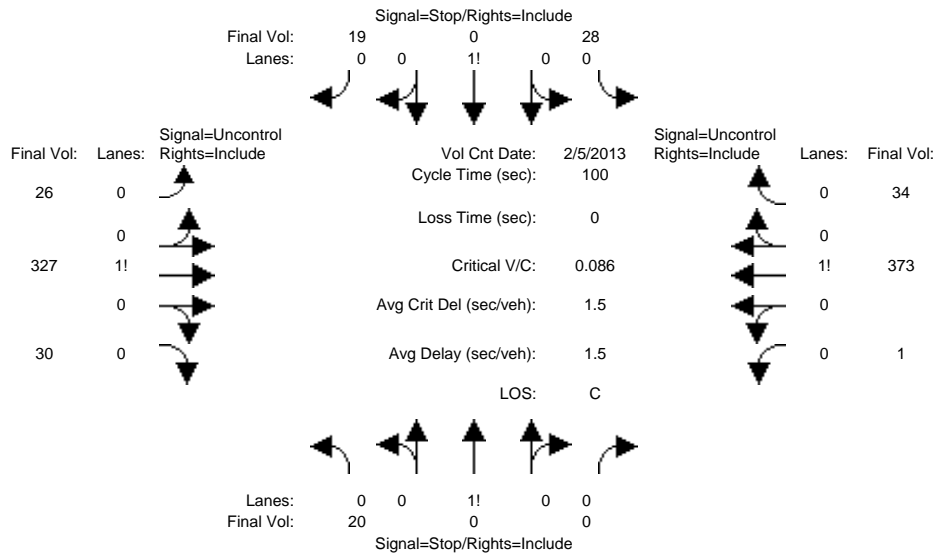
Note: Queue reported is the number of cars per lane.



TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
2035 Long Term Plus Project Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
2035\_Plus MRI Proj\_AM

Intersection #309: Int 2: San Antonio Ave & Greenwood Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 5 Feb 2013 << 7:30 AM - 8:30 AM												
Base Vol:	0	0	0	22	0	11	9	254	0	0	280	27
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	0	0	0	28	0	14	11	319	0	0	352	34
Added Vol:	20	0	0	0	0	5	15	8	30	1	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	0	28	0	19	26	327	30	1	373	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:	20	0	0	28	0	19	26	327	30	1	373	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	20	0	0	28	0	19	26	327	30	1	373	34
Critical Gap Module:												
Critical Gp:	7.1	xxxx	xxxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	xxxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	614	xxxx	xxxxxx	602	621	103	124	xxxx	xxxxxx	357	xxxx	xxxxxx
Potent Cap.:	323	xxxx	xxxxxx	329	322	761	1172	xxxx	xxxxxx	1213	xxxx	xxxxxx
Move Cap.:	309	xxxx	xxxxxx	323	315	761	1172	xxxx	xxxxxx	1213	xxxx	xxxxxx
Volume/Cap:	0.06	xxxx	xxxx	0.09	0.00	0.02	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	17.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	8.0	xxxx	xxxxxx
LOS by Move:	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	xxxxxx	xxxx	421	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	14.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	17.4			14.6			xxxxxxx			xxxxxxx		
ApproachLOS:	C			B			*			*		

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*  
Intersection #309 Int 2: San Antonio Ave & Greenwood Ave  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met  
-----|-----|-----|-----|-----|

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	20 0 0	28 0 19	26 327 30	1 373 34
ApproachDel:	17.4	14.6	xxxxxx	xxxxxx

-----|-----|-----|-----|-----|  
Approach[northbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.1]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=20]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=858]  
SUCCEED - Total volume greater than or equal to 800 for intersection  
with four or more approaches.

-----|-----|-----|-----|-----|  
Approach[southbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=46]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=858]  
SUCCEED - Total volume greater than or equal to 800 for intersection  
with four or more approaches.

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #309 Int 2: San Antonio Ave & Gleenwood Ave  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	20 0 0	28 0 19	26 327 30	1 373 34

Major Street Volume: 792  
Minor Approach Volume: 46  
Minor Approach Volume Threshold: 282

SIGNAL WARRANT DISCLAIMER

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2035 Long Term Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035\_Plus MRI Proj\_PM

Intersection #309: Int 2: San Antonio Ave & Greenwood Ave

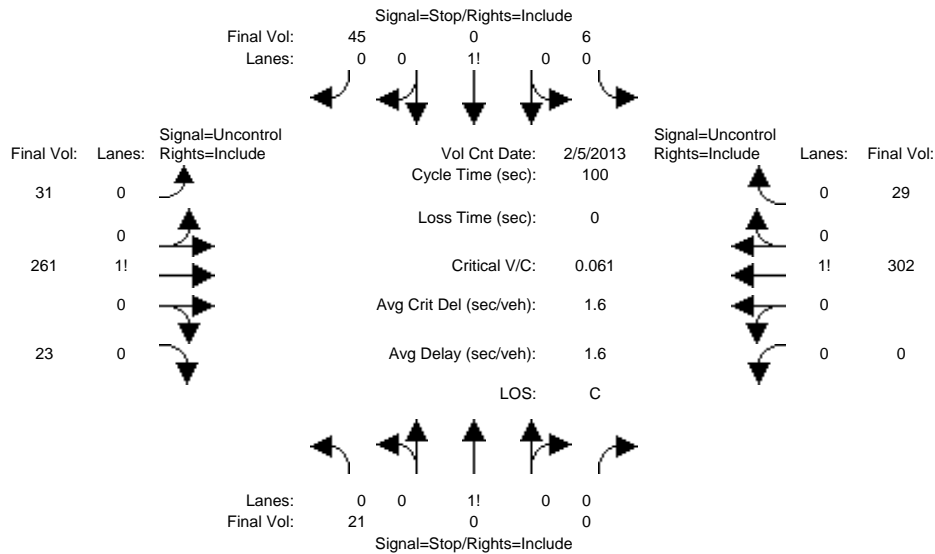


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module, providing detailed traffic analysis data.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #309 Int 2: San Antonio Ave & Greenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 0 1 0
Initial Vol:	21 0 0	6 0 45	31 261 23	0 302 29
ApproachDel:	16.1	10.8	xxxxxx	xxxxxx

-----  
 Approach[northbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.1]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=21]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=718]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

-----  
 Approach[southbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.2]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=51]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=718]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #309 Int 2: San Antonio Ave & Gleenwood Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	1 0 0 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 0 1 0
Initial Vol:	21 0 0	6 0 45	31 261 23	0 302 29

-----  
 Major Street Volume: 646  
 Minor Approach Volume: 51  
 Minor Approach Volume Threshold: 336  
 -----

SIGNAL WARRANT DISCLAIMER

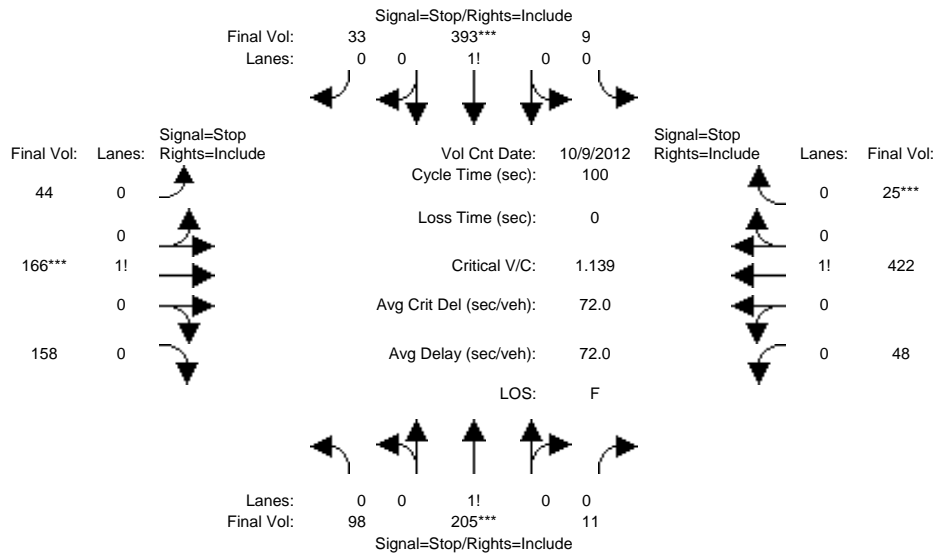
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
2035 Long Term Plus Project Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
2035\_Plus MRI Proj\_AM

Intersection #506: Int 4: 4-Way Stop: Laurel St & Glenwood Ave



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:	>> Count Date: 9 Oct 2012 << 7:30 AM - 8:30 AM											
Base Vol:	54	102	3	6	241	22	30	105	107	25	205	13
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	68	128	4	8	303	28	38	132	135	31	258	16
Added Vol:	0	13	4	0	27	0	0	9	0	0	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	141	8	8	330	28	38	141	135	31	279	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:	0.69	0.69	0.69	0.84	0.84	0.84	0.85	0.85	0.85	0.66	0.66	0.66
PHF Volume:	98	205	11	9	393	33	44	166	158	48	422	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	205	11	9	393	33	44	166	158	48	422	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:	98	205	11	9	393	33	44	166	158	48	422	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:	0.31	0.65	0.04	0.02	0.90	0.08	0.12	0.45	0.43	0.10	0.85	0.05
Final Sat.:	126	262	14	9	393	33	51	192	183	42	371	22

Capacity Analysis Module:	Vol/Sat: 0.78 0.78 0.78 1.00 1.00 1.00 0.86 0.86 0.86 1.14 1.14 1.14											
Crit Moves:	****			****			****			****		
Delay/Veh:	36.0	36.0	36.0	72.0	72.0	72.0	44.4	44.4	44.4	115.4	115	115.4
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:	36.0	36.0	36.0	72.0	72.0	72.0	44.4	44.4	44.4	115.4	115	115.4
LOS by Move:	E	E	E	F	F	F	E	E	E	F	F	F
ApproachDel:	36.0			72.0			44.4			115.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	36.0			72.0			44.4			115.4		
LOS by Appr:	E			F			E			F		
AllWayAvgQ:	2.7	2.7	2.7	7.3	7.3	7.3	3.9	3.9	3.9	12.6	12.6	12.6

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #506 Int 4: 4-Way Stop: Laurel St & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant Met

	North Bound	South Bound	East Bound	West Bound
Approach:				
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	68 141 8	8 330 28	38 141 135	31 279 16
Major Street Volume:	640			
Minor Approach Volume:	365			
Minor Approach Volume Threshold:	339			

SIGNAL WARRANT DISCLAIMER

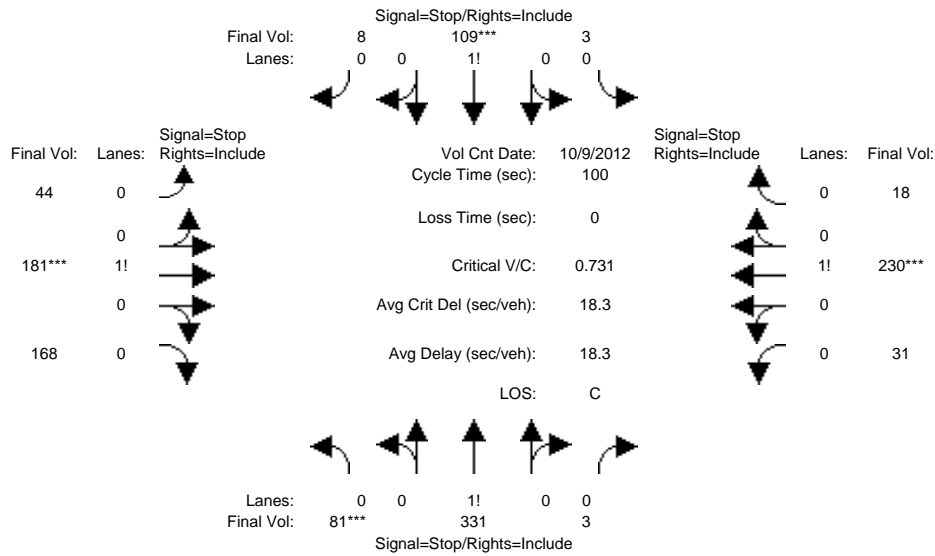
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030  
2035 Long Term Plus Project Conditions  
AM Peak Hour

Level Of Service Computation Report  
2000 HCM 4-Way Stop (Future Volume Alternative)  
2035\_Plus MRI Proj\_PM

Intersection #506: Int 4: 4-Way Stop: Laurel St & Glenwood Ave



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:	>> Count Date: 9 Oct 2012 << 5:00 PM - 6:00 PM											
Base Vol:	58	213	2	2	71	6	25	102	95	18	166	12
Growth Adj:	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26	1.26
Initial Bse:	73	268	3	3	89	8	31	128	119	23	209	15
Added Vol:	0	30	0	0	12	0	0	0	0	4	-13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	298	3	3	101	8	31	128	119	27	196	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:	0.90	0.90	0.90	0.93	0.93	0.93	0.71	0.71	0.71	0.85	0.85	0.85
PHF Volume:	81	331	3	3	109	8	44	181	168	31	230	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	331	3	3	109	8	44	181	168	31	230	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:	81	331	3	3	109	8	44	181	168	31	230	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:	0.19	0.80	0.01	0.02	0.91	0.07	0.11	0.46	0.43	0.11	0.83	0.06
Final Sat.:	111	453	4	10	412	31	66	270	251	60	442	34

Capacity Analysis Module:	Vol/Sat: 0.73 0.73 0.73 0.26 0.26 0.26 0.67 0.67 0.67 0.52 0.52 0.52												
Crit Moves:	****						****						****
Delay/Veh:	22.1	22.1	22.1	11.6	11.6	11.6	18.6	18.6	18.6	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:	22.1	22.1	22.1	11.6	11.6	11.6	18.6	18.6	18.6	15.0	15.0	15.0	
LOS by Move:	C	C	C	B	B	B	C	C	C	B	B	B	
ApproachDel:	22.1			11.6			18.6			15.0			
Delay Adj:	1.00			1.00			1.00			1.00			
ApprAdjDel:	22.1			11.6			18.6			15.0			
LOS by Appr:	C			B			C			B			
AllWayAvgQ:	2.1	2.1	2.1	0.2	0.2	0.2	1.6	1.6	1.6	0.9	0.9	0.9	

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*

Intersection #506 Int 4: 4-Way Stop: Laurel St & Glenwood Ave

\*\*\*\*\*

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Stop Sign	Stop Sign
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	73 298 3	3 101 8	31 128 119	27 196 15
Major Street Volume:	517			
Minor Approach Volume:	373			
Minor Approach Volume Threshold:	396			

SIGNAL WARRANT DISCLAIMER

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2035 Long Term Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035\_Plus MRI Proj\_AM

Intersection #514: Int 5: Unsig:Middlefield Rd & Glenwood Ave

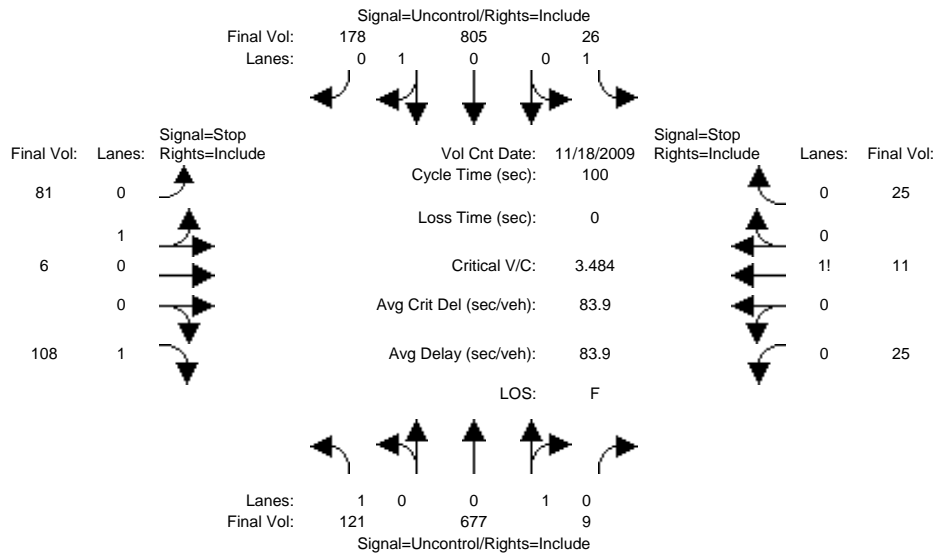


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module with various traffic metrics.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	121 677 9	26 805 178	81 6 108	25 11 25
ApproachDel:	xxxxxx	xxxxxx	688.7	614.8

```

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=37.4]
    SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=195]
    SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2072]
    SUCCEED - Total volume greater than or equal to 800 for intersection
    with four or more approaches.

```

```

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=10.5]
    SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=62]
    FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2072]
    SUCCEED - Total volume greater than or equal to 800 for intersection
    with four or more approaches.

```

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

```

*****
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave
*****
Future Volume Alternative: Peak Hour Warrant Met

```

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	121 677 9	26 805 178	81 6 108	25 11 25

```

Major Street Volume:          1815
Minor Approach Volume:       195
Minor Approach Volume Threshold: 118 [less than minimum of 150]

```

SIGNAL WARRANT DISCLAIMER

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2035 Long Term Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035\_Plus MRI Proj\_PM

Intersection #514: Int 5: Unsig:Middlefield Rd & Glenwood Ave

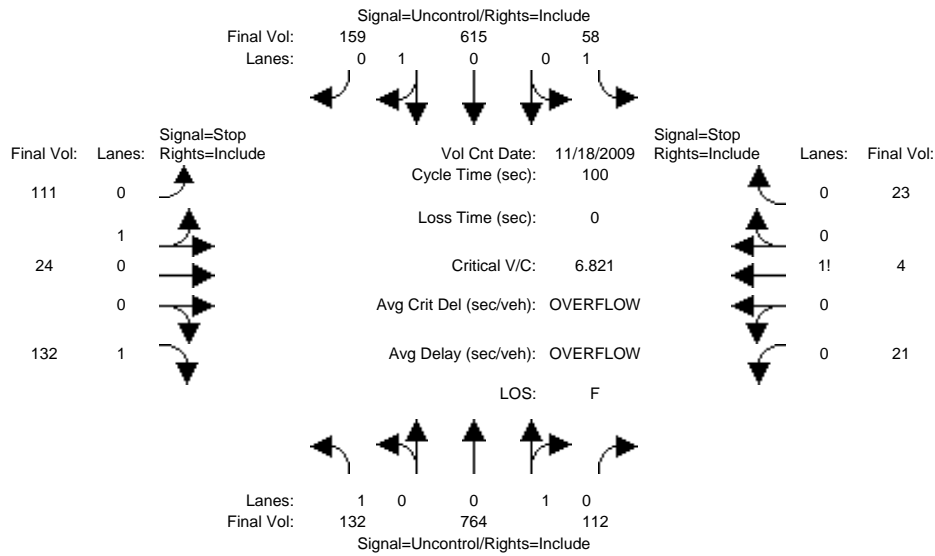


Table with columns for Approach (North, South, East, West Bound) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Data includes counts, delays, and LOS values.

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

Peak Hour Delay Signal Warrant Report

\*\*\*\*\*
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	132 764 112	58 615 159	111 24 132	21 4 23
ApproachDel:	xxxxxx	xxxxxx	+Inf	xxxxxx

```

Approach[eastbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
    SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=267]
    SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2154]
    SUCCEED - Total volume greater than or equal to 800 for intersection
    with four or more approaches.

```

```

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=OVERFLOW]
    SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=48]
    FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2154]
    SUCCEED - Total volume greater than or equal to 800 for intersection
    with four or more approaches.

```

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

```

*****
Intersection #514 Int 5: Unsig:Middlefield Rd & Glenwood Ave
*****
Future Volume Alternative: Peak Hour Warrant Met

```

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 1 0 0 1	0 0 1! 0 0
Initial Vol:	132 764 112	58 615 159	111 24 132	21 4 23

```

Major Street Volume:          1840
Minor Approach Volume:        267
Minor Approach Volume Threshold: 112 [less than minimum of 150]

```

SIGNAL WARRANT DISCLAIMER

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

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TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2035 Long Term Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035\_Plus MRI Proj\_AM

Intersection #716: Int 3: Garwood Wy & Glenwood Ave

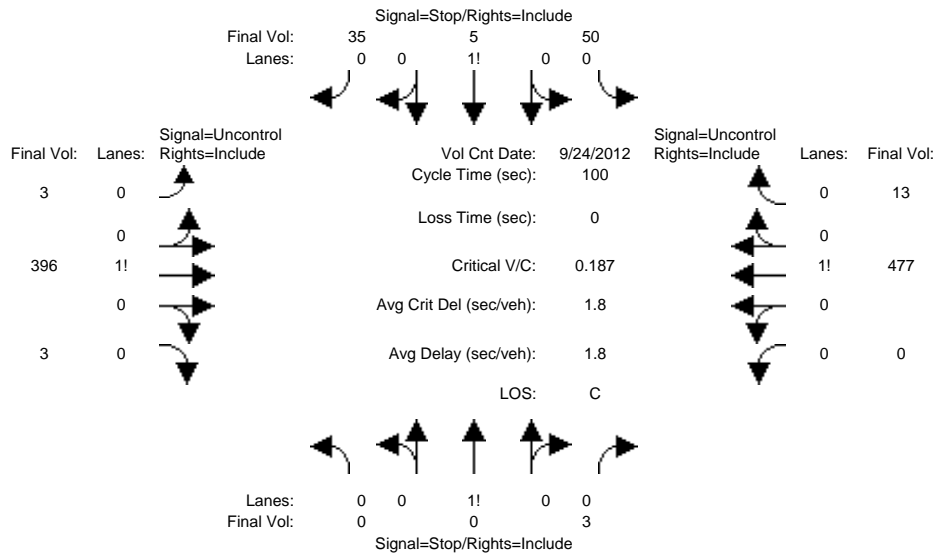


Table with columns: Approach (North Bound, South Bound, East Bound, West Bound), Movement (L, T, R), and various performance metrics including Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #716 Int 3: Garwood Wy & Glenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 1! 0 0	0 0 1! 0 0	0 0 0 1 0
Initial Vol:	0 0 3	25 3 18	3 341 3	0 0 372 10
ApproachDel:	10.5	18.9	xxxxxx	xxxxxx

-----  
Approach[northbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.0]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=3]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=776]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.  
-----

-----  
Approach[southbound][lanes=1][control=Stop Sign]  
Signal Warrant Rule #1: [vehicle-hours=0.2]  
FAIL - Vehicle-hours less than 4 for one lane approach.  
Signal Warrant Rule #2: [approach volume=45]  
FAIL - Approach volume less than 100 for one lane approach.  
Signal Warrant Rule #3: [approach count=4][total volume=776]  
FAIL - Total volume less than 650 for intersection  
with less than four approaches.  
-----

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
Intersection #716 Int 3: Garwood Wy & Glenwood Ave  
\*\*\*\*\*  
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 0 0 1	0 0 1! 0 0	0 0 1! 0 0	0 0 0 1 0
Initial Vol:	0 0 3	25 3 18	3 341 3	0 372 10

-----  
Major Street Volume: 728  
Minor Approach Volume: 45  
Minor Approach Volume Threshold: 304  
-----

SIGNAL WARRANT DISCLAIMER

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

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

TJKM -- Menlo Park Marriott Residence Inn -- P002-030
2035 Long Term Plus Project Conditions
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035\_Plus MRI Proj\_PM

Intersection #716: Int 3: Garwood Wy & Glenwood Ave

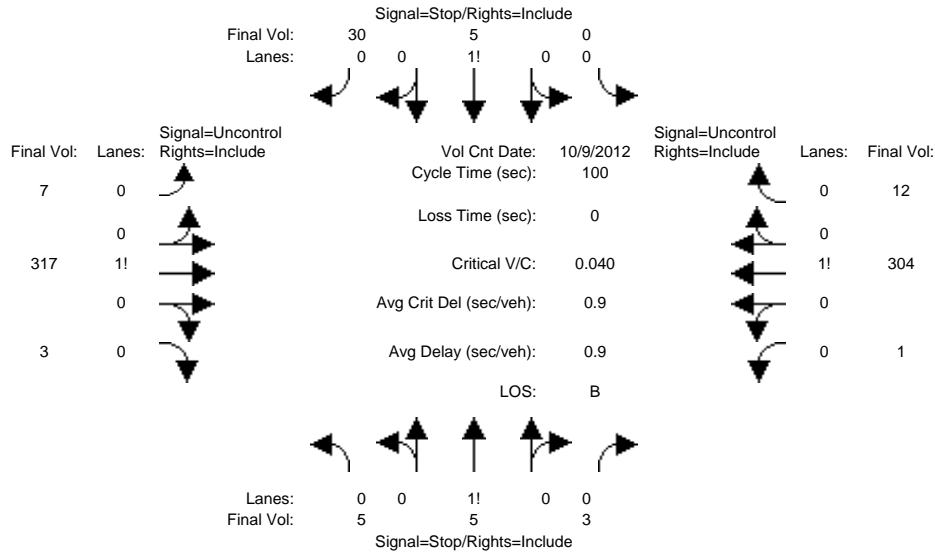


Table with columns for Approach (North, South, East, West) and Movement (L, T, R). Rows include Volume Module, Critical Gap Module, Capacity Module, and Level Of Service Module. Data includes counts, volumes, delays, and LOS values.

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report
\*\*\*\*\*
Intersection #716 Int 3: Garwood Wy & Glenwood Ave
\*\*\*\*\*
Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	3	3		1		0		1		8	6	292		3		1	280		11	
ApproachDel:	13.9				10.7				xxxxxx				xxxxxx							

-----  
 Approach[northbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=6]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=608]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

-----  
 Approach[southbound][lanes=1][control=Stop Sign]  
 Signal Warrant Rule #1: [vehicle-hours=0.0]  
 FAIL - Vehicle-hours less than 4 for one lane approach.  
 Signal Warrant Rule #2: [approach volume=9]  
 FAIL - Approach volume less than 100 for one lane approach.  
 Signal Warrant Rule #3: [approach count=4][total volume=608]  
 FAIL - Total volume less than 650 for intersection  
 with less than four approaches.  
 -----

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

\*\*\*\*\*  
 Intersection #716 Int 3: Garwood Wy & Glenwood Ave  
 \*\*\*\*\*  
 Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	T	R		L	T	R		L	T	R		L	T	R					
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	0	1	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	3	3		1		0		1		8	6	292		3		1	280		11	

-----  
 Major Street Volume: 593  
 Minor Approach Volume: 9  
 Minor Approach Volume Threshold: 359  
 -----

SIGNAL WARRANT DISCLAIMER

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

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



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## Appendix F

### - Los Altos Marriott Residence Inn Parking Occupancy Survey

**Parking Occupancy Survey**  
**Marriott Residence Inn, Los Altos**

156 total Rooms

159 Total Parking Spaces

Date	% Parking Occupancy	%Hotel Occupancy	# Parking Occupied**	# Rooms (Sold)	Parking Ratio (stalls per room)
5/1/2012	83.65%	99.36%	133	155	0.85
5/2/2012	81.13%	98.08%	129	153	0.83
5/3/2012	64.15%	75.64%	102	118	0.65
5/4/2012	39.62%	58.33%	63	91	0.40
5/5/2012	52.83%	64.74%	84	101	0.54
5/6/2012	61.01%	75.00%	97	117	0.62
5/7/2012	80.50%	100.00%	128	156	0.82
5/8/2012	79.87%	100.00%	127	156	0.81
5/9/2012	81.13%	99.36%	129	155	0.83
5/10/2012	62.26%	72.44%	99	113	0.63
5/11/2012					-
5/12/2012	50.31%	62.82%	80	98	0.51
5/13/2012	62.26%	78.21%	99	122	0.63
5/14/2012	76.10%	98.72%	121	154	0.78
5/15/2012	77.36%	98.72%	123	154	0.79
5/16/2012	81.76%	100.00%	130	156	0.83
5/17/2012	75.47%	98.72%	120	154	0.77
5/18/2012	66.04%	82.69%	105	129	0.67
5/19/2012	59.75%	77.56%	95	121	0.61
5/20/2012	0.00%	0.00%			-
5/21/2012	86.16%	96.15%	137	150	0.88
5/22/2012	79.25%	98.72%	126	154	0.81
5/23/2012	72.33%	98.08%	115	153	0.74
5/24/2012	62.26%	76.28%	99	119	0.63
5/25/2012	57.86%	71.15%	92	111	0.59
5/26/2012	58.49%	68.59%	93	107	0.60
5/27/2012					-
5/28/2012	45.91%	54.49%	73	85	0.47
5/29/2012	69.81%	91.03%	111	142	0.71
5/30/2012	74.84%	97.44%	119	152	0.76
5/31/2012	61.01%	69.23%	97	108	0.62

**Note:**

*Parking Occupancy observed during 1 to 2 am each day.*

*\*\* Does not deduct for non-hotel guest parking from Box.net, Adobe Pet Hospital, 4500 El Camino Real, Village Court Shopping Center.*

**Parking Occupancy Survey**  
**Marriott Residence Inn, Los Altos**

156 total Rooms

159 Total Parking Spaces

Date	% Parking Occupancy	%Hotel Occupancy	# Parking Occupied**	# Rooms (Sold)	Parking Ratio (stalls per room)
6/1/2012	0.00%	0.00%			-
6/2/2012	0.00%	0.00%			-
6/3/2012	0.00%	0.00%			-
6/4/2012	0.00%	0.00%			-
6/5/2012	0.00%	0.00%			-
6/6/2012	0.00%	0.00%			-
6/7/2012	0.00%	0.00%			-
6/8/2012	0.00%	0.00%			-
6/9/2012	0.00%	0.00%			-
6/10/2012	0.00%	0.00%			-
6/11/2012	0.00%	0.00%			-
6/12/2012	0.00%	0.00%			-
6/13/2012	0.00%	0.00%			-
6/14/2012	0.00%	0.00%			-
6/15/2012	0.00%	0.00%			-
6/16/2012	0.00%	0.00%			-
6/17/2012	0.00%	0.00%			-
6/18/2012	80.50%	97.44%	128	152	0.82
6/19/2012	81.13%	98.08%	129	153	0.83
6/20/2012	81.76%	99.36%	130	155	0.83
6/21/2012	0.00%	0.00%			-
6/22/2012	70.44%	80.77%	112	126	0.72
6/23/2012	74.21%	85.26%	118	133	0.76
6/24/2012	0.00%	0.00%			-
6/25/2012	77.99%	97.44%	124	152	0.79
6/26/2012	84.91%	99.36%	135	155	0.87
6/27/2012	82.39%	98.08%	131	153	0.84
6/28/2012	77.99%	94.87%	124	148	0.79
6/29/2012	66.67%	79.49%	106	124	0.68
6/30/2012	60.38%	73.08%	96	114	0.62

**Note:**

*Parking Occupancy observed during 1 to 2 am each day.*

*\*\* Does not deduct for non-hotel guest parking from Box.net, Adobe Pet Hospital, 4500 El Camino Real, Village Court Shopping Center.*

**Parking Occupancy Survey**  
**Marriott Residence Inn, Los Altos**

156 total Rooms

159 Total Parking Spaces

Date	% Parking Occupancy	%Hotel Occupancy	# Parking Occupied**	# Rooms (Sold)	Parking Ratio (stalls per room)
7/1/2012	56.60%	67.95%	90	106	0.58
7/2/2012	55.35%	65.38%	88	102	0.56
7/3/2012	47.80%	62.82%	76	98	0.49
7/4/2012	47.17%	65.38%	75	102	0.48
7/5/2012	55.97%	66.03%	89	103	0.57
7/6/2012	57.86%	69.23%	92	108	0.59
7/7/2012	63.52%	75.64%	101	118	0.65
7/8/2012	64.78%	75.64%	103	118	0.66
7/9/2012	81.76%	95.51%	130	149	0.83
7/10/2012	84.91%	100.00%	135	156	0.87
7/11/2012	85.53%	100.00%	136	156	0.87
7/12/2012	86.79%	98.72%	138	154	0.88
7/13/2012	71.70%	86.54%	114	135	0.73
7/14/2012	72.33%	92.31%	115	144	0.74
7/15/2012	73.58%	91.67%	117	143	0.75
7/16/2012	83.65%	98.72%	133	154	0.85
7/17/2012	84.28%	98.72%	134	154	0.86
7/18/2012	84.91%	100.00%	135	156	0.87
7/19/2012	84.28%	100.00%	134	156	0.86
7/20/2012	78.62%	90.38%	125	141	0.80
7/21/2012	74.21%	94.23%	118	147	0.76
7/22/2012	72.96%	87.82%	116	137	0.74
7/23/2012	76.10%	96.15%	121	150	0.78
7/24/2012	82.39%	100.00%	131	156	0.84
7/25/2012	83.65%	100.00%	133	156	0.85
7/26/2012	78.62%	98.08%	125	153	0.80
7/27/2012	75.47%	96.15%	120	150	0.77
7/28/2012	72.96%	96.79%	116	151	0.74
7/29/2012	70.44%	92.95%	112	145	0.72
7/30/2012	81.13%	98.72%	129	154	0.83

**Note:**

*Parking Occupancy observed during 1 to 2 am each day.*

*\*\* Does not deduct for non-hotel guest parking from Box.net, Adobe Pet Hospital, 4500 El Camino Real, Village Court Shopping Center.*

**Parking Occupancy Survey**  
**Marriott Residence Inn, Los Altos**

156 total Rooms

159 Total Parking Spaces

Date	% Parking Occupancy	%Hotel Occupancy	# Parking Occupied**	# Rooms (Sold)	Parking Ratio (stalls per room)
8/1/2012	81.76%	98.72%	130	154	0.83
8/2/2012	82.39%	98.72%	131	154	0.84
8/3/2012	80.50%	98.08%	128	153	0.82
8/4/2012	72.33%	87.18%	115	136	0.74
8/5/2012	69.18%	80.13%	110	125	0.71
8/6/2012	79.25%	97.44%	126	152	0.81
8/7/2012	79.87%	97.44%	127	152	0.81
8/8/2012	86.79%	98.72%	138	154	0.88
8/9/2012	79.25%	85.26%	126	133	0.81
8/10/2012	71.70%	80.13%	114	125	0.73
8/11/2012	72.96%	89.10%	116	139	0.74
8/12/2012	70.44%	75.00%	112	117	0.72
8/13/2012	68.55%	90.38%	109	141	0.70
8/14/2012	74.84%	97.44%	119	152	0.76
8/15/2012	79.87%	99.36%	127	155	0.81
8/16/2012	72.33%	87.82%	115	137	0.74
8/17/2012	78.62%	96.15%	125	150	0.80
8/18/2012	80.50%	96.15%	128	150	0.82
8/19/2012	70.44%	73.08%	112	114	0.72
8/20/2012	77.99%	94.87%	124	148	0.79
8/21/2012	79.87%	100.00%	127	156	0.81
8/22/2012	75.47%	100.00%	120	156	0.77
8/23/2012	74.84%	98.08%	119	153	0.76
8/24/2012	72.33%	86.54%	115	135	0.74
8/25/2012	81.13%	98.08%	129	153	0.83
8/26/2012	62.89%	68.59%	100	107	0.64
8/27/2012	72.33%	87.82%	115	137	0.74
8/28/2012	77.99%	94.87%	124	148	0.79
8/29/2012	77.99%	94.23%	124	147	0.79
8/30/2012	59.12%	68.59%	94	107	0.60
8/31/2012	55.35%	62.18%	88	97	0.56

**Note:**

*Parking Occupancy observed during 1 to 2 am each day.*

*\*\* Does not deduct for non-hotel guest parking from Box.net, Adobe Pet Hospital, 4500 El Camino Real, Village Court Shopping Center.*

**Parking Occupancy Survey**  
**Marriott Residence Inn, Los Altos**

156 Total Rooms

159 Total Parking Spaces

Date	% Parking Occupancy	%Hotel Occupancy	# Parking Occupied**	# Rooms (Sold)	Parking Ratio (stalls per room)
9/1/2012	46.54%	55.77%	74	87	0.47
9/2/2012	43.40%	50.64%	69	79	0.44
9/3/2012	50.94%	55.13%	81	86	0.52
9/4/2012	65.41%	80.13%	104	125	0.67
9/5/2012	74.21%	88.46%	118	138	0.76
9/6/2012	79.25%	90.38%	126	141	0.81
9/7/2012	64.15%	70.51%	102	110	0.65
9/8/2012	67.92%	78.21%	108	122	0.69
9/9/2012	63.52%	71.15%	101	111	0.65
9/10/2012	80.50%	95.51%	128	149	0.82
9/11/2012	84.28%	100.00%	134	156	0.86
9/12/2012	84.28%	100.00%	134	156	0.86
9/13/2012	74.21%	94.23%	118	147	0.76
9/14/2012	76.73%	94.87%	122	148	0.78
9/15/2012	81.76%	96.79%	130	151	0.83
9/16/2012	70.44%	85.90%	112	134	0.72
9/17/2012	79.87%	97.44%	127	152	0.81
9/18/2012	83.02%	100.00%	132	156	0.85
9/19/2012	82.39%	98.72%	131	154	0.84
9/20/2012	81.76%	92.31%	130	144	0.83
9/21/2012	56.60%	66.67%	90	104	0.58
9/22/2012	47.17%	62.82%	75	98	0.48
9/23/2012	72.33%	87.82%	115	137	0.74
9/24/2012	81.76%	99.36%	130	155	0.83
9/25/2012	78.62%	99.36%	125	155	0.80
9/26/2012	78.62%	97.44%	125	152	0.80
9/27/2012	73.58%	81.41%	117	127	0.75
9/28/2012	81.76%	91.03%	130	142	0.83
9/29/2012	50.31%	53.85%	80	84	0.51
9/30/2012	46.54%	63.46%	74	99	0.47

**Note:**

*Parking Occupancy observed during 1 to 2 am each day.*

*\*\* Does not deduct for non-hotel guest parking from Box.net, Adobe Pet Hospital, 4500 El Camino Real, Village Court Shopping Center.*